RIVERSIDE COUNTY
PLANNING DEPARTMENT

John Hildebrand
Planning Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: Conditional Use Permit No. 200018, Tentative Parcel Map No. 37850

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

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment and Conditions of Approval)

COMPLETED/REVIEWED BY:

By: Russell Brady Title: Project Planner Date: January 28, 2022

Applicant/Project Sponsor: Salamanco, LP Date Submitted: July 20, 2020

ADOPTED BY: Planning Commission

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 Russell Brady at (951) 955-3025.

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Please charge deposit fee case#: ZEA ZCFW

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number:
Project Case Type (s) and Number(s):

- CUP200018
- TPM37850
- GEO200026
- CEQ200049

Lead Agency Name: Riverside County Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Russell Brady
Telephone Number**:** 951-955-3025
Applicant's Name: Marwan Alabbasi
Applicant's Address: 764 West Ramona Expressway, Suite C, Perris, CA 92571

I. PROJECT INFORMATION

The proposed commercial project is located within the Mixed-Use Zone and would be comprised of retail, restaurant, carwash, and a convenience store/fueling station uses. The project site is comprised of two parcels on a total of 15.99 acres. The project will process a Tentative Parcel Map (37850) and Conditional Use Permit (CUP200018) to create a total of seven lots. Of the total, five parcels comprising 7,84 acres will accommodate a proposed commercial development referenced as Phase I. No development is proposed on the remaining two lots (Lots 2 and 7) (8.15 acres) at this time; however, the lots would be graded as part of Phase I. The applicant contemplates construction of 230 multifamily units on Lots 2 and 7 under a separate development application. This would only occur when/if sewer is extended to the project site by Eastern Municipal Water District. When this may occur is unknown. Future development of 230 multifamily units, referred herein as Phase II, is programmatically evaluated herein as part of the build out condition. If proposed under a separate development application, Phase II would undergo a consistency evaluation relative to the environmental analysis provided herein. Whether additional California Environmental Quality Act review is required would be determined by County staff at that time. The project components are described as follows:

Parcel #	Use
1	5,720 SF 18-position Gas Canopy, 3,420 SF 3-position Diesel Fuel Canopy, 5,558 SF Convenience Store, 1,490 SF Carwash and a private On-site Wastewater Treatment System (OWTS).
2	This lot will be graded and a drainage channel will be constructed during Phase I. No buildings are proposed.
3	3,471 SF Restaurant and a private OWTS.
4	4,130 SF Restaurant, Water Quality Basin and private OWTS.
5	6,635 SF Retail and a private OWTS.
6	6,635 SF Retail, Water Quality Basin and private OWTS.
7	This lot will be graded as part of the project. No development is proposed at this time. Development of Phase II, assumed to be 230 multi-family units in multiple buildings would

	occur on this lot. The site would be designed per Section 17.94.030 of the Riverside County zoning ordinance which allows a maximum building height of 75 feet.

The project site is shown in Figure 1 – Location Map and Figure 2 – Site Map. The preliminary site plan is shown on Figure 3 – Site Plan.

The project site comprising Phase I contains two development areas. Retail Area East (3.28 acres) references the portion of the site to the east of Dockery Lane. Retail Area West (4.56 acres) references the portion of the site located to the west of Dockery Lane. Retail Area West would accommodate retail buildings on Parcels 5 and 6 and restaurant buildings on Parcels 3 and 4. A stormwater basin would be provided on Parcel 4. Each building would have separate On-site Wastewater Treatment Systems (OTWS). Retail Center East would accommodate the fueling station, convenience store and car wash on Parcel 1. An OWTS would be provided for the convenience store and car wash. A total of 173 parking spaces would be provided on the site.

Primary access would be from State Route (SR) 74 via an extension of Dockery Lane north/northwest into the project site with driveways to the Retail Center East and West extending from a cul-de-sac at the northern terminus. Two additional access points will be provided east and west of Dockery Lane. Dockery Lane would be widened to 40 feet within a 60 foot right of way. The eastern entrance would be improved to a minimum of 45 feet in width to accommodate emergency vehicle and semi-truck access. A secondary right in/right out emergency access (35 feet in width) would be located at the southeast corner of the site in Retail Area West. If constructed, the cul-de-sac would be modified to accommodate an access driveway to Phase II improvements with secondary access connecting through Retail Center West to SR-74.

With respect to stormwater management, existing offsite flows will be captured at 3 points along the northerly and westerly property lines and conveyed through the site to discharge at their existing flow paths along the southerly and easterly property lines (see Preliminary Drainage Study (Appendix K)). The southerly flow line will remain relatively the same. Onsite flows generated by the proposed project will be conveyed through the site utilizing curb and gutter, inlets, and minimal subsurface storm drain. All runoff will be directed to onsite BMPs before discharging to the existing flow paths along the southerly and easterly property lines. BMPs on Lots 2 and 7 would be implemented to avoid off-site erosion during storm events. Lots 2 and 7 would remain pervious; thus, precipitation would percolate into the soils as occurs under existing conditions.

Construction of Phase I of the project is expected to begin no sooner than September 2021 and be completed in 2023. Construction phasing would consist of site preparation and grading (25 days), building construction (240 days), paving (10 days) and application of architectural coating (20 days). Construction of Phase II will occur on Lots 2 and 7 after sewer service is extended to the project site and with approval of project-specific entitlements.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The following Policies are applicable to the proposed project: LU 7.1, LU 10.1, LU 18.1, LU 21.1 – 21.3.

   LU 7.1: Require land uses to develop in accordance with the General Plan and Mead Valley Area Plan to ensure compatibility and minimize impacts.

