



RIVERSIDE COUNTY PLANNING DEPARTMENT

*John Hildebrand
Planning Director*

MITIGATED NEGATIVE DECLARATION

Project/Case Number: PPT200010

Based on the Initial Study, it has been determined that the proposed project will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION (see Environmental Assessment/Initial Study).

COMPLETED/REVIEWED BY:

By: Brett Dawson Title: Project Planner Date: 12/21/2022

Applicant/Project Sponsor: Scott Yorkson Date Submitted: April 17, 2014

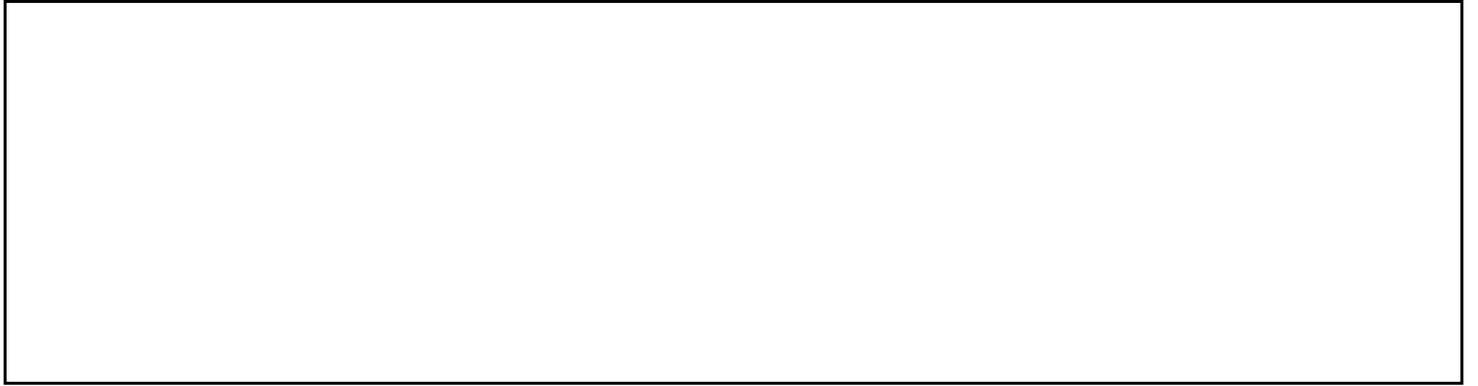
ADOPTED BY: Directors Hearing

Person Verifying Adoption: _____ Date: _____

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501

For additional information, please contact Brett Dawson at bdawson@rivco.org (951) 955-0972



**COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY**

Environmental Assessment (CEQ / EA) Number: CEQ200048

Project Case Type (s) and Number(s): PLOT PLAN NO. 200010

Lead Agency Name: County of Riverside Planning Department

Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501

Contact Person: Brett Dawson

Telephone Number: (818) 378-2004

Applicant's Name: Scott Yorkison

Applicant's Address: 4740 Green River Road, Corona, CA 92880

I. PROJECT INFORMATION

Project Description:

PLOT PLAN No. 200010 – CEQA200048 – Applicant: Scott Yorkison – Engineer: Joseph Cross – Second Supervisorial District- El Cerrito Zoning District – Temescal Canyon Area Plan: Community Development – Light Industrial (LI) (0.25 - 0.60 FAR) – Location: North of Cajalco Road, and East of Temescal Canyon – 1.88 Acres Minimum – Zoning: Manufacturing Service Commercial (M-SC) – **REQUEST:** The proposal of a development consisting of a mix of uses including a proposed 6,000 square-foot, two-story commercial building for office and mini warehousing; a 5,215 square-foot car wash (Tommy's Carwash); a 729 square-foot drive-in restaurant (Wienerschnitzel Heritage); related landscaping, two bioretention basins and site improvements. – APN 279-530-031

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

B. Total Project Area:

Residential Acres: n/a

Lots:

Units: n/a

Projected No. of Residents: n/a

Commercial Acres: 1.88

Lots: 1

Sq. Ft. of Bldg. Area: 9,944

Est. No. of Employees: 21

Industrial Acres: n/a

Lots: n/a

Sq. Ft. of Bldg. Area: n/a

Est. No. of Employees: n/a

Other: n/a

C. Assessor's Parcel No(s): 279-231-0080

Street References: East side of Temescal Canyon Road, north of Cajalco Road

D. Section, Township & Range Description or reference/attach a Legal Description:
Township 4 South Range 6 West Section 16 NE

E. Brief description of the existing environmental setting of the project site and its surroundings: The existing site is graded and relatively flat, consisting of graveled surface with two asphalt/concrete outdoor storage slabs. There are no existing structures on the site. The project site is bounded by a storage facility to the north, commercial development to the west, a vacant lot and construction materials storage yards to the south, and Temescal Wash to the east.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The project site is located within the Temescal Canyon Area Plan of the County of Riverside General Plan. The project site is currently designated for "Light Industrial (LI)" uses by the General Plan and the Area Plan, which allows for industrial and related uses such as warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses with a building intensity range of 0.25–0.60 floor-to-area ratio (FAR). The project site is located within the Sphere of Influence of the City of Corona. The project would be fully consistent with the City of Corona sphere of influence policies and land use designations for the site. The project site does not fall within a General Plan Policy Overlay Area.
- 2. Circulation:** The project has adequate circulation facilities and is therefore consistent with the General Plan Circulation Element. The proposed project meets all other applicable circulation policies of the General Plan.
- 3. Multipurpose Open Space:** The proposed project is located in the Temescal Canyon Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan, Subunit 3, located within the Criteria Cell Group "C", Cells #2400. With compliance with all Cell Group and Riverside County Environmental Programs requirements, the proposed project meets all applicable Multipurpose Open Space policies of the General Plan.
- 4. Safety:** The proposed project is not located in a fault zone but is located within the Riverside County Flood Control District. The proposed project is in an area designated as having low liquefaction, but susceptible to subsidence. The proposed project allows for sufficient provision of emergency response services to the existing and future users of this project through the project's design. The proposed project meets all other applicable General Plan Safety Element policies.
- 5. Noise:** The proposed project will permanently increase the ambient noise and vibration levels in the project vicinity above levels existing without the project. With mitigation, the proposed project meets all applicable General Plan Noise Element policies and is anticipated to have less-than-significant noise and vibration impacts.
- 6. Housing:** The proposed project is not proposing any residential homes. Accordingly, the project would not conflict with the General Plan Housing Element policies.
- 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.
- 8. Healthy Communities:** The proposed project is consistent with the policies of the General Plan Healthy Communities Element.
- 9. Environmental Justice (After Element is Adopted):** The proposed project is expected to provide fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies and the equitable distribution of environmental benefits.

B. General Plan Area Plan(s): Temescal Canyon

- C. Foundation Component(s):** Community Development
- D. Land Use Designation(s):** Light Industrial
- E. Overlay(s), if any:** None
- F. Policy Area(s), if any:** None
- G. Adjacent and Surrounding:**
 - 1. General Plan Area Plan(s):** Temescal Canyon
 - 2. Foundation Component(s):** Community Development
 - 3. Land Use Designation(s):** Commercial Retail, Light Industrial
 - 4. Overlay(s), if any:** None
 - 5. Policy Area(s), if any:** Temescal Wash Policy Area
- H. Adopted Specific Plan Information**
 - 1. Name and Number of Specific Plan, if any:** None
 - 2. Specific Plan Planning Area, and Policies, if any:** None
- I. Existing Zoning:** M-SC, CZ Number 7511
- J. Proposed Zoning, if any:** n/a
- K. Adjacent and Surrounding Zoning:** Scenic Highway Commercial (C-P-S), Mineral Resources (M-R), Watershed and Conservation Area (W-1), Manufacturing-Service Commercial (M-SC), Natural Assets (N-A)

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 type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input 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 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

12/21/21
Date


Printed Name

For: John Hildebrand
Planning Director

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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): County of Riverside General Plan Figure C-8 “Scenic Highways” and Temescal Canyon Area Plan Figure 9 “Scenic Highways

Findings of Fact:

a) **Less Than Significant Impact.** County of Riverside General Plan Figure C-8 and Temescal Canyon Area Plan Figure 9 identifies the Corona Freeway, Interstate 15 (I-15), located approximately 0.5 mile west of the project site, as the nearest State Eligible Scenic Highway. The proposed development would not be visible from I-15; an existing commercial development east of I-15 and directly west of the project site would obscure the proposed project’s development from the Scenic Highway. Therefore, the project would not result in an impact to the Eligible Scenic Highway. Impacts to a scenic highway corridor would be less than significant, and no mitigation measures are required.

b) **Less Than Significant Impact.** The existing project site is substantially graded and altered and does not contain any trees, rock outcroppings, or unique landmark features. The proposed project would result in additional site grading, new construction, hardscape, and infrastructure improvements on nearly the entire 1.88-acre project site. The proposed project would not substantially degrade the existing visual character of the site or its surrounding because the proposed development would be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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similar in character to adjacent development. Additionally, the one- to two-story proposed project, which is consistent in size and scale of nearby development. Therefore, the proposed project would not obstruct any prominent scenic vista or view open to the public or result in the creation of an aesthetically offensive site open to the public view. Implementation of the proposed project would not result in an impact to scenic resources, and no mitigation measures are required.

c) **No Impact.** The project site is located on the east side of Temescal Canyon Road and north of Cajalco Road and occurs within an urbanized area that includes development (Crossings at Corona) and related infrastructure (i.e., roadways). The project site contains no permanent structures and has a graded roadbed and two asphalt/concrete staging/outdoor storage areas. The existing property is used for construction staging of equipment or materials. The proposed project would develop the site to build a one-to-two-story office/warehouse building, car wash, and drive-thru restaurant. Implementation of the project would be consistent with the Light Industrial land use designation and adjacent Commercial Retail zoning. Nearby zoning designations include Open Space Rural and Water and City. Therefore, no impacts are identified or anticipated related to the degradation of existing visual quality, 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?

Source(s): Riverside County GIS database, Riverside County Ordinance No. 655 (Regulating Light Pollution)

Findings of Fact:

a) **No Impact.** Riverside County Ordinance No. 655 identifies portions of the county that have the potential to adversely affect the Mt. Palomar Observatory. Specifically, Ordinance No. 655 restricts the use of certain light fixtures emitting into the night sky in areas within 45 miles of the observatory. The project site is located approximately 48 miles (calculation in Google Earth) northwest of the Mt. Palomar Observatory and is therefore outside of restricted zones regulating light pollution. Therefore, the proposed project is not subject to the provisions of Ordinance No. 655 and would result in no impacts. No mitigation is 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
3. Other Lighting Issues	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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(s): Riverside County Ordinance No, 915, Project Application Materials

Findings of Fact:

a-b) **Less than Significant Impact.** Construction of the proposed car wash, office/warehouse building, and restaurant with a drive-thru for food pick up would not generate a significant amount of new light. The proposed building and landscape lighting would be similar to installed fixtures in the surrounding area, which includes existing light sources from Crossings at Corona to the west. All lighting proposed as part of the project would be required to comply with Riverside County outdoor lighting requirements (Ordinance No. 915), which regulate outdoor lighting to specifically limit lighting impacts on surrounding uses. The project would not introduce new sources of substantial light or glare that would adversely affect day or nighttime views in the area, nor would it expose residential properties to unacceptable light levels. Therefore, the project would have less-than-significant lighting impacts, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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 type="checkbox"/>	<input checked="" 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"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): County of Riverside General Plan Figure OS-2 “Agricultural Resources;” Riverside County GIS database; California Department of Conservation California Important Farmland Finder 2015

Findings of Fact:

a) **No Impact.** The project site is designated as “Urban Built-Up Land” according to the California Department of Conservation, California Important Farmland Finder (2015). No portion of the project site or immediately adjacent surrounding areas contain “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance.” Accordingly, the project would not result in the conversion of Farmland to a non-agricultural use. Therefore, the project would have no impact related to farmland conversion, and no mitigation measures are required.

b-c) **No Impact.** There are no lands on the project site or in adjacent parcels that are located within an agricultural preserve. The closest agricultural preserve, Lake Matthews, is approximately 1.4 miles to the east of the project site. Therefore, the project would have no impacts to any Riverside County Agricultural Preserve, and no mitigation measures are required.

Additionally, according to mapping information available from the California Department of Conservation, the project site is not subject to a Williamson Act Contract. The nearest Williamson Act Contract occurs approximately 5 miles northeast of the project site. The proposed project has no potential to conflict with any Williamson Act Contract lands; therefore, the project would have no impact, and no mitigation measures are required.