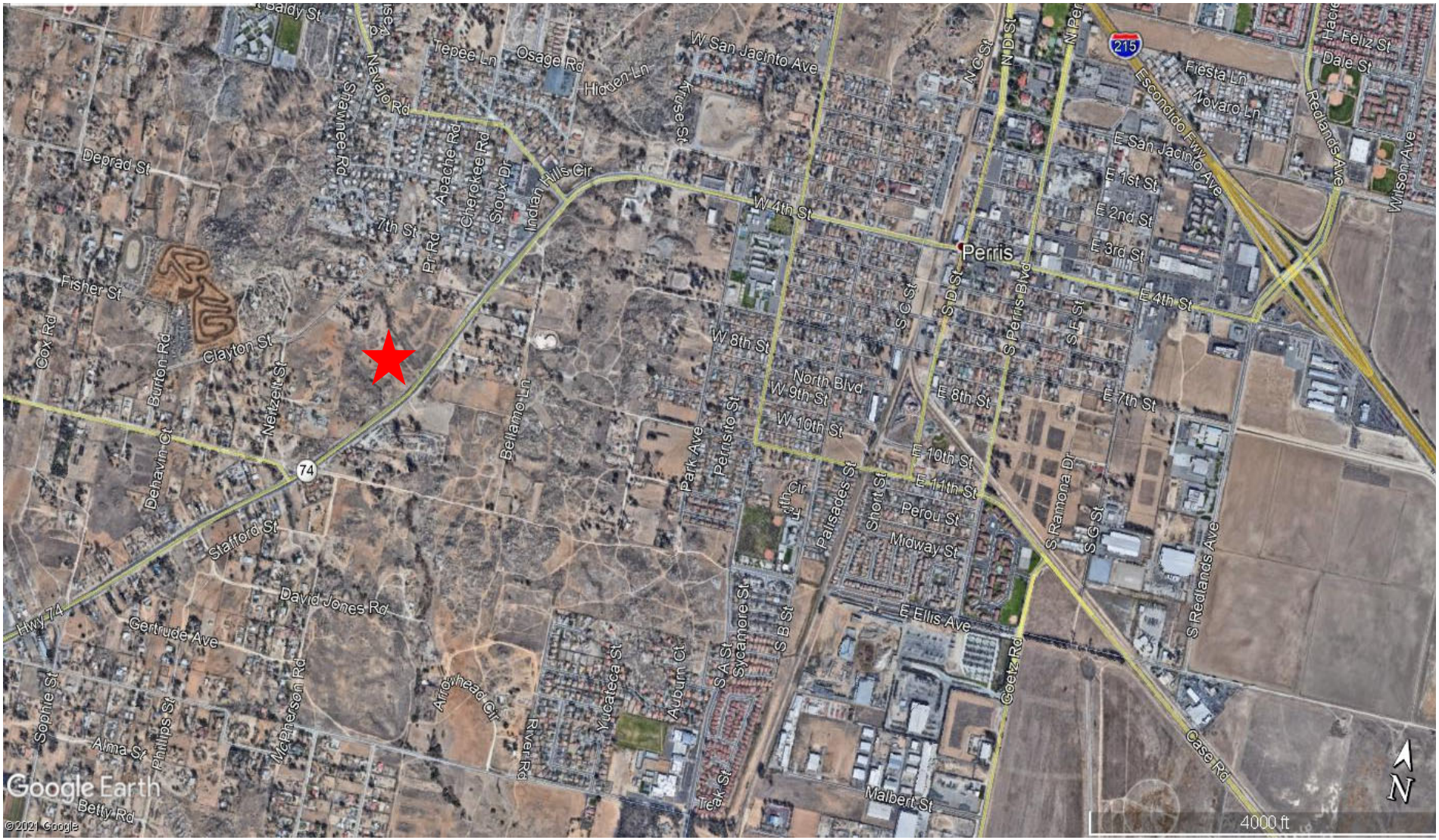


Figure 1—Project Location

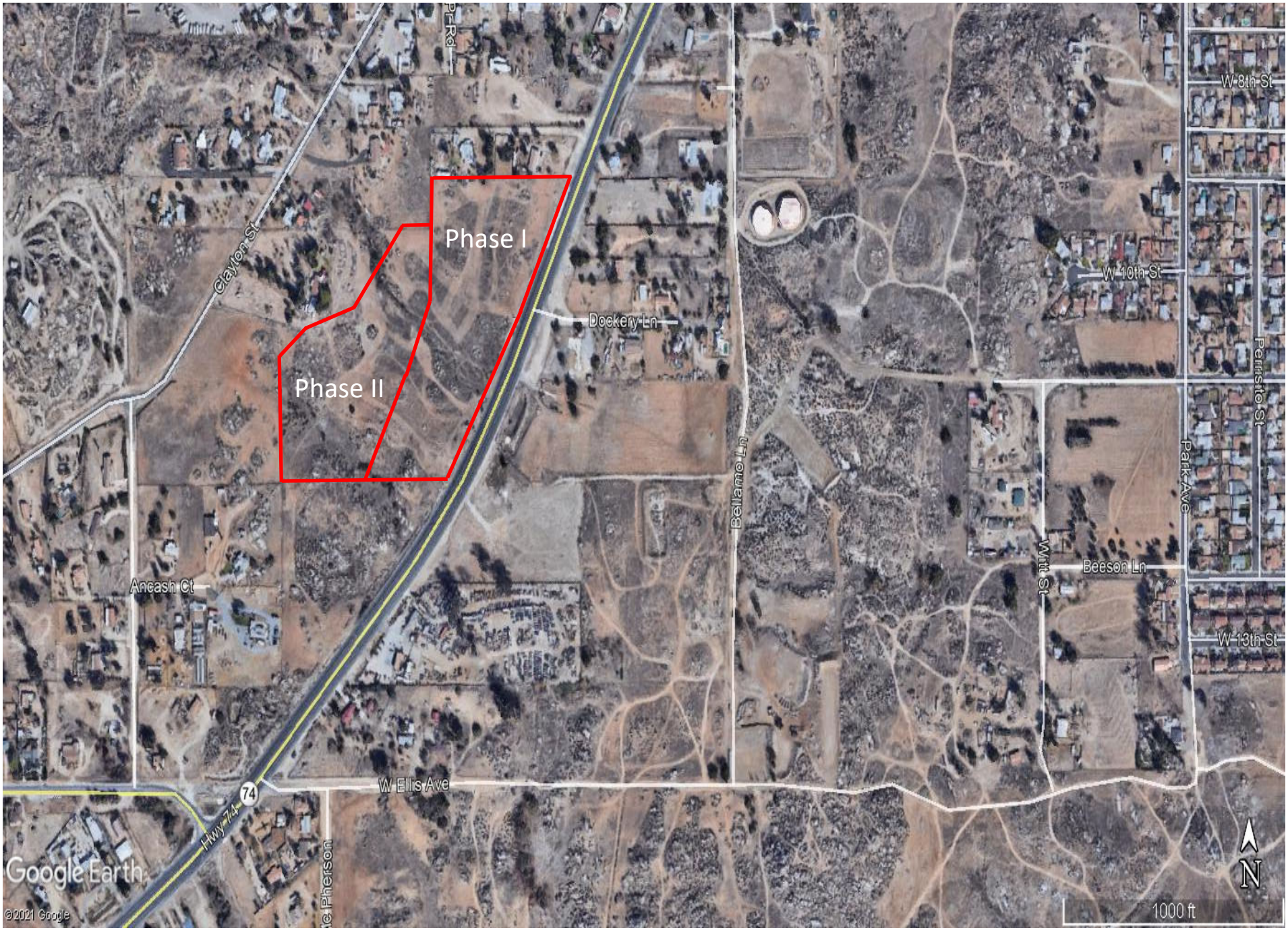
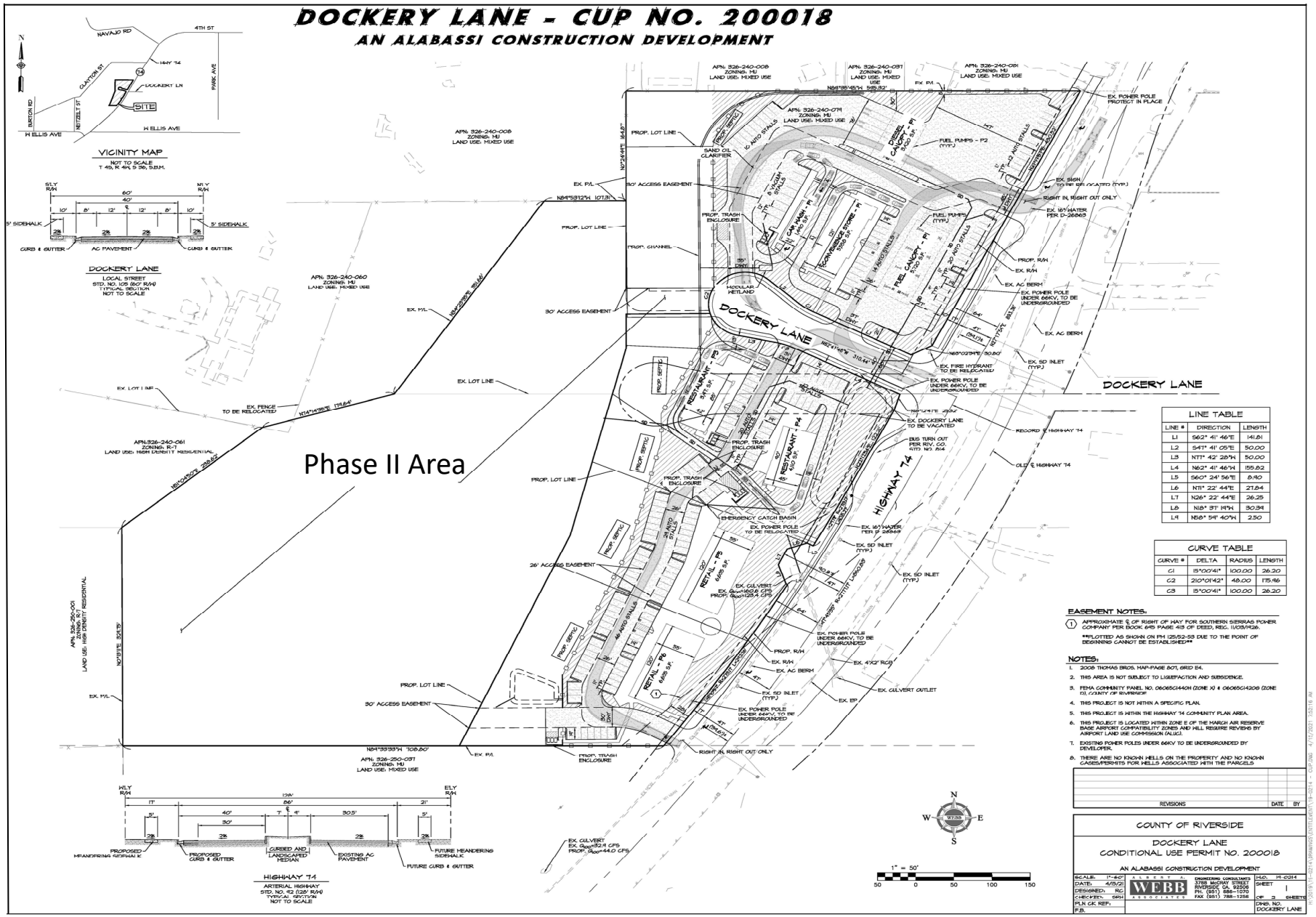


Figure 2—Project Site

- Project Site



LINE TABLE

LINE #	DIRECTION	LENGTH
L1	S62° 41' 46"E	141.81
L2	S47° 41' 05"E	50.00
L3	N77° 42' 28"W	50.00
L4	N62° 41' 46"W	159.82
L5	S60° 24' 56"E	8.90
L6	N11° 22' 44"E	27.84
L7	N26° 22' 44"E	26.25
L8	N18° 37' 19"W	30.34
L9	N58° 54' 40"W	2.50

CURVE TABLE

CURVE #	DELTA	RADIUS	LENGTH
C1	15°00'41"	100.00	26.20
C2	210°01'42"	48.00	175.96
C3	15°00'41"	100.00	26.20

EASEMENT NOTES:

1. APPROXIMATE ℄ OF RIGHT OF WAY FOR SOUTHERN SIERRAS POWER COMPANY PER BOOK 645 PAGE 418 OF DEED, REC. 1/03/1926.

PLOTTED AS SHOWN ON PM 125/52-53 DUE TO THE POINT OF BEGINNING CANNOT BE ESTABLISHED

NOTES:

1. 2008 THOMAS BROS. MAP-PAGE 807, GRID E4.
2. THIS AREA IS NOT SUBJECT TO LIQUEFACTION AND SUBSIDENCE.
3. FEMA COMMUNITY PANEL NO. 06065C1440H (ZONE X) & 06065C1420G (ZONE D), COUNTY OF RIVERSIDE
4. THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN.
5. THIS PROJECT IS WITHIN THE HIGHWAY 74 COMMUNITY PLAN AREA.
6. THIS PROJECT IS LOCATED WITHIN ZONE E OF THE MARCH AIR RESERVE BASE AIRPORT COMPATIBILITY ZONES AND WILL REQUIRE REVIEWS BY AIRPORT LAND USE COMMISSION (ALUC).
7. EXISTING POWER POLES UNDER 66KV TO BE UNDERGROUNDED BY DEVELOPER.
8. THERE ARE NO KNOWN WELLS ON THE PROPERTY AND NO KNOWN CASES/PERMITS FOR WELLS ASSOCIATED WITH THE PARCELS

REVISIONS	DATE	BY

COUNTY OF RIVERSIDE

DOCKERY LANE
CONDITIONAL USE PERMIT NO. 200018

AN ALABASSI CONSTRUCTION DEVELOPMENT

SCALE:	1"=50'	M.C.	14-0214
DATE:	4/15/21	SHEET	1
DESIGNED:	RC	OF	2 SHEETS
CHECKED:	SRH	DWG. NO.	DOCKERY LANE
PLN CK REF.:			
F.B.			

ALBERT A WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH: (951) 686-1070
FAX (951) 788-1256

Figure 3 —Site Plan

LU 10.1: Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

LU 18.1: Ensure compliance with Riverside County's water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather-based controllers and utilize state-of-the-art water-efficient irrigation components.

LU 21.1: Require that grading be designed to blend with undeveloped natural contours of the site and avoid an unvaried, unnatural, or manufactured appearance.

LU 21.2: Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use.

LU 21.3 Ensure that development does not adversely impact the open space and rural character of the surrounding area.

2. **Circulation:** The following Policies are applicable to the proposed project: C 2.5, C 3.6, C 3.24, C 3.33

C 2.5: The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.

C 3.6: Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

C 3.24: Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

C 3.33: Assure all-weather, paved access to all developing areas.

3. **Multipurpose Open Space:** The following Policies are applicable to the proposed project: OS 2.1, OS 17.1, OS 18.1, OS 19.3, OS 19.6

OS 2.1 Implement a water-efficient landscape ordinance and corresponding policies that promote the use of water-efficient plants and irrigation technologies, minimizes the use of turf, and reduces water-waste without sacrificing landscape quality.

OS 17.1: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand-alone applications for general plan amendments, lot line adjustments

and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every stand-alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department's Environmental Programs Division. Habitat assessment and species-specific focused surveys shall not be required as part of this initial HANS assessment for stand-alone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.

OS 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.

OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

OS 19.6: Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.

4. Safety: The following Policies are applicable to the proposed project: S 3.1, S 5.1

S 3.1: Require the following in landslide potential hazard management zones, or when deemed necessary by the California Environmental Quality Act:

a. Preliminary geotechnical and geologic investigations.
b. Evaluations of site stability, including any possible impact on adjacent properties, before final project design is approved.
c. Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications be prepared by state-licensed professionals.

S 5.1 Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

a. All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire and Building and Safety departments.
b. All proposed development and construction shall meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.
c. In addition to the standards and guidelines of the California Building Code and California Fire Code fire safety provisions, continue to implement additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.
d. Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County Ordinances.

e. Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
f. Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, and constructed that provide adequate defensibility from wildfires.

5. **Noise:** The following Policies are applicable to the proposed project: N 2.2, N 12.2

   N 2.2: Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise.

   N 12.2: Utilize dense landscaping to effectively reduce noise. However, when there is a long initial period where the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls.

6. **Housing:** The Housing Element does not contain specific policies related to future development of Phase II multifamily housing. Phase I will not provide housing.

7. **Air Quality:** The following Policies are applicable to the proposed project: AQ 20.10, AQ 20.11, AQ 20.13, AQ 20.20, AQ 23.2, AQ 24.2

AQ 20.10: Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

AQ 20.11: Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.

AQ 20.13: Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities.

AQ 20.20 Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills.

AQ 23.2 For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. County programs shall also be developed and implemented to address land use-related reductions for County operations and voluntary community efforts.

AQ 24.2 For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. County programs shall also be developed and implemented to address energy efficiency and conservation efforts for County operations and the community.

8. **Healthy Communities:** The following policies apply to the proposed project.

HC 6.1 Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout the County of Riverside, including public transit.

HC 6.3 Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.

9. **Environmental Justice (After Element is Adopted):** The Environmental Justice Element has not been adopted.

B. General Plan Area Plan(s): Mead Valley Area Plan

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Mixed Use (Mead Valley Area Plan)

E. Overlay(s), if any: Perris Valley Airport Influence Area – Zone E

F. Policy Area(s), if any: State Highway 74 Perris Policy Area, Highway 74 – 7th Street/Ellis Avenue Neighborhood

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Harvest Valley/Winchester Area Plan and Lake Mathews/Woodcrest Area Plan

2. **Foundation Component(s):** Community Development

3. **Land Use Designation(s):** Mixed-Use

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

5. **Policy Area(s), if any:** None

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** The subject site is not located within a Specific Plan.

2. **Specific Plan Planning Area, and Policies, if any:** None

I. Existing Zoning: Mixed Use

J. Proposed Zoning, if any: No change in zoning proposed

K. Adjacent and Surrounding Zoning: Commercial/Rural Residential

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.

☐ Aesthetics	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Agriculture & Forest Resources	☐ Hydrology / Water Quality	☐ Transportation
☐ Air Quality	☐ Land Use / Planning	☒ Tribal Cultural Resources
☒ Biological Resources	☐ Mineral Resources	☐ Utilities / Service Systems
☒ Cultural Resources	☒ Noise	☐ Wildfire
☐ Energy	☐ Paleontological Resources	☒ Mandatory Findings of Significance
☐ Geology / Soils	☐ Population / Housing	
☒ Greenhouse Gas Emissions	☐ Public Services	

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒ 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.
☐ 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
☐ 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

1/28/22
Date

Russell Brady
Printed Name

For: Charissa Leach, P.E.
Assistant TLMA 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Source(s): Riverside County General Plan Figure C-8 “Scenic Highways”, California Department of Transportation, Officially Designated State Scenic Highways. Mead Valley Area Plan, Figure 10.