The project site is zoned Manufacturing-Service Commercial (M-SC). Zoning classification surrounding the project site includes M-SC to the north, mineral resources (M-R) and natural assets (N-A) to the east, Scenic Highway Commercial (C-P-S) to the south, and Commercial (within the city of Corona) to the west. There are no agriculturally zoned properties within 300 feet of the project site. Therefore, there would be no impact, and no mitigation measures are required.

d) **No Impact.** Development of the project would further develop an already altered site. The project has no potential to result in any other direct or indirect impacts to Farmland types beyond what is already evaluated and disclosed above. As such, implementation of the proposed project would not involve changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use; therefore, no impact would occur, 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
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): County of Riverside General Plan Figure OS-3a “Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas” and Figure OS-3b “Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas”

Findings of Fact:

a-c) **No Impact.** The project site is zoned for Manufacturing-Service Commercial (M-SC) and General Plan land use designation of Light Industrial. There are no timber or forest lands on the project site or in the immediate vicinity. Additionally, Figure OS-3a: Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas of the County of Riverside General Plan (OS-25) does not identify the project site as forest land. Implementation of the proposed project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, the proposed project would not conflict with any existing zoning, cause any rezoning, or result in the loss or conversion of any forest land. No impacts are identified or are anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): County of Riverside General Plan; Riverside County Climate Action Plan; SCAQMD CEQA Air Quality Handbook (1993); California Emission Estimator Model® (CalEEMod) prepared by Yorke Engineering LLC dated January 2021; SCAQMD Air Quality Significance Thresholds (2019); SCAQMD Localized Significance Threshold Methodology (2008a).

Note: Air Quality modeling conducted on 1/21/2021 provided in Appendix A: CalEEMod includes analysis for a 4,000 square-foot office building. The office component of the project was modified after CalEEMod modeling was completed to include a 6,000 square-foot office/warehouse use. As detailed in Appendix A and summarized below, CalEEMod’s trip rate for a 4,000 square-foot office use would be 44. A 6,000 square-foot office/warehouse use would result in two fewer trips (42). The difference is negligible and would not change conclusions for operational impacts.

Findings of Fact:

- a) **Less than Significant Impact.** The project site is located in the South Coast Air Basin (SCAB) and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD administers the Air Quality Management Plan (AQMP), which establishes a program of rules and regulations to obtain attainment with federal and state air quality standards. The AQMP is the SCAQMD’s contribution to the State Implementation Plan (SIP). The proposed project would not conflict with SCAQMD air quality planning goals because project elements would be required to comply with all applicable SCAQMD rules and requirements during construction and operation (e.g., permitting requirements, visible emissions, nuisance, fugitive dust, architectural coatings, gas-fired heating equipment, etc.).
- b) **Less than Significant Impact.**

Project Emissions Estimation

The construction and operation analysis were performed using the California Emissions Estimator Model (CalEEMod; version 2016.3.2), the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations of land use projects under the California Environmental Quality Act (CEQA). The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile source emission factors used in the model—published by the California Air Resources Board (CARB)—include the Pavley standards and Low Carbon Fuel standards.

The project’s land use data used for CalEEMod input is presented in Table AQ-1. The SCAQMD quantitative significance thresholds shown in Table AQ-2 were used to evaluate project emissions impacts (SCAQMD 2019). The CalEEMod output files are provided in Appendix A.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table AQ-1: Land Use Data for CalEEMod Input - 20330 Temescal Canyon Road, Corona 92881

Project Element	Land Use Type	Land Use Subtype	Unit Amount	Size Metric (sq. ft.)	Lot Acreage (footprint)	Square Feet (est.)
Tommy's Carwash	Industrial	General Light Industry	5.215	1,000	0.120	5,215
Wienerschnitzel Heritage (Drive-through Restaurant)	Recreational	Fast Food Restaurant With Drive Thru	0.729	1,000	0.017	729
Office/Warehouse Building	Commercial	General Office Building	4.000	1,000	0.092	6,000
Parking Lot	Parking	Parking Lot	50.960	1,000	1.170	50,960
Landscaping	Parking	Other Non-Asphalt Surfaces	16.989	1,000	0.390	16,989
Project Site					1.79	79,893

Source: Cross Engineering Services 2020, CalEEMod version 2016.3.2

Table AQ-2: SCAQMD CEQA Thresholds of Significance

Pollutant	Project Construction	Project Operation
	lbs/day	lbs/day
ROG (VOC)	75	55
NO _x	100	55
CO	550	550
SO _x	150	150
PM ₁₀	150	150
PM _{2.5}	55	55
24-hour PM _{2.5} Increment	10.4 µg/m ³	2.5 µg/m ³
24-hour PM ₁₀ Increment	10.4 µg/m ³	2.5 µg/m ³
Annual PM ₁₀ Increment	1.0 µg/m ³ annual average	
1-hour NO ₂ Increment	0.18 ppm (state)	
Annual NO ₂ Increment	0.03 ppm (state) & 0.0534 ppm (federal)	
1-hour SO ₂ Increment	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile)	
24-hour SO ₂ Increment	0.04 ppm (state)	
24-hour Sulfate Increment	25 ug/m ³ (state)	
1-hour CO Increment	20 ppm (state) & 35 ppm (federal)	
8-hour CO Increment	9.0 ppm (state/federal)	

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table AQ-2: SCAQMD CEQA Thresholds of Significance

Pollutant	Project Construction	Project Operation
	lbs/day	lbs/day
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million	
	Cancer Burden >0.5 excess cancer cases (in areas ≥ 1 in 1 million)	
	Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to Rule 402	
Greenhouse Gases	10,000 MT/yr CO _{2e} for industrial facilities	
	3,000 MT/yr CO _{2e} for land use projects (draft proposal)	

Source: SCAQMD 2008b, 2019

Criteria Pollutants from Project Construction

A project's construction phase produces many types of emissions, but particulate matter less than 10 microns in diameter (PM₁₀), including particulate matter less than 2.5 microns in diameter [PM_{2.5}] in fugitive dust and diesel engine exhaust are the pollutants of greatest concern. Fugitive dust emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle exhaust. Construction-related emissions can cause substantial increases in localized concentrations of PM₁₀, as well as affecting PM₁₀ compliance with ambient air quality standards on a regional basis. Particulate emissions from construction activities can lead to adverse health effects, as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces. The use of diesel-powered construction equipment emits ozone precursors, such as nitrogen oxides (NO_x) and reactive organic gases (ROGs), and diesel particulate matter (DPM), the latter being a composite of toxic air contaminants (TACs) containing a variety of hazardous substances. Large construction projects using multiple large earthmoving equipment are evaluated to determine if operations may exceed the SCAQMD's daily threshold for NO_x emissions and could temporarily expose area residents to hazardous levels of DPM. Use of architectural coatings and other materials associated with finishing buildings may also emit ROGs and TACs. CEQA significance thresholds address the impacts of construction activity emissions on local and regional air quality. Thresholds are also provided for other potential impacts related to project construction, such as odors and TACs.

The SCAQMD's approach to CEQA analyses of fugitive dust impacts is to require implementation of effective and comprehensive dust control measures rather than to require detailed quantification of emissions. PM₁₀ emitted during construction can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors, making quantification difficult. Despite this variability in emissions, experience has shown that there are several feasible control measures that can be reasonably implemented to significantly reduce fugitive dust emissions from construction. For larger projects, the SCAQMD has determined that compliance with an approved fugitive dust control plan comprising Best Management Practices (BMPs), primarily through frequent water application, constitutes sufficient mitigation to reduce PM₁₀ impacts to a level considered less than significant.

Criteria Pollutants from Project Operation

The term "project operations" refers to the full range of activities that can or may generate criteria pollutant, GHG, and TAC emissions when the project is functioning in its intended use. For projects

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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such as office parks, shopping centers, apartment buildings, residential subdivisions, and other indirect sources, motor vehicles traveling to and from the project represents the primary source of air pollutant emissions. For industrial projects and some commercial projects, equipment operation and manufacturing processes (i.e., permitted stationary sources) can be of greatest concern from an emissions standpoint. CEQA significance thresholds address the impacts of operational emission sources on local and regional air quality. Thresholds are also provided for other potential impacts related to project operations, such as odors.

Results of Criteria Emissions Analyses

Table AQ-3 shows unmitigated and mitigated criteria construction emissions and evaluates mitigated emissions against SCAQMD significance thresholds. Table AQ-4 shows unmitigated and mitigated criteria operational emissions and evaluates mitigated emissions against SCAQMD significance thresholds. As shown in Tables AQ-3 and AQ-4, mass emissions of criteria pollutants from construction and operation are below applicable SCAQMD significance thresholds, i.e., Less Than Significant (LTS) or Less Than Significant with Mitigation Incorporated (LTSM).

Table AQ-3: Construction Emissions Summary and Significance Evaluation

Criteria Pollutants	Unmitigated	Mitigated	Threshold	Significance
	lbs/day	lbs/day	lbs/day	
ROG (VOC)	5.8	5.8	75	LTS
NO _x	63.7	63.7	100	LTS
CO	15.0	15.0	550	LTS
SO _x	0.2	0.2	150	LTS
Total PM ₁₀	9.9	5.3	150	LTS
Total PM _{2.5}	4.4	2.5	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2016.3.2

Notes:

lbs/day are winter or summer maxima for planned land use

Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust

LTS - Less Than Significant

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table AQ-4: Operational Emissions Summary and Significance Evaluation

Criteria Pollutants	Unmitigated	Mitigated	Threshold	Significance
	lbs/day	lbs/day	lbs/day	
ROG (VOC)	2.5	2.5	55	LTS
NO _x	15.8	15.8	55	LTS
CO	25.9	25.9	550	LTS
SO _x	0.1	0.1	150	LTS
Total PM ₁₀	8.4	8.4	150	LTS
Total PM _{2.5}	2.3	2.3	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2016.3.2

Notes:

lbs/day are winter or summer maxima for planned land use

Total PM₁₀ / PM_{2.5} comprises fugitive dust plus engine exhaust

LTS - Less Than Significant

c) **Less than Significant Impact..** The SCAQMD’s Localized Significance Threshold methodology (2008a) was used to analyze the neighborhood scale impacts of NO_x, carbon monoxide (CO), PM₁₀, and PM_{2.5} associated with project-specific mass emissions. Introduced in 2003, the Localized Significance Threshold methodology was revised in 2008 to include the PM_{2.5} significance threshold methodology and update the Localized Significance Threshold mass rate lookup tables for the new 1-hour nitrogen dioxide (NO₂) standard.

For determining localized air quality impacts from small projects in a defined geographic source-receptor area (SRA), the Localized Significance Threshold methodology provides mass emission rate lookup tables for 1-acre, 2-acre, and 5-acre parcels by SRA. The tabulated Localized Significance Thresholds represent the maximum mass emissions from a project that will not cause or contribute to an exceedance of national or California ambient air quality standards (NAAQS or CAAQS) for the above pollutants and were developed based on ambient concentrations of these pollutants for each SRA in the SCAB (SCAQMD 2008a).

The proposed project site is 1.88 acres in source-receptor area Zone 22 – Norco/Corona. The 1-acre screening lookup tables were used to evaluate NO_x, CO, PM₁₀, and PM_{2.5} impacts on nearby receptors. The nearest receptor is approximately 50 meters from the site. Therefore, the impact evaluation was performed using the closest distance within SCAQMD Localized Significance Threshold tables of 50 meters for construction and operation. For operational mobile sources (e.g., residents’ and workers’ personal vehicles and deliveries), localized fugitive road dust (PM₁₀/PM_{2.5}) impacts nearest to the project site were evaluated against the Localized Significance Thresholds. (SCAQMD 2008a).

The Localized Significance Threshold results provided in Tables AQ-5 and AQ-6 show that on-site emissions from construction and operations would meet the Localized Significance Threshold passing criteria at the nearest receptors (50 meters). Thus, impacts would be less than significant.

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

Table AQ-5: Construction Localized Significance Threshold Evaluation

Criteria Pollutants	Mitigated	Threshold	Percent of Threshold	Result
	lbs/day	lbs/day		
NO _x	63.7	148	43%	Pass
CO	15.0	999	2%	Pass
PM ₁₀	5.3	11	48%	Pass
PM _{2.5}	2.5	5	49%	Pass

Table AQ-6: Operations Localized Significance Threshold Evaluation

Criteria Pollutants	Mitigated	Threshold	Percent of Threshold	Result
	lbs/day	lbs/day		
NO _x	15.8	148	11%	Pass
CO	25.9	999	3%	Pass
PM ₁₀	0.3	3	9%	Pass
PM _{2.5}	0.1	2	4%	Pass

Sources: SCAQMD 2008a, CalEEMod version 2016.3.2

Notes:

Source-receptor area - Norco/Corona- Zone 22

1-acre area, 50 meters to receptor

d) **Less than Significant Impact.** The construction and operation of the proposed project are not expected to generate emissions of objectionable odors. During construction, odor sources may include exhaust from construction vehicles but will be temporary and short term. Further, as required by state law, the use of ultra-low sulfur diesel fuel (ULSD) will substantially reduce the formation of odorous sulfur compounds by diesel-powered construction equipment and trucks. In addition, standard construction requirements require the management of refuse to be stored in covered containers. Likewise, refuse generated during operation will be stored in covered containers and removed at regular intervals in compliance with the County of Riverside (County) solid waste regulations. No odors other than normal food cooking odors are expected from the drive-thru restaurant (Wienerschnitzel). Therefore, less-than-significant impacts from odors are expected from the project site, 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
BIOLOGICAL RESOURCES Would the project:				
7. Wildlife & Vegetation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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): GIS database, Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP), County Ordinance No. 810.2, EA No. 42871 Initial Study with its MSHCP Consistency Analysis/Habitat Assessment Including Burrowing Owl & Narrow Endemic Plant Species prepared by Archon Consulting Co. Revised April 2016 and Joint Project Review No. 16-03-17-01 dated June 2, 2016

Findings of Fact:

a) **Less Than Significant Impact.** The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP) and is within Criteria Cells 2400 within Cell Group C of the Temescal Canyon Area Plan. As stated in the WRCMSHCP, conservation goals within Cell Group C will contribute to extending existing core habitat to provide additional habitat for species in the adjacent existing core and reducing exposed edge through the assembly of the proposed extension of existing Core 2. For Cell Group C, this will focus on coastal sage scrub, grassland, riparian

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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scrub, woodland, and forest associated with Temescal Wash. While the project is located within the WRCMSHCP, the project site is graded and substantially altered and does not contain any protected habitat or vegetation.

Additionally, the project site is located within the WRCMSHCP Fee Area pursuant to Riverside County Ordinance No. 810 and any development proposal is required to pay a mitigation fee. Payment of the mitigation fee and compliance with the requirements of Section 6.0 of the WRCMSHCP. Impacts related to conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan will be less than significant with adherence to Riverside County regulations.

b-c) **No Impact.** As stated under (a), the existing project site is substantially altered, consisting of gravel with small asphalt or concrete loading areas. Vegetation on the existing site is very sparse (i.e., native weeds and grasses along property lines). Because the site is substantially altered and lacks suitable habitat, there would be no habitat modifications to protected species, and no critical habitat would be affected by the project. Therefore, there would be no project impacts related to habitat modification, and no mitigation measures are required.

d-f) **Less Than Significant Impact.** The project site is not within the WRCMSHCP-designated corridor. Additionally, the project area consists of disturbed lands (asphalt paving and concrete pads) and lacks natural vegetation. The project site is surrounded by development in the form of roads and buildings to the north and west. The parcel to the south of the project site is being developed and abuts the Temescal Creek Wash. The Temescal Creek Wash near the project site is considered a wildlife corridor. The EA NO. 42871 IS/MND was prepared for the adjacent parcel, which contains the Temescal Creek Wash that meets riparian habitat criteria. A habitat assessment was conducted for this parcel and found the riparian habitat on the project site as suitable nesting bird habitat; however, the development on the adjacent parcel is avoiding impacts to Temescal Wash and impacts would be less than significant with adherence to Riverside County conditionals of approval. It should be noted that the project site does not overlap with the designated corridor and that due to development, there are few native habitats left in the nearby surrounding areas and impacts to wildlife movement and habitat fragmentation have already occurred. For these reasons direct, indirect, and cumulative impacts to wildlife movement will be less than significant.

Under the WRCMSHCP, riparian/riverine habitat is defined as lands that contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend on soil moisture from a nearby freshwater source, or areas with freshwater flow during all or a portion of the year. The project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species with established native resident or migratory wildlife corridor; substantially adversely affect riparian habitat or other sensitive communities identified in local or regional plans policies, policies, and regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS); and substantially adversely affect federally or state-protected wetlands through removal, filling, hydrological interruption or other means. Therefore, the impacts would be less than significant, 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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g) **No Impact.** The project site does not contain any trees, including oak trees; therefore, the project is not subject to any requirements under the County of Riverside Oak Tree Management Guidelines. The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; therefore, no mitigation

is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

CULTURAL RESOURCES Would the project:

8. Historic Resources				
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Project Application Materials, Goodwin, Riordan. 2020. Phase I Cultural Resources Assessment, Tommy’s Mini-Express Project, APN 279-231-008/Case Number PPT200010, Riverside County, California. LSA Associates, Inc., Riverside, California.

Findings of Fact:

a-b) **No Impact.** In November 2020, LSA Associates Inc. (LSA) completed a Phase I Cultural Resources Assessment for the project site (Goodwin 2020). The assessment included a review of California Historical Resources Information System (CHRIS) data, review of historic maps and aerials, and a field survey. CHRIS data was obtained in 2002 and 2013 from the Eastern Information Center (EIC) located at the University of California, Riverside. The CHRIS records indicate there have been 19 previous cultural resources studies completed within a 1-mile radius of the project, one of which intersected a portion of the current project site. Of the 14 cultural resources identified in the CHRIS results, none of the previously documented cultural resources are located within the project site. The pedestrian survey confirmed that there are no buildings or structures within the project site, and the historic map and aerial review determined that there were no buildings or structures present during the historic period. Based on these findings, development of the proposed project would not alter or destroy a historic site or cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations (CCR) Section 15064.5. 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
9. Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Goodwin, Riordan. 2020. Phase I Cultural Resources Assessment, Tommy's Mini-Express Project, APN 279-231-008/Case Number PPT200010, Riverside County, California. LSA Associates, Inc., Riverside, California.

Findings of Fact:

a-c) **No Impact.** In November 2020, LSA completed a Phase I Cultural Resources Assessment for the project Site (Goodwin 2020). The assessment included a review of CHRIS data, a review of historic maps and aerials, a field survey, a Sacred Lands Files (SLF) search through the Native American Heritage Commission (NAHC), and outreach to affiliated Native American groups. CHRIS data was obtained in 2002 and 2013 from the EIC. The CHRIS records indicate there have been 19 previous cultural resources studies within a 1-mile radius of the project, one of which intersected a portion of the current project site. A total of 14 cultural resources have been documented within 1 mile and include prehistoric resources (a milling complex and artifact scatter and two isolated artifacts) and historic-period resources (a refuse deposit, the site of the Butterfield Stage Station, and a segment of historic-period Santa Fe Railroad route). The nearest prehistoric resource (an isolated prehistoric artifact) was documented approximately 400 meters north of the project area. No cultural resources were identified within or adjacent to the project site in the CHRIS records search and the pedestrian survey. The SLF results were negative. Of the four tribes who responded to requests for information, one indicated that certain areas in proximity to the project site are culturally sensitivity.

Despite the proximity of multiple prehistoric and historic-period resources to the project site, the absence of native soil surface along with the depth of severe disturbance (maximum of approximately 10 feet) indicate a very a low sensitivity for cultural resources and no further studies or monitoring are recommended. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner would notify the NAHC, which would determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. Based on these findings, the project will not alter or destroy an archaeological site, cause a substantial change in the significance of an archaeological resource, or disturb human remains. There would be no impact and since the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed project would need to abide by state and county regulations, no separate mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

ENERGY Would the project:

10. Energy Impacts

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): County of Riverside General Plan, Riverside County Climate Action Plan, Screening Table for GHG Implementation Measures for Commercial Developments and Public Facilities in Appendix B, Project Application Materials

Findings of Fact:

a-b) **Less Than Significant Impact.** The County of Riverside General Plan includes a Climate Action Plan (CAP). Through the CAP, the County has established goals and policies that incorporate environmental responsibility into the 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. In particular, the 2019 CAP Update identifies opportunities for the County to increase energy efficiency and lower GHG emissions through increasing the efficiency of energy technologies, reducing energy use, and using alternative sustainable sources of energy.

Initial Study Section 6, Air Quality Impacts, includes a discussion of construction and operations analysis using CalEEMod (version 2016.3.2) to quantify direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

The project's approximately 6-month-long construction duration 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 are 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.

Initial Study Section 20, Greenhouse Gas Emissions, discusses how the project will comply with state and local GHG reduction policies. In Appendix B, Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities, the proposed project lists energy measures related

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to energy efficiency in order to achieve a state-aligned reduction target or support General Plan policies related to energy efficiency in buildings, regional agency coordination/education, and outreach. Some of the measures identified include the following:

- **Reduction Measure R2-EE10:** Exceed Energy Efficiency Standards in New Commercial Units via EE10.A Building Envelope, EE10.B Indoor Space Efficiencies, and EE10.C Miscellaneous Commercial Building Efficiencies
- **Reduction Measure R2-W2:** Exceed Water Efficiency Standards via W2.D Irrigation and Landscaping, W2.E Potable Water, and W2.F Increase Commercial/Industrial Reclaimed Water Use
- **Reduction Measure R2-T1:** Alternative Transportation Options via T1.F Preferential Parking
- **Reduction Measure R2-T4:** Electrify the Fleet
- **Reduction Measure R2-S1:** Reduce Waste to Landfills

Many of these measures demonstrate ways in which the proposed project will utilize energy efficiencies to ensure consistency with the reduction quantities anticipated in the County’s CAP Update.

Additionally, the CCR 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 General Plan reinforces the implementation and enforcement of the CCR (California Building Standards Code), particularly Part 6 (California Energy Code) and Part 11 (California Green Building Standards Code [CALGreen]), 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 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. Local county and city enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. Therefore, impacts are considered less than significant, 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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GEOLOGY AND SOILS Would the project directly or indirectly:

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones

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): County of Riverside General Plan Figure S-2 “Earthquake Fault Study Zones,” Riverside County GIS database, Geologist Comments, Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

Findings of Fact:

a) **Less Than Significant Impact.** The project site is not located in an Alquist-Priolo Earthquake Fault Zone, and the potential for fault rupture on the site is estimated to be low. The project site is located approximately 1.6 miles from the county fault zone. The closest fault is Cajalco Canyon Fault, which is located approximately 0.2 mile north of the project site. The Report of Geotechnical Study (Hilltop Geotechnical Inc. 2006) notes the project site is not within a zone of mandatory study for active faults and because there are no active faults on the site, the potential for active fault rupture at the site is considered very low, and no direct seismically induced rupture impacts would occur. Therefore, less than significant adverse impacts are identified, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone

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

Source(s): County of Riverside General Plan Figure S-3 “Generalized Liquefaction,” Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

Findings of Fact:

a) **Less Than Significant Impact.** Liquefaction occurs when loose, unconsolidated, water-laden soils are subjected to shaking as a result of an earthquake, causing the soils to lose cohesion. The possibility of liquefaction occurring is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and the grain size, plasticity, relative density, and confining pressures of the soil at the project site. As shown on Figure S-3 (S-19) of the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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General Plan, the project site has a very low liquefaction susceptibility. This is further confirmed in the Report of Geotechnical Study, which states that the liquefaction potential at this site is low under current groundwater depths of 25 feet below the surface. However, there is a potential for liquefaction if groundwater were to rise to historic high levels of 6 inches below the surface with the total calculated settlement of 2 inches.

To address the potential for liquefaction, the Report of Geotechnical Study (Hilltop Geotechnical Inc. 2006) recommends unsuitable soil be over excavated and recompacted to a depth of approximately 12 to 13 feet below existing ground surface in the area of the building structures. The 2006 Geotechnical Study further states than environmental constraints sheet (ECS) be prepared for the project to indicate the area of the project site that is subject to the potential hazard of liquefaction. In addition a note shall be placed on the ECS as follows:

“This site, as delineated on this ECS map and as indicated in County Geologic Report (GEO) No. 1657, is subject to the potential hazard of liquefaction. Therefore mitigation of this hazard, in the form of remedial grading and/or structural design improvements, is required prior to placement of settlement structures on this site.”

Adherence to the recommendations contained in the project’s Geotechnical Study would result in less than significant impacts related to seismic-related ground failure, including liquefaction. Based on the study’s analysis and findings, no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-Shaking Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be subject to strong seismic ground shaking?				

Source(s): County of Riverside General Plan Figure S-4 “Earthquake-Induced Slope Instability Map,” and Figures S-13 through S-21 (showing General Ground Shaking Risk), Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

Findings of Fact:

a) **Less Than Significant Impact.** According to the Report of Geotechnical Study, ground shaking is the primary hazard most likely to affect the project site based on proximity to the four regionally significant active faults. Probabilistic seismic hazard maps and data files jointly prepared by the California Geological Survey (CGS) and U.S. Geological Survey (USGS) assign a 10% likelihood of horizontal ground accelerations of approximately 0.51g at this site within the next 50 years per the USGS Probabilistic Seismic Hazards Mapping Ground Motion Page.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project would be required to comply with Section 1613 of the 2019 California Building Code (CBC), mandating that structures within the site would be designed and constructed to resist the effects of seismic ground motions. Accordingly, ground-shaking impacts would be less than significant, 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): County of Riverside General Plan Figure S-5 “Regions Underlain by Steep Slope,” Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

Findings of Fact:

a) **Less Than Significant Impact.** The entire site is relatively flat, and no significant slopes are present. According to Temescal Canyon Area Plan Figure 13, Steep Slope, the project site is considered to have low-to-no susceptibility to seismically induced landslides and rockfalls. The Report of Geotechnical Study notes that due to the flat-lying nature of the site, on-site landsliding or debris flow sources from higher elevations should not be considered a geological constraint at the project site. 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.

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): County of Riverside General Plan Figure S-7 “Documented Subsidence Areas Map,” Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

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.** The project site is located in an area identified as susceptible to subsidence as shown on Figure S-7 of the General Plan Safety Element (S-31). Ground subsidence and associated fissuring in Riverside County have resulted from both falling and rising groundwater tables. The Report of Geotechnical Study states that subsidence of the site due to settlement from the placement of less than 3 feet of fill (not including the depth of overexcavation and replacement) during the planned grading operation is expected to be minimal. The proposed project would be required to comply with the 2019 CBC to 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?