Findings of Fact:

a) There are three designated state scenic highways in Riverside County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the study area is the segment of State Route 74 (SR-74) from the San Bernardino National Forest boundary to Highway 111 in the City of Palm Desert approximately 30 miles east of the project site. SR-74 west of I-215 and the City of Perris municipal boundary is a State Eligible Scenic Highway in Mead Valley because it provides a link between Orange and Riverside Counties through the Santa Ana Mountains and eventually through the San Jacinto Mountains as the famous Palms to Pines Scenic Highway referenced above. Although eligible, this segment of SR-74 is not a designated scenic highway. No impact to views along a scenic highway would occur with the project.

Implementation of the project would occur on a vacant undeveloped site (see Figure 4). Development would occur consistent with contemporary design standards and architectural styles. While the site would visually change, it would generally be consistent with developing parcels along SR-74 and development in the City of Perris located to the north and east. Views within the area are not

Photograph 1. Eastern part of project site from central east edge, facing north.

Photograph 2. View of southern portion of project site, facing south.

Figure 4—Representative Site Photos

designated scenic nor does the site contain any unique visual features. **No impact** would occur under this threshold.

b) The County of Riverside General Plan Amendment (2015) includes the project area and provides planning and policy guidance for development within the County. No specific visual features are noted in the General Plan that pertain to the general project area nor does it include policy guidance referencing the protection or preservation of visual resources.

Views into the site are of rolling hills and rocks and are consistent with other undeveloped parcels in the area. Bare ground with limited ruderal vegetation can be seen from SR-74 looking northwest. Rock features are visible in the southern portion of the site. There are no trees, historic structures or other visually prominent features on the remainder of the site. Views within the area are not designated scenic nor does the site contain any unique visual features.

The project would develop retail and restaurant uses as well as a convenience store and fueling station, stormwater detention facilities and related infrastructure on a 15.99 gross acre site as part of Phase I. Development would only occur on 7.84 acres. The remainder of the project site (Lots 2 and 7) (8.15 acres) would be graded but not developed at this time. Future development referred to as Phase II would include up to 230 units of multifamily housing. While views of the site would change, no designated scenic views or resources would be affected. The site is within an urbanizing area and zoned for mixed-use development. The development would be designed consistent with applicable design guidelines to ensure it is consistent with the visual context of the surrounding area. Landscaping would be provided along SR-74 and within the site to enhance the transition from urbanized areas east of the site to rural residential areas west of the site. Impacts to scenic vistas would be **less than significant.**

c) The project would be developed on a vacant site located within an urbanizing area. The site is zoned mixed use and the proposed project would be consistent with existing zoning. As stated, the segment of SR-74 fronting the project's southeastern boundary is a State eligible scenic highway; however, it has not been designated scenic. While views from SR-74 would change, existing views are not considered scenic nor does the site contain any unique visual features that would be adversely affected by the project. The project would be designed consistent with applicable County standards and guidelines; and thus, would not conflict with standards affecting visual quality. Impacts would be **less than significant.**

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): GIS database, Ord. No. 655 (Regulating Light Pollution), Mead Valley Area Plan (Figure 7)

Findings of Fact:

The project site is located 37 miles northwest of the Mt. Palomar Observatory and is subject to lighting restrictions. All proposed outdoor lighting shall be in conformance with Zone B as defined in County Ordinance 655. The project would use Class I and Class II lighting. Class I lighting is used to illuminate

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

outdoor eating areas, advertising displays and other signs. Class II lighting is used for the illumination of streets, parking lots, sidewalks and areas surrounding the buildings for both Phase I and Phase II. Both types of lighting would require low pressure sodium fixtures that are fully shielded and focused to minimize spill light into the sky and onto adjacent properties. This is a project design feature; thus, a note will be made on the Environmental Constraints Sheet , which comprises part of the final design plan, that the site is located within Zone B of County Ordinance No. 655 and is subject to outdoor lighting restrictions. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3. Other Lighting Issues a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
b) Expose residential property to unacceptable light levels?	☐	☐	☒	☐

Source(s): On-site Inspection, Project Application Description

Findings of Fact:

a-b) The project would add new signage, street lights and security lighting which would be visible from residences, commercial buildings, and vehicles operating on the streets. All outdoor street and security lighting would be designed to Riverside County standards defined per Ordinance 461.10 (December 2007). All lighting would be directed downward into the project site and illuminate only those areas within immediate proximity to the light standard. The orientation and elevation of the commercial buildings as well as the use of perimeter landscaping would minimize glare associated with vehicle headlights within both the Phase I and Phase II development areas. The Phase I buildings would be single-story; the Phase II buildings would be 2-3 stories depending on design preferences. The building finishes would be primarily stucco which is a non-reflective material. It is not anticipated that the project would result in the creation of a new substantial light source. While lighting would be visible from neighboring residential properties, which are located adjacent to and approximately 50 feet north/northeast of the site boundary, no residential properties located adjacent to the site would be exposed to unacceptable light levels. Impacts related to light and glare would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:				
4. Agriculture 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources," GIS database, and Project Application Materials.

Findings of Fact:

a) The site is currently vacant; however, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occurs on the project site and these resources would not be affected by project implementation. **No impact** would occur under this threshold.

b) The project site is zoned mixed-use and is intended to support commercial and multifamily development. It is not enrolled in a Williamson Act contract nor is it in an agricultural preserve. The proposed project would not conflict with any zoning designations designed to promote agriculture. **No impact** would occur under this threshold**.**

c) The project site is not located within an area zoned for agricultural use; and thus, would not conflict with Ordinance No. 625 "Right to Farm". **No impact** would occur under this threshold.

d) Neither the site nor surrounding areas are used for commercial agriculture. The project would not conflict with any zoning designations designed to preserve agricultural resources. There is no commercial agriculture occurring in the surrounding area. Development of the project would have no effect on the conversion of agricultural land to non-agricultural use. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5. Forest 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))?	☐	☐	☐	☒
b) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

Source(s): Riverside County General Plan Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas," Figure OS-3b "Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas," and Project Application Materials.

Findings of Fact: a-c) Neither the site nor surrounding areas are used for timber production nor is the site and surrounding properties designated for this use. The project does not propose a change of zone and would not conflict with any zoning designations designed to preserve timber. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:				
6. Air Quality Impacts a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial point source emissions?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Source(s): SCAQMD CEQA Air Quality Handbook, *Air Quality Memorandum*, Albert A. Webb Associates, Inc., September 2021 (Appendix A), *Gasoline Station Health Risk Assessment,* Albert A. Webb Associates, Inc., March 2021 (Appendix B).