Source(s): Project Application Materials, Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

Findings of Fact:

a) **No Impact.** Seiches are standing waves generated in enclosed bodies of water in response to ground shaking (usually following an earthquake). The Report of Geotechnical Study notes that since large bodies of water are within the influence of the project site, seiches should not be considered a hazard in this area. Due to the inland geographic nature of the project site, tsunamis are not considered a hazard, 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
17. Slopes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County 800-Scale Slope Maps, Project Application Materials, Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

Findings of Fact:

a-b) **Less Than Significant Impact.** The project site is relatively flat, and no significant slopes are present. The proposed development does not include proposed grading activities that would result in significant slopes. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) **Less Than Significant Impact.** The proposed project would connect to existing sewer lines. The grading of the project site would not affect or negate subsurface sewage disposal systems. 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.

18. Soils	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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): U.S. Department of Agriculture Soil Conservation Service Soil Surveys, Project Application Materials, Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

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.** During development of the project site, which would include disturbance of most of the 1.88 acres of the project site, project-related dust may be generated due to the operation of grading equipment or high winds. As shown in Figure S-8 of the General Plan Safety Element, the project site is rated “moderate” for wind erodibility. As with any project that requires site preparation and grading, the proposed project would have the potential to loosen surface soils, thereby making soils susceptible to wind and/or water erosion.

Proposed grading activities associated with the project would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed. Additionally, during grading and other construction activities involving soil exposure or the transport of earth materials, Chapter 15.12 (Uniform Building Code) of the Riverside County Municipal Code, which establishes, in part, requirements for the control of dust and erosion during construction would apply to the project. As part of the requirements of Chapter 15.12, the project applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil.

Following construction, wind and water erosion on the project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during project operation would be indirect effects from stormwater discharged from the property. Because the project's drainage would be fully controlled through the proposed on-site drainage facilities, and because the peak velocity of storm flows under the proposed project conditions would decrease, impacts due to water erosion would be less than significant under long-term conditions, and no mitigation measures are required.

b) **No Impact.** According to the Report of Geotechnical Study, the near-surface clayey sand alluvial soils present on the subject site exhibit a “Low” expansion potential. The Report of Geotechnical Study recommends that the “Low” expansion potential of on-site earth materials should be removed and blended with granular, non-expansive soils in the areas of the proposed building structure and these “Low” expansive potential soils can be used as fill in non-structural fill areas. Therefore, special procedures to address expansive soils concerns are not anticipated for the project. There would be no impact, and no mitigation measures are required.

c) **No Impact.** No septic tanks or alternative wastewater disposal systems are proposed to be constructed or expanded as part of the project. Accordingly, no impact would occur, 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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19. Wind Erosion and Blows and from project either on or off site.

a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

Source(s): County of Riverside General Plan Figure S-8 “Wind Erosion Susceptibility Map,” Ordinance No. 460, Article XV & Ordinance No. 484

Findings of Fact:

a) **Less Than Significant Impact.** The existing project site is graveled and graded and contains two asphalt/concrete outdoor storage slaps. As a part of the proposed project, grading activities would expose underlying soils, which would increase wind erosion susceptibility during grading and construction activities. Exposed soils would be subject to erosion due to the removal of stabilizing vegetation and exposure of these erodible materials to wind. Erosion by wind would be highest during periods of high wind speeds. The project site is considered to have a "moderate" susceptibility to wind erosion, as shown in Figure S-8 (S-33) of the General Plan. 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 required in Riverside County, a Stormwater Pollution and Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) will need to be provided prior to commencement of construction activities 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, impacts are considered less than significant, and no mitigation measures are required. Following construction, wind erosion on the project site would be very negligible, as the disturbed areas would be landscaped or covered with impervious surfaces. Therefore, impacts are considered less than significant, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:

20. Greenhouse Gas Emissions

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Source(s): County of Riverside General Plan; Riverside County Climate Action Plan; Project Application Materials; CalEEMod 2016 3.2; CARB Climate Change Scoping Plan (2017); California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Cleanup Program Weights and Volumes for Project Estimates (2016); CEC Building Energy Efficiency Program (2019); SCAQMD Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (2008b).

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.** Using CalEEMod (version 2016.3.2), GHG emissions for the construction and operational phases of the project were calculated using the CalEEMod default values. The common GHGs that result from human activities (e.g., fuel combustion) include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). GHGs are directly emitted from stationary source combustion of natural gas in equipment, such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources, such as on-road vehicles and off-road construction equipment, burning fuels, such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Also, included in GHG quantification is electric power used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills (CARB 2017).

Each GHG has a different capacity to trap heat in the atmosphere (Global Warming Potential [GWP]); therefore, GHGs are calculated and reported in metric tons (MT) of carbon dioxide equivalents (CO₂e). The CAP provides guidance on the County’s GHG Inventory reduction goals, thresholds, policies, guidelines, and implementation programs. The CAP, prepared in accordance with SCAQMD (2008b), recognizes an annual not-to-exceed GHG threshold of 3,000 MTCO₂e per year to identify land use projects that are considered to be less than significant. Accordingly, the estimated GHG emissions for the construction and operational phases are compared to the CAP threshold shown below in Tables GHG-1 and GHG-2, respectively. The estimated emissions from the proposed project are below the 3,000 MTCO₂e threshold; therefore, impacts would be less than significant, and no mitigation measures are required.

Table GHG-1: Construction Greenhouse Gas Emissions Summary and Evaluation

Greenhouse Gases	Unmitigated	Mitigated	Threshold	Significance
	MT/yr	MT/yr	MT/yr	
CO ₂	293.5	293.5	—	—
CH ₄	0.04	0.04	—	—
N ₂ O	0.00	0.00	—	—
CO ₂ e	294.6	294.6	3,000	LTS

Sources: SCAQMD 2008b, CalEEMod version 2016.3.2

Notes:

Comprises total construction emissions over a 2-year construction period

LTS - Less Than Significant

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table GHG-2: Operations Greenhouse Gas Emissions Summary and Evaluation

Greenhouse Gases	Unmitigated	Mitigated	Threshold	Significance
	MT/yr	MT/yr	MT/yr	
CO ₂	1,870	1,870	—	—
CH ₄	0.04	0.04	—	—
N ₂ O	0.00	0.00	—	—
CO ₂ e	1,880	1,880	3,000	LTS

Sources: SCAQMD 2008b, CalEEMod version 2016.3.2

Notes:

Comprises annual operational emissions

LTS - Less Than Significant

b) **Less than Significant Impact.** The CAP (updated in December 2019) identifies how the County will comply with the state and local GHG reduction policies; summarizes the methodologies used to calculate GHG emissions and forecast, GHG reduction strategies, and reduction targets; and includes an implementation plan to achieve reduction targets for years 2020, 2030, and 2050. The 2030 and 2050 reduction targets are compliant with Senate Bill (SB) 32 and Executive Order (EO) S-3-05. In this way, the County is teaming with the state’s efforts to reduce GHG emissions globally and substantially lessen cumulative emissions.

The CAP allows streamlined CEQA compliance for new developments while addressing climate change. The *Screening Table for GHG Implementation Measures for Commercial Developments and Public Facilities* (Appendix B) shows that the proposed project is eligible for 107 points. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County’s CAP Update. Thus, consistent with the State CEQA Guidelines, the proposed project would have a less-than-significant individual and cumulative impact for GHG emissions. Because the proposed project meets the screening criteria of 100 or more points and is below the 3,000 MTCO₂e threshold, the proposed project would not conflict with local or regional GHG plans. Therefore, impacts will be less than significant, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Phase I Environmental Site Assessment for Proposed Commercial development, 20330 Temescal Canyon Road, Corona, CA 92881 (CQUEST Consultants Inc. 2020)

Findings of Fact:

a-b) **Less Than Significant Impact.** During the normal course of construction activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the project site. The project is required to comply with the policies and land use siting criteria related to hazardous materials and wastes through the County of Riverside Hazardous Waste Management Plan and ensure compliance with the Riverside County Certified Unified Program Agency (CUPA) programs. The Riverside CUPA regulates businesses that conduct treatment of hazardous waste under certain tiered permitting requirements. Under a Memorandum of Understanding (MOU) with the California Department of Toxic Substances Control (DTSC), the DTSC regulates and inspects both DTSC-permitted and nonpermitted hazardous waste generators in Riverside County.

The project would not propose uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies. Compliance with existing regulations would reduce the potential for risk of accidental explosion or release of hazardous substances.

The proposed project is not anticipated to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed project (car wash, restaurant, and office/warehouse building) is consistent with the Manufacturing-Service Commercial (M-SC) zoning. The zoning classification allows uses including food, textile, metal, lumber and wood, leather, chemical products, machinery, electrical equipment, and services to selected commercial uses. No mitigation measures are required.

c) **Less Than Significant Impact.** The proposed project will not impair or implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. The project as designed allows for adequate emergency access. The impact is considered less than significant, and no mitigation measures are required.

d) **Less Than Significant Impact.** Upon a brief review of the surrounding environment, staff has determined that the closest school is, El Cerrito Middle School, located approximately 1.1 miles to the northwest of the site. In result, the project is not located within ¼ mile of either an existing or proposed school and therefore, the project will not emit hazardous emissions or handle hazardous or acutely

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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hazardous materials, substances, or waste within one-quarter mile of a school. The project will have a less-than-significant impact; and no mitigation measures are required.

e) **Less Than Significant Impact.** A Phase I Environmental Site Assessment (ESA) (CQUEST Consultants Inc. 2020) was prepared for the project site. The report concluded that based on long-term uses of the site as a maintenance and storage yard, which potentially utilized hazardous materials during on-site operations, it is possible the site has been negatively affected. As such, the historical use of the property is considered recognized environmental conditions (REC) and additional investigations appear to be warranted with regards to historical use of the site. On March 26, 2020, a records request was made to the County of Riverside Building and Safety Division (RBSD) for the subject site address of 20330 Temescal Canyon Road. According to the RBSD, no “finalized” permits were available for the subject site address. Therefore, no building permits for items of environmental concern, including underground storage tanks (USTs), aboveground storage tanks (ASTs), septic systems, or previous structures were on file for the subject site. Based on observed uses of the properties adjacent to the project site, it is unlikely that significant quantities of hazardous materials are stored or handled at the adjacent properties. CQUEST suggests in the Phase I ESA that additional investigation may be warranted with regards to the historical use of the subject site. CQUEST recommends consolidating and characterizing the contents of all the 55-gallon drums and other containers of hazardous waste for off-site disposal/recycling in compliance with all applicable federal, state, and local regulations. In addition, CQUEST recommends that all remaining on-site hazardous substances or petroleum products/hazardous waste be stored in compliance with applicable federal, state, and local regulations. Therefore, with adherence to all applicable federal, state, and local regulations, impacts would be less than significant, and no mitigation measures are required.

Further, a review of hazardous materials site lists compiled pursuant to California Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have no impact to creating any significant hazard to the public or environment, 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): County of Riverside General Plan Figure S-20 "Airport Locations," GIS database

Findings of Fact:

- a) **No Impact.** According to General Plan Figure S-20 (page S-76), the nearest airport to the project is Corona Municipal Airport, which is located approximately 7 miles northwest of the project site. Corona Municipal Airport is a small public use airport, and the project site is not located in an airport land use plan covering the Corona Municipal Airport. The project site is also located approximately 15 miles from March Air Reserve Base, which is located outside the Land Use Compatibility Plan. Therefore, no impacts are anticipated, and no mitigation measures are required.
- b) **No Impact.** The project is not located within any Land Use Compatibility Plan and the proposed project would not require any review by the Airport Land Use Commission. Therefore, no impact would occur, and no mitigation measures are required.
- c) **No Impact.** As discussed under (a), the nearest public airport is Corona Municipal Airport, which is located approximately 7 miles northwest of the project site. There would be no safety hazard for people residing or working in the project air due to the distance to the airport. Therefore, no impact would occur, and no mitigation measures are required.
- d) **No Impact.** The project site is not located within the vicinity of a private airstrip or heliport. Accordingly, the proposed project would not result in a safety hazard for people living or residing in the project area. Therefore, no impact would occur, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): County of Riverside General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone,” Riverside County Flood Control District Flood Hazard Report/Condition, GIS database, 2015 Urban Water Management Plan (Western Municipal Water District 2016)

Findings of Fact:

a and i) **Less Than Significant Impact.** Cross Engineering Services prepared a draft WQMP for the project. The proposed project would result in the disturbance of most of the 1.88-acre project site, with a construction area and impervious project footprint of approximately 61,000 square feet. The total area of existing impervious footprint within the project site is approximately 5,484 square feet. Although developed conditions show a peak flow increase of more than 10% above predeveloped conditions, the property qualifies for a Hydrologic Conditions of Concern (HCOC) exception because the downstream conveyance channels that receive runoff have an adequate sump, which is described in greater detail under (b). The WQMP includes mandatory compliance of BMPs. 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. The washing area for cars and vehicles shall be paved and designed to prevent run-on to or runoff from the area and plumbed to drain to the sanitary sewer. Wastewater from vehicle and equipment washing operations will not be discharged into the storm drain system. The site is designed so that no runoff from the facility is discharged to the storm drain system through the proposed storm basins.

Wastewater from the facility will be discharged to a sanitary sewer. In addition, drainage sumps on-site will have sediment sumps to reduce the quantity of sediment into pumped water. The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. The project would not conflict or obstruct implementation of any water quality control plan or sustainable groundwater management plan. Therefore, impacts would be considered less than significant, and no mitigation measures are required.

b) **Less Than Significant Impact.** The project site is located within the service area of the Western Municipal Water District (WMWD). The proposed project includes construction of two detention/retention basins for stormwater infiltration. The proposed project will not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted). Therefore, impacts would be considered less than significant, 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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WMWD currently serves eight of the 14 local area water purveyors in its service area with water from the Colorado River, the State Water Project (SWP), and groundwater, including groundwater desalters. In addition to wholesaling water, WMWD serves water directly to approximately 23,500 domestic/commercial accounts and 760 irrigation (landscaping, agricultural, and WMWD's sites) connections in its retail service areas, which are located in the unincorporated areas around Lake Mathews, the city of Murrieta, and unincorporated Riverside County south of Temecula (WMWD 2016).

Receiving waters near the project area include the Temescal Wash, an ephemeral wash for flood control, and the reservoir near All American Asphalt north of El Cerrito, which is used for flood control and as a sedimentation basin. The site naturally grades towards Temescal Creek on the east side of the project site, which flows north to an existing reservoir adjacent to All American Asphalt. The All American Asphalt reservoir serves as a sink for suspended solids and organics carried by upstream stormwater. The reservoir was constructed to control settlement coming from Temescal Creek prior to entering the Santa Ana River's Prado Dam flood control management area, which consists of several thousand acres of riparian, recreational, and flood control management. The upstream reservoir serves as a final silt collection sink prior to entering the downstream Prado Dam flood control system on the Santa Ana River. The project would not interfere with groundwater recharge or impede sustainable groundwater management of the basin. No mitigation measures are required.

c) **Less Than Significant Impact.** The proposed grading by the project would generally maintain the site's existing topographic conditions. The existing property grades to the east where runoff enters the Temescal Wash. The existing site is not vegetated and contains bare gravel with small asphalt and concrete loading areas. The proposed project includes construction of two detention/retention basins for stormwater infiltration and to provide adequate flood protection from the 100-year frequency storm event in accordance with Riverside County Flood Control District requirements. The water quality design storm depth for the project is 0.75. As such, the project would not alter the site's drainage pattern in a manner that would lead to flooding on-site, and impacts would be less than significant. Low Impact Development (LID) Principles and LID BMPs have been incorporated into the site design to fully address all Drainage Management Areas.

The downstream conveyance channels to an adequate sump that will receive runoff from the project (mentioned under b) exempts this project from Hydrologic Conditions of Concern (HCOC) requirements and, therefore, no increased runoff is required at this time.

Peak runoff for the existing property is approximately 0.17 cubic feet per second, whereas a flow rate of 0.3 cubic feet per second was calculated for fully developed conditions, which corresponds to the flow rate required by Santa Ana BMP Design flow rate (QBMP). Achieving on-site retention of 110% of the existing property would require 0.19 cubic feet per second. Limiting runoff leaving the property to 0.19 cubic feet per second requires approximately 2,200 cubic feet per second of storage. The proposed drainage system has a capacity to store 3,555 cubic feet per second with a flow rate limited to 0.3 cubic feet per second. Therefore, the project would be designed to achieve greater than 110% on-site retention. The project includes the following storm drainage system features to assist stormwater drainage. Flow would be limited to 0.3 cubic feet per second by a 2-inch-diameter orifice prior to leaving, and a hooded oil/water separator and debris stops would be placed over the outlet pipe to prevent petroleum, trash, and debris from leaving the property. In addition, a 3-foot-deep sump to collect silts and debris would be included. Therefore, the project would not substantially alter the existing drainage pattern of the site or area. Accordingly, impacts due to the construction of project-related storm drainage facilities are less than significant, 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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d) **Less Than Significant Impact.** During development of the project site, erosion of soils could occur due to a storm event. The proposed project would disturb approximately most of the 1.88-acre project site. However, the existing property is mainly developed and consists of compacted road-base with two minor areas of concrete and asphalt (approximately 5,500 square feet), so substantial erosion and siltation on- or off-site is unlikely.

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, a less-than-significant impact would occur, and no mitigation measures are required.

e-f) **Less Than Significant Impact.** The project site is not located within a flood hazard area as shown on Figure S-9 of the General Plan Safety Element. The proposed project has been designed to not cause an increase in the rate or amount of surface runoff resulting in flooding on- or off-site nor to exceed the capacity of stormwater drainage systems. Development of the project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. A portion of the proposed project would contain ornamental landscaping to assist infiltration in these areas. Additionally, the project proposes two bioretention ponds. These ponds would function to mitigate any potential increase runoff and for water quality treatment. One would be 2,000 cubic feet located to the east of the drive-thru restaurant and north of the car wash. The pond overflow route would discharge into native undisturbed soils and contain a riprap bed at the outlet. Energy dissipator landscape boulders would be placed where stormwater enters the pond. The other bioretention pond would be 1,455 cubic feet and located at the eastern end of the project site. A riprap bed would be placed at the outlet. Both would contain landscaping with native plants with deep root systems to absorb runoff and pollutants. The storm drainage system is designed to backup into each stormwater pond as flow leaving the property is limited to 0.3 cubic feet per second. Flows larger than a 2-year storm will back up into the bioretention ponds. Approximately 25% of the parking areas will flow directly into the larger bioretention pond and pass through the storm drainage system on-site. Based on the foregoing analysis, the project would not result in changes in absorption rates or the rate and amount of surface runoff that could result in significant environmental effects, and impacts would be less than significant. The proposed will not contribute to additional polluted runoff water as there is minimal grading and resurfacing expected due to the fact that the site is already disturbed. However, the project would not exceed the capacity of existing or planned stormwater drainage systems. The project provides for adequate drainage facility as described above; therefore, the impact is considered less than significant, and no mitigation measures are required.

g-h) **Less Than Significant Impact.** As stated above, the project site is not in a Special Flood Hazard Areas as shown on Figure S-9 of the General Plan Safety Element, so the project is unlikely to result in impeding or redirecting flood flows. Seiches are standing waves generated in enclosed bodies of water in response to ground shaking. The project site is inland and located approximately 2.9 miles west of Lake Matthews. The Report of Geotechnical Study (Hilltop Geotechnical Inc. 2006) does not identify the project site as an area of risk for seiches or tsunamis. 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 Zone, of the General Plan Safety Element does not identify the project site as an area at risk for dam failure inundation. Therefore, the proposed project is not anticipated to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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risk release of pollutants due to project inundation. Thus, impacts are considered less than significant, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:

24. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): County of Riverside General Plan, GIS database, Project Application Materials

Findings of Fact:

a) **No Impact.** The project is located in the City of Corona Sphere of Influence. The Riverside County GIS database identifies the project site as within the Light Industrial (LI) designation and the Manufacturing-Service Commercial (M-SC) zone. The Manufacturing-Service Commercial zone allows for uses that include food, textile, metal, lumber and wood, leather, chemical products, machinery, electrical equipment, and services to selected commercial uses. The project would be consistent with the current land use plan and would not result in any conflicts with any land use plan, policy, or regulation. There would be no significant adverse impacts, and no mitigation measures are required.

b) **No Impact.** The project will not disrupt or divide the physical arrangement of an established community. The project is located on a vacant lot adjacent to an existing developed shopping center to the west, industrial uses to the north, and scenic highway commercial uses to the south. No significant adverse impacts are identified or are 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
MINERAL RESOURCES Would the project:				
25. Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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): County of Riverside General Plan Figure OS-6 “Mineral Resources Area”

Findings of Fact:

a-c) **No Impact.** The project site is not located in an area of known mineral resource extraction, and there are no mines located on the project site. According to General Plan Figure OS-6, Mineral Resources, the project site is designated within Mineral Resources Zone 3 (MRZ-3). Areas identified as MRZ-3 include areas mineral deposits are likely to exist; however, the significance of the deposit is undetermined. The project site is located in an area designed for light industrial use. Mining and mineral extraction would not be permitted under existing General Plan and zoning designations. Further, implementation of the proposed project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines. Therefore, a less-than-significant impact would occur, and no mitigation measures are proposed.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:				
26. Airport Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): County of Riverside General Plan Figure S-20 “Airport Locations,” County of Riverside Airport Facilities Map

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 nearest airport to the project site is Corona Municipal Airport, which is located over 7 miles northwest of the project site. The project site is also located approximately 15 miles west of the March Air Reserve Base. Therefore, there will be no impacts, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): County of Riverside General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”); Project Application Materials; Jens Broch, Bruel & Kjaer, Acoustic Noise Measurements (1971); California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual (2020); Barbara Plog, National Safety Council, Fundamentals of Industrial Hygiene – 3rd Edition (1988); Federal Highway Administration (FHWA) Roadway Construction Noise Model User’s Guide (2006); Federal Transit Authority (FTA) Transit Noise and Vibration Impact Assessment (2006).

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated.** The screening-level noise analysis for project construction was completed based on methodology developed by the U.S. Department of Transportation Federal Highway Administration (DOT FHWA) at the John A. Volpe National Transportation Systems Center and other technical references consistent with CalEEMod outputs (equipment utilization). This noise analysis did not include field measurements of ambient noise in the vicinity of the project site.

The FHWA noise model provides relatively conservative predictions because it does not account for site-specific geometry, dimensions of nearby structures, and local environmental conditions that can affect sound transmission, reflection, and attenuation. As a result, actual measured sound levels at receptors may vary somewhat from predictions, typically lower. Additionally, the impacts of noise upon receptors (persons) are subjective because of differences in individual sensitivities and perceptions.

Noise impacts are evaluated against community noise standards contained in the City or County General Plan or the requirements of other federal or state agencies as applicable to the vicinity of the project site. For this project, noise impacts were evaluated against County of Riverside Ordinance No. 847, Regulating Noise. According to the ordinance, no person shall create any sound, or allow the creation of any sound, on any property designated as retail commercial or office commercial that causes

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the exterior sound level on any other occupied property to exceed 65 decibels (dB) maximum sound level (L_{max}) between 7:00 a.m. and 10:00 p.m. or exceed 55 dB L_{max} from 10:00 p.m. to 7:00 a.m. (Table 1, Ordinance No. 847).

Noise Descriptors

Noise is typically described as any dissonant, unwanted, or objectionable sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity, the A-weighted decibel scale (dBA). Table N-1 lists common sources of sound and their intensities in dBA.

In most situations, a 3-dBA change in sound pressure is considered a “just-detectable” difference. A 5-dBA change (either louder or quieter) is readily noticeable, and a 10-dBA change is a doubling (if louder) or halving (if quieter) of the subjective loudness. Sound from a small, localized source (a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (drops off) at a rate of 6 dBA for each doubling of the distance.

The duration of noise and the time period at which it occurs are important factors in determining the impact of noise on sensitive receptors. A single number called the equivalent continuous noise level (L_{eq}) may be used to describe sound that is changing in level. It is also used to describe the acoustic range of the noise source being measured, which is accomplished through the L_{max} and minimum sound level (L_{min}) indicators.

In determining the daily measure of community noise, it is important to account for the difference in human response to daytime and nighttime noise. Noise is more disturbing at night than during the day, and noise indices have been developed to account for the varying duration of noise events over time, as well as community response to them. The Community Noise Equivalent Level (CNEL) adds a 5-dB penalty to the “nighttime” hourly noise levels (HNLs) (i.e., 7:00 p.m. to 10:00 p.m.), and the Day-Night Average Level (L_{dn}) adds a 10-dB penalty to the evening HNLs (California Department of Transportation [Caltrans] 2013; Federal Transit Authority [FTA] 2006).

Table N-1: Typical Sound Level Characteristics

Pressure	Level	Sound Level Characteristic
N/m ²	dB	
2000	160	Rocket Launch
600	150	Military Jet Plane Takeoff
200	140	Threshold of Pain
60	130	Commercial Jet Plane Takeoff
20	120	Industrial Chipper or Punch Press
6	110	Loud Automobile Horn
2	100	Passing Diesel Truck - Curb Line
0.6	90	Factory - Heavy Manufacturing
0.2	80	Factory - Light Manufacturing

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table N-1: Typical Sound Level Characteristics

Pressure	Level	Sound Level Characteristic
N/m ²	dB	
0.06	70	Open Floor Office - Cubicles
0.02	60	Conversational Speech
0.006	50	Private Office - Walled
0.002	40	Residence in Daytime
0.0006	30	Bedroom at Night
0.0002	20	Recording or Broadcasting Studio
0.00006	10	Threshold of Good Hearing – Adult
0.00002	0	Threshold of Excellent Hearing - Child

Sources: Broch 1971; Plog 1988

Notes:

Reference Level P₀ = 0.00002 N/m² = 0.0002 μbar

N/m² = Newtons per square meter (the Newton is the unit of force derived in the metric system); it is equal to the amount of net force required to accelerate one kilogram of mass at a rate of one meter per second squared (1 kg • 1 m/s²) in the direction of the applied force.

Regulatory Setting

The State of California does not promulgate statewide standards for environmental noise but requires each city and county to include a noise element in its general plan (California Government Code Section 65302(f)). In addition, CCR Title 4 has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. In general, the guidelines require that community noise standards:

- Protect residents from the harmful and annoying effects of exposure to excessive noise;
- Prevent incompatible land uses from encroaching upon existing or programmed land uses likely to create significant noise impacts; and
- Encourage the application of state-of-the-art land use planning methodologies in the area of managing and minimizing potential noise conflicts.