Findings of Fact:

The project site is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by generating emissions that equal or exceed the established long term quantitative thresholds for pollutants, or exceed a state or federal ambient air quality standard for any criteria pollutant. Table 1 shows the significance thresholds that have been recommended by the SCAQMD for projects within the South Coast Air Basin.

Table 1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
Nitrogen Oxides (NO_x)	100 lbs/day	55 lbs/day
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day

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

[a]

Table 1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Particulate Matter 10 (PM_{10})	150 lbs/day	150 lbs/day
Particulate Matter 2.5 ($PM_{2.5}$)	55 lbs/day	55 lbs/day
SO_x	No standard	150 lbs/day
CO	550 lbs/day	550 lbs/day

Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, unless otherwise stated.

[b] *Ambient air quality threshold based on SCAQMD Rule 403.*

lbs/day = pounds per day

Regional construction emissions associated with implementing the proposed project were calculated using the California Emission Estimator Model (CalEEMod) version 2020.4.0 software. Construction emission modeling for site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin no sooner than September 2021. The estimated construction period for the proposed project is approximately 23 months, beginning no sooner than September 2021 and extending through 2024. The construction schedule represents a “worst-case” scenario should construction occur after the respective dates since emission factors for construction decrease as the analysis year increases due to emission regulations becoming more stringent over time and replacement of older equipment. Thus, project emissions are expected to be equal to or less than the estimated emissions. In addition to the default values used, the following assumptions relevant to model inputs for short-term construction emission estimates were modeled:

- The project will be developed in two phases. Phase I consists of mass grading of the entire site and construction of the commercial development. As stated, Phase II consists of the future development of the 7.59-acre parcel potential development of 230 apartments as a separate project.

- The entire 15.99-acre project site will be mass graded in Phase I. An additional 0.25 acres of off-site grading will be performed to accommodate the off-site improvements, including paving of Dockery Lane and proposed curb, gutter and sidewalk along SR-74 adjacent to the project site;

- The project will connect to existing water and storm water facilities within the SR-74 right-of way. There are no existing sewer or recycled water pipelines in the project area; thus, septic systems are proposed.

- No soil import or export will be required; thus, no haul trips were modeled;

- The paved area for Phase II is assumed to be 25 percent of the total acreage; and

- To evaluate Project compliance with SCAQMD Rule 403 for fugitive dust control, modeling assumed the site would be watered three times daily which would achieve a control efficiency of 61 percent for PM-10 and PM-2.5 emissions. Two (2) one-way vendor trips per day were added to the grading and paving activity to account for water truck trips.

a) According to SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the County's projected population growth forecast. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city General Plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan (2016-2040) socioeconomic forecast projections of regional population, housing and employment growth.

The proposed commercial project is located within the Mixed-Use Zone and is comprised of retail, restaurant, carwash, and a convenience store/fueling station. The project site is comprised of two parcels on a total of 15.99 acres. The project would be consistent with the MUA zoning and land use designation within the Mead Valley Area Plan. The proposed project would not provide housing in Phase I; however, 230 multifamily units are proposed as part of Phase II. The commercial uses associated with Phase I and residential uses allowed per Phase II, are consistent with the MU zoning designation. Because both phases are consistent with current planning documents, the overall project would be consistent with the AQMP. **No impact** would occur under this criterion.

b) The proposed commercial project is located within the Mixed-Use Zone and is comprised of retail, restaurant, carwash, and a convenience store/fueling station. The project site is comprised of two parcels on a total of 15.99 acres. As stated, the entire site would be mass graded during Phase I. If constructed, the 230 multifamily residences would be developed on Lots 2 and 7 during Phase II. Thus, emissions associated with grading the Phase II area (i.e., Lots 2 and 7), are included in the calculations. Note that after grading, the Phase II site would be stabilized using hydroseeding or other palliative methods to minimize fugitive dust and erosion during storm events as required per SCAQMD Rule 403.

Construction Emissions

Construction vehicles and equipment traveling along unpaved roads and grading/site preparation activities have the potential to generate fugitive dust (PM_{10} and $PM_{2.5}$) through the exposure of soil to wind erosion and dust entrainment. Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO_X), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy construction equipment. However, emissions would also be associated with constructing each building (including the application of paint) and paving roadway improvements, circulation areas and parking.

As indicated in Table 2, maximum daily emissions from Phase I and Phase II construction activities would not exceed SCAQMD construction thresholds. Therefore, construction impacts would be **less than significant.** Model calculations are provided in Appendix A.

Table 2
Estimated Maximum Unmitigated Construction Emissions (lbs/day)

	Air Emissions (lbs/day)[2]					
	ROG	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Phase I						
Construction Emissions – 2021	4.28	46.57	44.89	0.10	5.94	3.32
Construction Emissions – 2022	26.11	24.75	35.00	0.10	5.78	2.28
SCAQMD Pollutant Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**
Phase II						
Construction Emissions - 2024	19.51	24.08	36.89	0.07	3.74	2.05
SCAQMD Pollutant Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod calculations, see Appendix A.

While maximum daily emissions from construction activities would not exceed SCAQMD construction thresholds, the project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Rule 403 measures to reduce fugitive dust emissions are as follows:

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, preferably in the late morning and after work is done for the day. Modeling assumed watering would occur three times daily and achieve a 61 percent reduction in dust emissions.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth

is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Localized Significance Thresholds. As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts (both short- and long-term) to sensitive receptors. SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for a Source Receptor Area (SRA). The project site is located within SRA 24 (Perris Valley).

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with vendor and worker trips are mobile source emissions that occur off site. The emissions analyzed under the LST methodology are NO2, CO, PM-10, and PM-2.5. SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. The LST methodology and tables can be used as a screening tool to determine if dispersion modeling would be necessary.

The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod. Based on this SCAQMD guidance and the Project's equipment list during grading (above), Phase I will disturb approximately four acres per day and Phase II will disturb approximately 1.5 acres during grading. Therefore, the LST for the four-acre site was used for Phase I and a one-acre site was used for Phase II.