Results of Construction Screening Noise Analysis

During construction activities, the project would generate noise due to operation of off-road equipment, portable equipment, and vehicles at or near the project site. For daytime-only construction activities, the light industrial noise level standards contained in Riverside County Ordinance No. 847.1 provide context for the project. According to the ordinance, no person shall create any sound, or allow the creation of any sound, on any property designated as light industrial that causes the exterior sound level on any other occupied property to exceed 75 dB L_{max} between 7:00 a.m. and 10:00 p.m. (construction threshold) or exceed 55 dB L_{max} from 10:00 p.m. to 7:00 a.m. (Table 1, Ordinance No. 847). In addition, Ordinance 847, Section 2.h, exempts private construction projects located 0.25 mile or more from an inhabited dwelling. The nearest residential receptors are about 0.4 mile north and south of the project site; thus, the residential exemption criteria apply.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Types of equipment (FHWA 2006) to be used during the project and noise-emitting characteristics (i.e., usage factors, reference dBA, and percussive source) are shown in Table N-2 consistent with CalEEMod outputs (Attachment 2). These data generally reflect construction equipment that utilize standard noise reduction features (e.g., mufflers, engine shrouds) as originally installed by the manufacturers. Table N-3 shows a comparison of FHWA screening-level estimated daytime exterior noise impacts for peak construction activities at nearby receptors with respect to the threshold. If the threshold is not exceeded, then a project should be considered acceptable, i.e., Less Than Significant.

Operational Noise

The project site is located within the Commercial Retail/Office land use designation for the General Plan. In addition to car wash equipment operation, a nominal increase in traffic to and from the site is expected, comprising car wash customers, restaurant customers, and office/warehouse building tenants. The commercial noise level standards are contained in Ordinance No. 847.1. According to the ordinance, no person shall create any sound, or allow the creation of any sound, on any property designated as retail commercial or office commercial that causes the exterior sound level on any other occupied property to exceed 65 dB L_{max} between 7:00 a.m. and 10:00 p.m. or exceed 55 dB L_{max} from 10:00 p.m. to 7:00 a.m. (Table 1, Ordinance No. 847). Mitigation Measure N-1 will ensure no use of the car wash and vacuums, and associated customer traffic, between the nighttime hours of 10:00 p.m. and 7:00 a.m. By implementing the Mitigation Measure N-1, the operational noise impacts will be reduced to less than significant with mitigation incorporated.

Table N-2: FHWA Noise Reference Levels and Usage Factors

CalEEMod Construction Detail			FHWA Equipment Type	Ref	Usage Factor	Ref. Level	Percussive Source
Phase Name	Equipment Description	Qty			percent	dBA	Yes/No
Demolition (1)	Concrete/Industrial Saws	1	Concrete Saw	1	20%	90	No
	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
	Tractors/Loaders/Backhoes	3	Backhoe (with loader)	1	40%	80	No
Site Preparation (2)	Graders	1	Grader	1	40%	85	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
Grading (3)	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Graders	1	Grader	1	40%	85	No
Building Construction (4)	Generator Sets	1	Generator (<25 KVA quiet design)	1	50%	70	No
	Cranes	1	Crane	1	16%	85	No

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

Table N-2: FHWA Noise Reference Levels and Usage Factors

CalEEMod Construction Detail			FHWA Equipment Type	Ref	Usage Factor	Ref. Level	Percussive Source
Phase Name	Equipment Description	Qty			percent	dBA	Yes/No
	Forklifts	1	Forklift	1	40%	80	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Welders	3	Welding Machine (arc welding)	1	50%	70	No
Paving (5)	Cement and Mortar Mixers	1	All Other Equipment > 5 HP	1	50%	85	No
	Pavers	1	Paver (asphalt)	1	50%	85	No
	Rollers	1	Roller	1	20%	85	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Paving Equipment	1	Paver (asphalt)	1	50%	85	No
Architectural Coating (6)	Air Compressors	1	Compressor (air)	1	40%	80	No

Source: CalEEMod v 2016.3.2, FHWA 2006

Table N-3: Estimated Peak Activity Daytime Noise Impacts – Commercial Receptors

Construction Phases	Normal Acceptance Criteria			
	Modeled Noise Level (Leq dBA) ^a	CalEEMod Duration (days)	Significance Threshold (CNEL dBA) ^b	Exceeds Threshold (Yes/No)?
Background	40	-	65	No
Demolition	73	5	75	No
Site Preparation	71	20	75	No
Grading	71	5	75	No
Building Construction	68	150	75	No
Paving	74	20	75	No
Architectural Coating	62	20	75	No
Long-Term Operation	61	-	65	No

Sources: CalEEMod v 2016.3.2, FHWA 2006, Broch 1971, Plog 1988, Riverside County MC 847.1

Notes:

^a Includes existing street traffic and ambient noise sources (cumulative impacts)

^b Construction Light Industrial & Operational Commercial Designations in Table 1, Ordinance No. 847.1

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b) Less than Significant Impact.

Vibration Descriptors

Vibration is a unique form of noise because its energy is carried through structures and the earth, whereas noise is carried through the air. Thus, vibration is generally felt rather than heard. Typically, groundborne vibration generated by manmade activities and attenuates rapidly as distance from the source of the vibration increases. Actual human and structural response to different vibration levels is influenced by a combination of factors, including soil type, distance between the source and receptor, duration, and the number of perceived events.

While not a direct health hazard, the energy transmitted through the ground as vibration may result in structural damage, which may be costly to repair and dangerous in the event of structural failure. To assess the potential for structural damage associated with vibration, the vibratory ground motion in the vicinity of the affected structure is measured in terms of point peak velocity/peak particle velocity (PPV) in the vertical and horizontal directions (vector sum). A freight train passing at 100 feet may cause PPVs of 0.1 inch per second, while a strong earthquake may produce PPVs in the range of 10 inches per second. Minor cosmetic damage to buildings may begin in the range of 0.5 inch per second (Caltrans 2013; FTA 2006).

Construction vibration is regulated at the state level in accordance with standards established by the Transportation and Construction-Induced Vibration Guidance Manual first issued by Caltrans in 2004. Continuous sources include the use of vibratory compaction equipment and other construction equipment that creates vibration other than in single events. Transient sources create a single isolated vibration event, such as blasting. Thresholds for continuous sources are 0.5 and 0.1 inch per second PPV for structural damage and annoyance, respectively. Thresholds for transient sources are 1.0 and 0.9 PPV for structural damage and annoyance, respectively (Caltrans 2013).

Construction Vibrations

No strong sources of vibrations are planned to be used during construction activities. The proposed building foundations will be standard concrete slab design on a flat site. Only shallow excavation, trenching, and grading will be required for the foundations and utilities. Construction plans do not include intense percussive actions (e.g., hard rock-breaking, large pile-driving). Therefore, no strong groundborne vibrations are expected to be generated that could affect nearby structures or be noticeable to their occupants. Therefore, impacts would be less than significant.

Operational Vibrations

No strong sources of vibrations would exist at the completed car wash, restaurant, or office/warehouse building. Therefore impacts from operational vibration would be less than significant.

Mitigation:

N-1: The project owner/operator shall ensure that no car wash activities (including vacuum usage) shall occur between the nighttime hours of 10:00 p.m. and 7:00 a.m.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?				

Source(s): County of Riverside General Plan Figure OS-8 “Paleontological Sensitivity,” Geologic Map of the Corona South 7.5’ Quadrangle, Riverside and Orange Counties (Gray et al 2002), Geologic map of the San Bernardino and Santa Ana (Morton and Miller 2006), Report of Geotechnical Study Proposed Office Building Northeast of Temescal Canyon Road and 250 Feet North of Cajalco Road, City of Corona, Riverside County, California (Hilltop Geotechnical Inc. 2006)

Findings of Fact:

a) **Less Than Significant Impact.** According to published geologic maps (Gray et al. 2002; Morton and Miller 2006), the project site is underlain by Holocene- and late Pleistocene-aged young alluvial-fan deposits (Qyf, Qyf_{bg}). These deposits consist of gray-hued, unconsolidated to moderately consolidated silt, sand, pebbly cobbly sand, and boulder-gravel alluvial-fan deposits having slightly to moderately dissected surfaces (Gray et al. 2002; Morton and Miller 2006). Based on geotechnical studies near the project site, the young alluvial fan deposits are overlain by approximately 2 feet of artificial fill, consisting of brown, blackish-brown, or reddish-brown silty to sandy gravel; medium- to coarse-grained sand with silt and gravel; and silty fine- to coarse-grained sand with gravel (Hilltop Geotechnical, Inc. 2006). Artificial fill and late Holocene-aged deposits (i.e., those less than 5,000 years old) are considered too young to contain significant paleontological resources (Society of Vertebrate Paleontology 2010). Additionally, any fossil material that may be recovered from artificial fill has lost its scientific context (i.e., its provenance) and would not be considered significant. Previously undisturbed, native deposits, such as the underlying boulder-gravel alluvial fan deposits, were deposited in a high-energy depositional environment, which is usually not conducive for fossil preservation. However, older, finer-grained middle Holocene- to late Pleistocene-aged deposits that have the potential to yield significant vertebrate fossils may be present at moderate depths within the project site.

Ground-disturbing activities associated with the project may include excavating, trenching, grading, and drilling; however, these activities are not anticipated to impact previously undisturbed, fine-grained deposits of appropriate age (i.e., of sufficient depth) with the potential to yield significant paleontological resources.

According to Figure OS-8 “Paleontological Sensitivity” from the General Plan Multipurpose and Open Space Element, the project site is mapped in an area of “Low Potential” for paleontological resources, which is based on previous assessments and documentation demonstrating paleontological resources potential. Based on this assessment, the potential to encounter paleontological resources during project-related ground-disturbing activities is low and impacts to paleontological resources are anticipated to be less than significant. As such, this project is not anticipated to require further mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1. All site earthmoving shall be ceased in the area of where fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. The applicant shall retain a qualified paleontologist approved by the County.
4. The paleontologist shall determine the significance of the encountered fossil remains.
5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
6. If fossil remains are encountered by earthmoving activities when the paleontologist is not on-site, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.
7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; place in specimen trays and, if necessary, vials with completed specimen data cards), and catalogued, and associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized databases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. Per the County "SABER Policy," paleontological fossils found in the Riverside County should, by preference, be directed to the Western Science Center in the city of Hemet.
8. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery, and curating of the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.

Conditions of Approval 10, Planning, 35 is a standard Condition of Approval and not considered unique mitigation under CEQA. The project will have a less-than-significant impact, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

POPULATION AND HOUSING Would the project:

29. Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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)?

Source(s): Project Application Materials, GIS database, County of Riverside General Plan Housing Element

Findings of Fact:

a) **No Impact.** The project site is unoccupied; there are no existing homes on-site and the site is not occupied by any people. Implementation of the proposed project would not displace housing or people necessitating the construction of replacement housing elsewhere. Implementation of the project would result in employment for a total of 21 persons (three at the carwash, three at the drive-thru restaurant, and 15 at the office/warehouse). Therefore, no impact would occur, and no mitigation would be required.

b) **Less Than Significant Impact.** The proposed project includes the construction and operation of a carwash, drive-thru restaurant, and office/warehouse building and would create permanent employment opportunities. No housing is proposed as part of the project. Existing housing stock in the general vicinity of the project site would be expected to address any housing demand for the 21 persons employed at the project site. The project is not expected to create an affordable housing demand that exceeds the existing housing stock in the general vicinity of the project site. Therefore, there would be a less-than-significant impact, and no mitigation measures are required.

c) **Less Than Significant Impact.** The project site is served by an existing public roadway system and utility infrastructure exists to serve the project. Implementation of the proposed project would not result in significant direct or indirect growth in the area. Therefore, impacts are considered less than significant, and no mitigation measures are required.

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): County of Riverside General Plan Safety Element, Riverside County Ordinance No. 659 (Establishing Development Impact Fees)

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 Fire Department provides fire protection services to the project area, which is in the incorporated area of Riverside County. The department consists of 100 fire stations within the county, and the proposed project would primarily be served by Riverside County Fire Department (Station No. 13 or 82), which are located approximately 3 and 4 miles north and northeast from the project site in the city of Corona and city of Riverside, respectively. The project site is currently adequately served by fire protection and the proposed development would continue to be served by County fire services. The proposed project would be required to provide a minimum of fire safety and support fire suppression activities, including compliance with state and local fire codes and fire sprinklers. Furthermore, the project would be required to comply with the provisions of the County's Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF would ensure that the project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the project.

Based on the foregoing analysis, implementation of the project would not result in the need for new or physically altered fire protection facilities and would not exceed applicable service ratios or response times for fire protection services. Therefore, there would be a less-than-significant impact, and no mitigation measures are required.

Mitigation: No mitigation is required.