The LST are estimated using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors (in meters). The closest sensitive receptors are residential properties located adjacent to the north and northwest boundary of the project site. The closest receptor distance on the LST look-up tables is 25 meters. According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis for Phases I and II. LSTs for construction related emissions are shown in Table 3. As shown, emissions from construction of Phases I and II would be below the LST established by SCAQMD. Short-term impacts during construction would be **less than significant.**

Table 3
LSTs for Unmitigated Construction Emissions

Pollutant	Maximum Daily Emissions (lbs/day) – Phase I			
	NOx	CO	PM-10	PM-2.5
LST 4-acre site at 25 meters	237	1,346	11	7
Site Preparation (2021)	25.52	15.1	4.00	2.48
Grading (2021)	**46.40**	**30.88**	**5.57**	**3.25**
Building Construction (2021)	18.75	17.67	1.03	0.96
Paving (2021)	10.32	11.75	0.55	0.51
Architectural Coating (2021)	1.88	2.42	0.11	0.11
Building Construction (2022)	16.77	17.44	0.86	0.81
Maximum Daily Emissions	**46.4**	**30.88**	**5.57**	**3.25**
Exceed LSTs	**No**	**No**	**No**	**No**
	Maximum Daily Emissions (lbs/day) – Phase II			
LST 1-acre site at 25 meters	**118**	**270**	**4**	**3**
Grading (2024)	17.03	14.76	**3.49**	**2.00**
Building Construction (2024)	**14.42**	**17.23**	0.66	0.62
Paving (2024)	**7.78**	**11.73**	0.39	0.36
Architectural Coating (2024)	1.63	2.41	0.08	0.08
Maximum Daily Emissions	**22.21**	**28.96**	**3.49**	**2.00**
Exceed LSTs	**No**	**No**	**No**	**No**

Source: Albert A. Webb & Associates, Inc., Air Quality Memorandum (September 2021) Tables 5 and 6
Note: [1] LST for 4-acre site predicted using Appendix K of SCAQMD LST Methodology
[2] Maximum emissions for Phase 2 are the greater of either site preparation or grading alone, or the sum of building construction and paving and architectural coating because these activities overlap. Maximum emissions are rounded and shown in bold.

Operational Emissions

Table 4 summarizes emissions associated with operation of Phase I and Phase II of the proposed project. Operational emissions from the retail, restaurant, carwash, and convenience store/fueling station, include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including natural gas fireplaces, landscape equipment and architectural coating emissions as the structures are repainted over the life of the project. Additionally, evaporative emissions associated with fueling station operation are estimated and added to the cumulative daily total of VOC emissions. These emissions are managed per SCAQMD Rule 461 (Gasoline Transfer and Dispensing) which requires testing of vapor recovery systems for new and in-use gasoline dispensing facilities. No emergency generators would be used on the project site; thus, no emissions would be associated with this source. The majority of operational emissions are associated with vehicle trips to and from the project site. Emissions associated with traffic are based on the Traffic Impact Assessment prepared for the proposed project (Appendix M).

As shown, the net change in emissions would not exceed the SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10} or $PM_{2.5}$. Therefore, the project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would **be less than significant** per threshold b.

Table 4
Estimated Unmitigated Daily Operational Emissions

	Estimated Summer Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area	11.36	0.22	18.96	0.00	0.11	0.11
Energy	0.18	1.57	0.95	0.01	0.12	0.12
Mobile	35.24	32.00	209.98	0.39	37.07	10.13
Maximum lbs/day	**46.78**	**33.79**	**229.89**	**0.40**	**37.30**	**10.36**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix A for CalEEMod version. 2020.40. computer model output. Summer emissions shown.

Note: Emissions reported as zero are rounded and not necessarily equal to zero.
[1] Emissions reflect the sum of Phase 1 and Phase 2 emissions for each source.
[2] VOC emissions from gasoline transfer and dispensing activities at the proposed gas station were based on maximum VOC limits of 0.15, 0.024, 0.32, 0.009, and 0.24 pounds (lbs) VOC per 1,000 gallons from the loading, storage tank breathing, refueling, hose permeation, and spillage processes, respectively.

c) **Carbon Monoxide Hot Spot Analysis.** A CO hotspot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards. Localized CO "hotspots" can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentrations exceed the federal AAQS of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm. SCAQMD recommends a local CO hotspot analysis be performed if an intersection meets one of the following criteria: 1) the intersection is at Level of Service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the project decreases LOS at an intersection to D or worse.

Per the County of Riverside General Plan and traffic operational standards, the minimal acceptable Level of Service (LOS) at intersections is LOS D. Per the City of Perris Downtown Specific Plan, the minimal acceptable LOS at intersections in the downtown Perris area is LOS E. Of the nine intersections evaluated, the intersection of 4th Street and A Street in the City of Perris is projected to operate at deficient LOS condition with the addition of ambient area traffic growth, cumulative traffic and proposed project traffic in the evening peak hour only. A carbon monoxide (CO) "hot spot" is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards (AAQS) and is associated with many variables including congested traffic conditions. Because deficient operations are projected at the 4th Street and A Street intersection under cumulative conditions, the potential for CO hotspots are evaluated below.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD is used herein to assist in evaluating the potential for CO exceedances associated with the project. . CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin result from unusual meteorological and topographical conditions rather than traffic operations at a particular intersection. Considering the region's unique meteorological conditions and the increasingly stringent

CO emissions standards, CO modeling was performed by the SCAQMD as part of the 1992 CO Plan and subsequent plan updates as well preparation of various air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four congested intersections in Los Angeles for peak morning and afternoon time periods. The intersections evaluated were Long Beach Boulevard/Imperial Highway (Lynwood); Wilshire Boulevard/Veteran Avenue (Westwood); Sunset Boulevard/Highland Avenue (Hollywood); and La Cienega Boulevard/Century Boulevard. Modeling did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was Wilshire Boulevard/Veteran Avenue, which had a daily traffic volume of approximately 100,000 vehicles. The Los Angeles County Metropolitan Transportation Authority (MTA) evaluated the Level of Service (LOS) in the vicinity of this intersection and found it operated at LOS E at peak morning traffic and Level F at peak afternoon traffic. The hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion and did not predict any violation of CO standards. Because the project site is located within the SCAB, the SCAQMD method is appropriate for qualitatively evaluating the potential for CO hotspots associated with the project.