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): County of Riverside General Plan, Riverside County Ordinance No. 659 (Establishing Development Impact Fees)

Findings of Fact:

Less Than Significant Impact. The Riverside County Sheriff's Department at the Lake Elsinore Sheriff's Station provides community policing to the project area. The Lake Elsinore Sheriff's Station is located approximately 15 miles southeast of the project site at 333 Limited Avenue, Lake Elsinore. The proposed project includes construction and operation of a car wash, a drive-thru restaurant, and a building for office/warehouse use; the proposed uses are permitted and consistent with the Manufacturing-Service Commercial zoning designation. Implementation of the proposed project would not create an increase in the demand of sheriff services as development of the project with a mixed-use commercial project is anticipated in the General Plan. Further, the project would be required to comply with the provisions of County DIF Ordinance No. 659, which requires a fee payment to assist the County in providing for public services, including police protection services. Payment of the DIF

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would ensure that the project provides fair share funds for the provision of police protection services. Therefore, there would be a less-than-significant impact, 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): County of Riverside General Plan, GIS database

Findings of Fact:

No Impact. The Corona-Norco Unified School District provides school services for the project site. Implementation of the project would result in development of a mixed-use development to include an office/warehouse building, a car wash, and a drive-thru restaurant. While no housing is proposed, the project is anticipated to add up to 21 full-time employees. New employees, however, are likely to come from nearby communities, and therefore the project is not anticipated to generate new students or an increased demand on school services. Therefore, there would be no impact, 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): County of Riverside General Plan

Findings of Fact:

No Impact. Implementation of the project would result in development of a mixed-use development to include an office/warehouse building, a car wash, and a drive-thru restaurant. No housing that could increase the demand for library services is proposed. Library services for the project site and surrounding area are provided by the County of Riverside Library Services System. The nearest library to the project site is the Grace Mellman Community Library, located approximately 5 miles southwest of the project site. The proposed project is not expected to have a significant impact on libraries services as no residential uses are proposed and no significant increase in population would result. The 21 full-time employees for the proposed project are anticipated to come from the local community. The developer impact fees collected at the time of building permit issuance would ensure potential impacts

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to library services are reduced to a less-than-significant level. Therefore, with the payment of fees, impacts would be reduced to less-than-significant levels, 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): County of Riverside General Plan

Findings of Fact:

Less Than Significant Impact. Health Services are provided by several facilities within the region. The nearest hospital to the project site is the Corona Regional Medical Center, located at 800 South Main Street, Corona, which is approximately 4.6 miles northwest of the project site. The project does not include any residential uses or result in any significant population increase that would generate additional demand for health services. No new/upgraded healthcare facilities would be necessary. Therefore, impacts are considered less than significant, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:

35. Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): GIS database, Ordinance No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Riverside County Ordinance. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

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

a-c) **Less Than Significant Impact.** Recreational services for the project site and surrounding area are provided by the Riverside County Regional Parks Open Space District. The proposed project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. The proposed project would include 21 full-time employees that would likely come from the local area or nearby communities. Further, the collection of developer impact fees would ensure impacts to recreational facilities are reduced to a less-than-significant level. Therefore, impacts to recreational facilities would be less than significant, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Include the construction or expansion of a trail system?				

Source(s): County of Riverside General Plan Figure C-6 Trails and Bikeway System, Temescal Canyon Area Plan Figure 8

Findings of Fact:

a) **No Impact.** According to General Plan Figure C-6, there are no trail systems that occur on or near the project site. The proposed project includes the construction and operation of an office/warehouse building, a restaurant with an attached drive-thru for food pick-up, and a 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.

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?				
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"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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): County of Riverside General Plan, Final Traffic Circulation Assessment (Linscott, Law & Greenspan Engineers 2021a), Final Vehicle Miles Traveled (VMT) Assessment (Linscott, Law & Greenspan Engineers 2021b) Project Application Materials

Findings of Fact:

a-b) **Less Than Significant Impact.** A Final Vehicle Miles Traveled (VMT) Assessment Technical Memorandum (Linscott, Law & Greenspan Engineers 2021b) and Final Traffic Circulation Assessment (Linscott, Law & Greenspan Engineers 2021a) were prepared for the project (Appendix C) to provide an analysis of potential traffic circulation impacts resulting from the mixed-use project, which includes a car wash, drive-thru restaurant, and two-story office/warehouse building. The Final Traffic Circulation Assessment evaluated the potential circulation system impacts that may result from the development of the proposed project consistent with County requirements based on the *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020). The VMT Assessment presents the VMT screening criteria and its application, which has been found to be consistent with the *Technical Advisory for Evaluating Transportation Impacts In CEQA*, published by the Governor's Office of Planning and Research (OPR) in December 2018 (OPR Technical Advisory).

The project site is currently vacant. The proposed project will be developed with a 5,215-square-foot express wash with 130-foot wash tunnel, 729-square-foot drive-thru restaurant, and 6,000-square-foot two-story office/warehouse building. Temescal Canyon Road will be widened along the project frontage in conjunction with development, which will provide for two through lanes in each direction between Cajalco Road and approximately 500 feet south of Tom Barnes Street. In addition, striping and median improvements will be installed along the project frontage to delineate the second northbound through lane and add a southbound left-turn lane within the center of the roadway to facilitate ingress for the project. Access for the proposed project will be provided via one right-in/right-out/left-in driveway along Temescal Canyon Road, as shown on the proposed site plan.

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 net total of 1,131 net daily trips, with 65 net trips (39 inbound, 26 outbound) produced in the AM peak hour and 75 net trips (36 inbound, 39 outbound) produced in the PM peak hour on a "typical" weekday.

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The County has developed SB 743 VMT Impact Screening Criteria to serve as a screening tool for potential VMT impacts associated with select land use projects in the unincorporated area of Riverside County. The project is presumed to cause a less-than-significant impact due to the fact that it meets the following criteria as both a small project and local-serving retail per the County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Small Projects, of which includes but not limited to, projects that generate less 110 average daily trips (ADT) and General Light Industrial Buildings with area less than or equal to 179,000 square feet.
- Local-Serving Retail, which includes projects with no single store on-site exceeds 50,000 square feet and the project is local serving as determined by the Transportation Department.

A project is exempt from Traffic Impact Analysis requirements if any use that can demonstrate, based on the most recent edition of the ITE Trip Generation Report or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours (bullet #10). As a result, the proposed project will not significantly impact the surrounding transportation system. The Traffic Circulation Assessment concludes that the proposed project’s traffic circulation impact is considered “insignificant” based on the “100 peak hour trip” threshold. Therefore, using the “100 trip” threshold, the project would not require any specific intersection analysis.

In order to determine whether left-turn ingress turn restrictions will be acceptable, this Traffic Circulation Assessment includes an AM peak hour and PM peak hour capacity analysis for the project Opening Year 2022 and Buildout Year 2040 traffic conditions based on the Highway Capacity Methodology (HCM) unsignalized methodology utilizing HCM 6 software. The traffic volume forecast data utilized in this analysis is based on the Year 2022 and Buildout Year 2040 AM and PM peak hour traffic volumes for the intersection of Temescal Canyon and Cajalco Roads (Linscott, Law & Greenspan Engineers 2021a). The total traffic volume data utilized for the driveway analyses consists of the Year 2022 and Buildout Year 2040 AM and PM peak hour traffic volumes combined with the gross AM and PM peak hour project traffic volumes presented applied to the driveway in a 50%/50% inbound north/south project distribution pattern.

The results of the Year 2022 and Buildout Year 2040 AM and PM peak hour HCM capacity analysis at the project driveway is presented as follows:

Table T-1: Year 2022 and Buildout Year 2040 AM and PM Peak Hour HCM Capacity Analysis

Intersection	AM Peak Hours		PM Peak Hours	
	HCM	LOS	HCM	LOS
Temescal Canyon Road at Project Driveway				
Year 2022 with Project	15.4s/v	C	10.8 s/v	B
Year 2040 with Project	17.1 s/v	C	13.9 s/v	B

Level of Service (LOS) is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure). Policy C 2.1 in the General Plan Circulation Element establishes the following LOS performance standards:

- LOS C shall apply to all development proposals in any area of Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: Riverside Extended Mountain, Eastern Coachella Valley, Desert Center, and Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans.
- LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, and Western

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Coachella Valley, and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans.

- LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

The project site is located within the Temescal Canyon Area Plan; therefore, LOS D applies as the minimum acceptable LOS. Based on the performance standards established by the County, 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 LOS (D or better) to unacceptable LOS (E or F); or
- The addition of project-generated trips is forecast to worsen the performance of an intersection operating at unacceptable LOS (E or F) in the baseline condition.

As presented in the Table T-1, the project driveway under right-in/right-out/left-in operation is forecast to operate at acceptable LOS C or better during the Year 2022 and Buildout Year 2040 AM and PM peak hour traffic conditions. The on-site circulation layout of the proposed project overall basis is adequate per the Traffic Circulation Assessment. Vehicles will be able to adequately circulate throughout the site and adequate vehicle queue storage is provided for the express car wash and drive-thru fast food restaurant. The driveway width has been confirmed and is generally adequate for small service/delivery (e.g., FedEx, UPS) trucks, trash trucks, and restaurant delivery trucks. Therefore, according to the performance standards established by the County, the LOS associated with the project would not result in a significant impact as the LOS would not deteriorate from acceptable to unacceptable. Therefore, the impact would be less than significant, and no mitigation measures are required.

Consistent with OPR’s Technical Advisory and County of Riverside *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020), the proposed project would result in less-than-significant transportation impacts based on the small projects and local-serving retail project VMT impact screening criteria (Linscott, Law & Greenspan Engineers 2021b).

c) **Less Than Significant Impact.** Any roadway improvements planned as part of the project would be in conformance with applicable County standards and would not result in any hazards due to a design feature. Additionally, the project area is currently characterized with commercial uses and light industrial uses. As such, the project’s proposed commercial retail uses have no potential to result in uses that are incompatible within the surrounding area that could result in significant impacts to circulation and traffic. Accordingly, impacts would be less than significant, and no mitigation measures are required.

d) **Less Than Significant Impact.** As stated above, implementation of the proposed project would result in road improvements on Temescal Canyon Road, including widening the road and striping and median improvements along the project frontage to delineate the second northbound through lane and adding a southbound left-turn lane within the center of the road to facilitate ingress for the project. Beyond these features, the proposed project is not anticipated to cause an effect upon, or a need for, new or altered maintenance of roads. Maintenance of the roadways planned for improvement by the project would not result in any significant impacts to the environment. Furthermore, impacts associated with the physical construction of these roadways are already evaluated in appropriate sections of this environmental assessment. Maintenance of these roadway facilities would be funded through the project developer’s payment of DIF and future project resident’s payment of property taxes. Therefore,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the maintenance of roadways proposed by the project would not result in any new impacts to the environment beyond that which is already disclosed by this environmental assessment; therefore, impacts would be less than significant, and no mitigation measures are required.

e/f) **Less Than Significant Impact.** During construction and long-term operation, the contractor would be required to maintain adequate emergency access for emergency vehicles, as required by the County. A substantial effect on circulation is not anticipated during the proposed project's construction. Construction of the project site will not substantially impact the circulation of the project vicinity because the project has been conditioned for improvements to Temescal Canyon Road and driveways. Therefore, the impact is considered less than significant. In addition, the project site is not identified as an emergency access route under any regional or local plans. Thus, during construction of the proposed project, impacts due to inadequate emergency access or access to nearby uses would be less than significant. 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.

38. Bike Trails

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

Source(s): County of Riverside General Plan and Temescal Canyon Area Plan Figure 8

Findings of Fact:

a) **Less Than Significant Impact.** According to Temescal Canyon Area Plan Figure 8, Temescal Canyon Area Trails and Bikeway System, there is a Class I Bike Path and a Class I Bike Path/Regional Trail planned in the immediate vicinity of the project site. However, no component of the proposed project would impact the planned routes. The General Plan does not identify the project site for any other transit facilities, bikeways, or pedestrian facilities. Accordingly, the project would not conflict with any adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, nor would the project otherwise substantially decrease the performance or safety of such facilities. Accordingly, there would be a less-than-significant impact, 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): County Archaeologist, AB52 Tribal Consultation

Findings of Fact:

a-b) **Less than Significant with Mitigation Incorporated.** Changes in CEQA, 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 (AB) 52, notices regarding this project were mailed to all requesting tribes on October 26, 2020. The Agua Caliente Band of Cahuilla Indians and Quechan Historic Preservation Officer deferred to more local tribes. No response was received from Soboba Band of Luiseño Indians, Ramona Band of Cahuilla, Pala Band of Mission Indians, Morongo Band of Mission Indians, Temecula Band of Luiseño Indians (Pechanga), Colorado River Indian Tribes, or Cahuilla Band of Indians.

The Rincon Band of Luiseño Indians requested consultation, which took place on October 29, 2020, and the cultural and soils reports were provided to the tribe per their request. On November 16, 2020, the Rincon Band of Luiseño Indians was provided with the updated cultural report. Although no tribal cultural resources were identified by the Rincon Band of Luiseño Indians, the band expressed concern that the project area is sensitive for cultural resources and because the previous grading activities were not monitored there, there is the possibility that previously unidentified resources might be found during ground disturbing activities.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The cultural study indicated that the absence of native soil surface along with the depth of severe disturbance (approximately 10 feet) indicates a very a low sensitivity for cultural resources. Therefore, the potential for the project to encounter in situ archaeological materials is virtually nil and no further cultural resources studies or monitoring was recommended. However, conditions of approval that dictate the procedures to be followed should any human remains or unanticipated resources be identified during ground-disturbing activities has been placed on this project.

With the inclusion of these conditions of approval, impacts to any previously unidentified Tribal Cultural Resources would be less than significant.

Mitigation:

CUL-1: If Human Remains Found. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, 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. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the Most Likely Descendant (MLD). The MLD shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

CUL-2: Unanticipated Resources. The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground-disturbing activities unanticipated cultural resources* are discovered, the following procedures shall be followed:

- All ground-disturbing activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, a Native American tribal representative (if the find is prehistoric in nature), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, regarding a decision to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (e.g., documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
- Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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** If not already employed by the project developer, a County-approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities, as necessary.

Monitoring: No monitoring is required.

UTILITIES AND SERVICE SYSTEMS Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
40. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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): Project Application Materials, Western Municipal Water District (WMWD) 2015 Urban Water Management Plan (UWMP) (WMWD 2016)

Findings of Fact:

a) **Less Than Significant Impact.** The project site contained a previously recorded easement for the Temescal Water Company for a water pipe located on the site plan recorded March 9, 1955, in Book 795 page 5460 of O.R., which has since been abandoned. The project will receive potable water service from the WMWD. Any connections from the project site to existing water lines are considered to be part of the project's construction phase and have been evaluated throughout this Initial Study accordingly. The project would not result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, there would be a less-than-significant impact, and no mitigation measures are required.

b) **Less Than Significant Impact.** The project site is located within the WMWD service area. WMWD's 2015 Urban Water Management Plan (UWMP) identifies the WMWD's anticipated future demands for potable water resources and the plans for meeting those demands. The UWMP demonstrates that the WMWD has sufficient supplies to meet its existing and projected demand through 2040 during multi-dry year conditions. Per the UWMP, 2040 total demand projection is approximately 132,999 acre-feet per year (AFY), with a projected supply of 184,095 AFY, showing a difference of 51,096 AFY for a normal year supply and demand scenario. The multi-dry years scenario shows the same projected supply and demand for WMWD's water supply. This is a result of WMWD's water supply reliability analysis and shows that with implementation of local projects and conservation measures and WMWD's storage capacity and implementation of conservation programs, available supplies can exceed demands under all hydrologic scenarios, including multi-dry years. Therefore, WMWD supplies are sufficient to meet demand within the WMWD service area. Furthermore, the proposed project is an acceptable use within the Commercial Office land use area and therefore would result in a water supply demand that was anticipated by the General Plan and Temescal Canyon Area Plan and evaluated in the UWMP (WMWD 2016). Thus, the project's demand for domestic water service would not require new or expanded entitlements; therefore, impacts would be less than significant, 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.

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): Department of Environmental Health Review, Western Riverside County Regional Wastewater Authority

Findings of Fact:

a) **Less Than Significant Impact.** The project will receive sewer service from the WMWD. Any connections from the project site to existing sewer lines are considered to be part of the project's construction phase, which has been evaluated throughout this Initial Study accordingly. The project will connect to an existing sewer pipe on Temescal Canyon Road. The project would not result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, there would be a less-than-significant impact, and no mitigation measures are required.

b) **Less Than Significant Impact.** All sanitary sewer flows from the project site would be conveyed to the Western Riverside County Regional Wastewater Authority (WRCRWA) Plant for treatment. The WRCRWA Plant is one of two wastewater treatment plants operated by WMWD and serves the WMWD, City of Norco, Jurupa Community Services District, Corona Department of Water and Power, and Home Gardens Sanitary District. The WRCRWA is located approximately 8.6 miles northwest of the project site at 14634 River Road, Corona. The WRCRWA Plant is a tertiary treatment facility capable of providing recycled water for reuse or for discharge through an outfall to the Santa Ana River and has a design capacity of 14 million gallons per day (mgd). Accordingly, implementation of the proposed project would not require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects. Impacts are less than significant, 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
42. Solid Waste	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): County of Riverside General Plan, CalRecycle 2016

Findings of Fact:

a) **Less Than Significant Impact.** Construction and operation of the proposed project would result in the generation of solid waste, requiring disposal at a landfill. The waste hauler associated with the project area is Waste Management of Inland Empire, which serves over 220,000 residents in Riverside and San Bernardino Counties and disposing of over 17,000 tons of waste on a weekly basis. Waste Management of Inland Empire has a capacity to process up to 70,000 tons of waste per week at the El Sobrante Landfill located in Corona.

According to the California Department of Resources Recycling and Recovery (CalRecycle) estimated solid waste generation rate for commercial development, the proposed project would generate approximately 221.13 pounds of solid waste per day or approximately 0.11 tons per day based on 10.53 pounds per employee. The estimated project-generated waste represents approximately 0.001% of the total permitted waste received weekly at the El Sobrante Landfill. The proposed project would comply with all applicable solid waste statutes and regulations. Therefore, impacts would be less than significant, and no mitigation measures are required.

b) **Less Than Significant Impact.** The proposed project will be required to comply with all applicable laws and regulations governing solid waste. The project will not affect the County's ability to continue to meet the required AB 939 waste diversion requirements. Therefore, impacts will be less than significant, and no mitigation measures are required.

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

Source(s): Project Application Materials,

Findings of Fact:

a-e) **Less Than Significant Impact.** Implementation of the proposed project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines, communication systems (telephone/cable), street lighting, maintenance of public facilities, and other governmental services. Impacts associated with the provision of utility service to the site are discussed below for each utility.

Electricity, Natural Gas, and Communications Systems

Electrical service is currently available in the project area and would be provided by Southern California Edison (SCE), natural gas would be provided by the Southern California Gas Company (SoCalGas), and communication systems would be provided by one of several available cable and cellular companies. The project site contains power and water hook ups on the north side of the property, which served a previous modular office. As part of the project, existing power services will be abandoned and removed. Future power will be installed underground, and all existing power poles will be removed. The demolition associated with the removal of power poles will be minor. Utilities would be connected through existing connections for electricity, natural gas, or communication systems facilities on-site, or within off-site improved rights-of-way as depicted on the project's civil engineering plat. Physical impacts associated with the construction of such facilities are evaluated throughout this Initial Study. Accordingly, impacts due to the construction of new electrical facilities, natural gas lines, and communication systems as necessary to serve the project would be less than significant, and no mitigation measures are required.

Street Lighting

In accordance with County requirements, streetlights would be provided along roadway frontage as part of the proposed project. Installation of streetlights and general maintenance is not anticipated to cause a significant environmental effect, as it is an extension of services within the area and would be along a currently disturbed area (i.e., Temescal Canyon Road Road). Therefore, impacts are considered less than significant, and no mitigation measures are required.

Public Facilities Maintenance

There would be no impacts to the environment resulting from routine maintenance of public roads or the water quality basin. Existing curb and gutter access along Temescal Canyon Road would be altered as part of the proposed project. Access for the proposed project would be provided via one right-in/right-out/left-in driveway along Temescal Canyon Road. The driveway geometry will consist of one inbound lane and one outbound lane (right-turn only lane). Temescal Canyon Road will be widened along the project frontage in conjunction with development, which will provide for two through lanes in each

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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direction between Cajalco Road and approximately 500 feet south of Tom Barnes Street. In addition, striping and median improvements will be installed along the project frontage to delineate the second northbound through lane and add a southbound left-turn lane within the center of the roadway to facilitate ingress for the project. Therefore, impacts are considered less than significant, and no mitigation measures are required.

g) **No Impact.** The proposed project is not expected to have a significant impact on other governmental services, such as libraries, community recreation centers, and/or animal shelter. The employees for the project are anticipated to come from the local community. Implementation of the project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no impact would occur, 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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): County of Riverside General Plan Figure S-11 “Wildfire Susceptibility”, GIS database

Findings of Fact:

a) **No Impact.** According to General Plan Figure S-14, Inventory of Emergency Response Facilities (S-60), the project site does not contain any emergency facilities and does not occur adjacent to an emergency evacuation route. Emergency access for emergency vehicles would continue to be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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maintained during construction and access would remain off Temescal Canyon Road. Project operations would not interfere with an adopted emergency response or evacuation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b-c) **No Impact.** According to Temescal Canyon Area Plan Figure 11, Wildlife Susceptibility, the project site is not located within a Very High fire hazard severity zone. The project site is located in an urbanized area and includes existing roadways and emergency water sources. The site is relatively flat and accessible by emergency services (i.e., fire apparatus) and does not include the installation of new roads, power lines, or expanded utilities that would result in an additional fire risk for the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

d-e) **No Impact.** The project site is relatively flat. As discussed in Section 14, Landslide Risk, and according to Temescal Canyon Area Plan Figure 14, Slope Instability, the project site is considered to have low-to-no susceptibility to landslides and, therefore, post-fire slope instability and/or drainage changes are not anticipated. The project site is surrounded on the north and west by developed properties, which do not pose a threat due to their developed natural. Thus, the proposed project would not expose people or structure to a significant risk of loss or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review, Project Application Materials

Findings of Fact: **Less than Significant Impact.** As discussed in the checklist above, implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or 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. As stated under Section 7, Biological Resources, the project would result in less than significant impacts or no impacts to biological resources. The project does not conflict with provisions of an adopted Habitat Conservation Plan or other approved conservation plan; substantially adversely effect any endangered or threatened species as listed in Title 14 of California Code or Regulations or in Title 50 of Code of Federal Regulations; substantially adversely affect any

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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candidate, sensitive, or special status species in local or regional plans, policies or regulations by the California Department of Fish and Wildlife or US Wildlife Service; substantially interfere with the movement of migratory fish or wildlife species; substantially adversely effect any riparian habitat or sensitive natural community; substantially adversely affect any State or federally protected wetlands; or conflict with local policies or ordinations protecting biological resources. Furthermore, as stated in Sections 8, Cultural Resources and Section 9, Archaeological Resources, the project would not impact historic resources or archaeological resources. Therefore, impacts are less than significant.

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review, Project Application Materials

Findings of Fact: Less than Significant Impact. 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. State CEQA Guidelines Sections 15130(a) and (b), state:

- (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.*

For most of the resources analyzed in this Initial Study, the project would result in no impacts or less-than-significant impacts; therefore, it is expected that the project would not make a cumulatively considerable contribution to significant cumulative impacts for those topics. The project could make a cumulatively considerable contribution to operational Noise and Tribal Cultural Resources impacts; these potential cumulative impacts would be reduced to less-than-significant cumulative impacts with implementation of Mitigation Measures N-1, CUL-1, and CUL-2.

The project would not result in any growth-inducing impacts or significant irreversible commitments. The proposed project is consistent with the General Plan land use patterns and applicable regional plans and would not result in development that would be substantially greater in intensity than what was planned for in the General Plan. The potential cumulative environmental effects of the proposed project would fall within the impacts identified in the General Plan Update EIR. No cumulative impact greater than that identified in the General Plan Update EIR would result from construction of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Staff Review, Project Application Materials

Findings of Fact: Less than Significant Impact. The incorporation of the Temescal Canyon 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. Therefore, impacts would be less than significant or would be reduced to less-than-significant levels, and no mitigation measures are required.

VI. 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:

- County of Riverside, *County of Riverside General Plan*. Adopted December 8, 2015.
- County of Riverside, *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
4080 Lemon Street 12th Floor
Riverside, CA 92501

Revised: 12/21/2021 9:54 AM
Y:\Planning Master Forms\Templates\CEQA Forms\EA-IS_Template.docx

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. REFERENCES

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Riverside County Climate Action Plan (“CAP”); CalEEMod 2016 3.2; CARB Climate Change Scoping Plan (2017); CEC Building Energy Efficiency Program (2019); SCAQMD Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (2008b).

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Project-Specific References

Cross Engineering Services. 2020. *Preliminary Project Specific Water Quality Management Plan, Tommy’s Express Carwash & Wienerschnitzel, Design Review/Case No: PPT200010*. Prepared for Salim Development. April 20.

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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RIVERSIDE COUNTY PLANNING DEPARTMENT

John Hildebrand
Planning Director

NOTICE OF DETERMINATION

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

PPPT200010
Project Title/Case Numbers

Brett Dawson
County Contact Person

(951) 955-0972
Phone Number

N/A
State Clearinghouse Number (if submitted to the State Clearinghouse)

Scott Yorkson
Project Applicant

4740 Green River Road, Corona CA 92880
Address

North of Cajalco Road, and East of Temescal Canyon *Project Location*

PLOT PLAN No. 200010 – CEQA200048 – Applicant: Scott Yorkison – Engineer: Joseph Cross – Second Supervisorial District- El Cerrito Zoning District – Temescal Canyon Area Plan: Community Development – Light Industrial (LI) (0.25 - 0.60 FAR) – Location: North of Cajalco Road, and East of Temescal Canyon – 1.88 Acres Minimum – Zoning: Manufacturing Service Commercial (M-SC) – REQUEST: The proposal of a mixed-use development consisting of a proposed 6,000 square-foot, two-story commercial building for office and small warehousing; a 5,215 square-foot car wash (Tommy’s Carwash); a 729 square-foot drive-through restaurant (Wienerschnitzel Heritage); related landscaping, two bioretention basins and site improvements. – APN 279-530-031

This is to advise that the Riverside County Planning Director, as the lead agency, has approved the above-referenced project on January 24, 2022, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared and certified for the project pursuant to the provisions of the California Environmental Quality Act and reflect the independent judgment of the Lead Agency.
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Mitigated Negative Declaration, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Project Planner

Title

Date

Date Received for Filing and Posting at OPR: January 3, 2022