In comparison, the highest average number of daily trips within the West 4th Street (SR-74) and A Street intersection, would be approximately 51,880. This is approximately one-half the volume of the Wilshire Boulevard/Veteran Avenue intersection which was studied by the SCAQMD under worst-case operating conditions. Project-related traffic would not contribute to daily traffic volumes that would exceed those modeled in the 2003 AQMP, nor would any unique meteorology conditions resulting in higher CO concentrations occur if modeled in detail. Therefore, the project would not result in CO hot spots. No further evaluation with respect to CO hotspots is required.

Fueling Station Health Risk Assessment. A qualitative health risk assessment was performed to address potential risks to human health caused by exposure to toxic air contaminants generated by operation of the proposed fueling station. Emissions resulting from fueling station operations may include Toxic Air Contaminants (TACs) such as benzene, Methyl Tert-Butyl Ether (MTBE), toluene, xylene, and hexane. These emissions represent a health risk for those living and working in proximity to gasoline stations. Of those pollutants referenced above, only three (benzene, ethylbenzene, and naphthalene) result in cancer effects; and thus, are the subject of this health risk assessment.

SCAQMD developed cancer risk screening tables for a generic retail gasoline service station for the various meteorological site/Source Receptor Areas (SRA's) locations in SCAQMD's jurisdiction. The project site is located in SRA 24. The gasoline station is subject to and required to comply with SCAQMD Rules 461 (Gasoline Transfer and Dispensing) as well as a Permit to Construct and Permit to Operate, Rules 201 and 203, respectively. These require the permits identify a maximum annual throughput allowed based on specific fuel storage and dispensing equipment that is proposed by the operator.

The applicant has identified an annual throughput of 2,400,000 gallons. However, ultimate fuel throughput limitations would be established by SCAQMD through the gasoline station permitting processes noted above. The nearest sensitive receptor property line is 30.5 feet (9 meters) to the northeast of the proposed diesel fuel canopy (i.e., the cover over the fueling area). Existing commercial receptors include a local fast-food restaurant approximately 770 feet (235 meters) north of the project site at the intersection of SR-74 and 7th Street.

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

According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". A cancer risk greater than 10 cases per 1,000,000 people exposed would be considered a significant impact. The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a 30-year exposure period. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Thus, an individual cancer risk of less than 10 cases per 1,000,000 is considered less than significant for the purpose of evaluating impacts per CEQA.

Based on the SCAQMD Risk Tool version 1.103 that implements the SCAQMD Risk Assessment Procedures for Rule 1401, 1401.1, and Rule 212 and Permit Application Package "N" Version 8.12, it is estimated that the cancer risk to sensitive residential and commercial receptors from the proposed gasoline dispensing station would be 8.4 in one million and 0.02 in one million, respectively. Therefore, the project would not have a significant health risk impact. No mitigation is required.

Impacts would be **less than significant** (threshold c).

d) The primary source of odors during operation would be operation of the restaurants. During operation, the project would be subject to SCAQMD Rule 1138 which addresses restaurant emissions, specifically from chain-driven char-broilers. Rule 1138 requires the use of a catalytic oxidizer control device to control emission. As stated, the gasoline station is subject to and required to comply with SCAQMD Rules 461 (Gasoline Transfer and Dispensing) as well as a Permit to Construct and Permit to Operate, Rules 201 and 203, respectively. Rule 461 requires the installation and maintenance of vapor recovery systems to minimize evaporative emissions from fuel storage and transfer. With the implementation of Rule 1138 addressing restaurant emissions and Rule 461 addressing evaporative fuel emissions, odors would be **less than significant** under threshold d.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:				
7. Wildlife & Vegetation a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
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?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
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?	☐	☐	☒	☐
f) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

Source(s): GIS database, WRCMSHCP, On-site Inspection, Cadre Environmental, Inc., *MSHCP Biological Resource Compliance Analysis – Dockery Lane (October 2020) (Appendix C), Osprey* Environmental Associates, Inc., *Jurisdictional Resource Delineation Report for Dockery Lane Project (September 2020 (Appendix D), Osprey Environmental Associates, Inc., Determination of Biologically Equivalent or Superior Preservation Report, Dockery Lane Project (October 2020) (Appendix E).*

Findings of Fact:

A Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) compliance analysis was prepared for the 15.62-acre property and 1.55-acre offsite assessment area comprising the State Route 74 and Dockery Lane rights-of-way (ROWs)). The purpose of this study was to document the existing biological resources, identify general vegetation types and assess the potential biological and regulatory constraints associated with the proposed development and ensure compliance with the Western Riverside County MSHCP. The site is located within the MSHCP Mead Valley Area Plan. It is not located within an MSHCP Criteria Area, Cell Group, or Linkage Area.

The analysis herein summarizes the MSHCP consistency evaluation and incorporates the findings of an extensive literature review, compilation of existing documentation, field reconnaissance, and focused surveys conducted on April 6th, April 19th, May 5th, May 26th, and June 9th, 2020. The methodology and documentation is consistent with accepted scientific and technical standards, the requirements of the United States Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW).

A formal jurisdictional delineation was conducted on June 22nd, 2020 by Osprey Environmental Associates, Inc. to determine the extent of onsite features subject to the United States Army Corps of Engineers (USACE) jurisdiction pursuant to Section 404 of the Clean Water Act, CDFW jurisdiction pursuant to Division 2, Chapter 6, Section 1600 of the Fish and Wildlife Code, the Santa Ana Regional Water Quality Control Board (RWQCB) 401 certification/Waste Discharge Requirements (WDRs), and MSHCP jurisdiction pursuant to Section 6.1.2 (MSHCP 2004).

a, d, g) The site does not occur within a predetermined Survey Area for MSHCP criteria area plant species; therefore, no surveys are required. The site does not occur within a predetermined Survey Area for MSHCP narrow endemic plant species; therefore, no surveys are required. Thus, the project will be consistent with MSHCP Section 6.1.3.

The site is not within the Amphibian or Mammal Species Survey Area; therefore, no surveys for amphibians or mammals are required. The site occurs almost completely within a predetermined Survey Area for the burrowing owl. Suitable burrowing owl burrows and foraging habitat was documented throughout the site. Based on the presence of suitable habitat, focused MSHCP burrowing owl surveys were conducted during spring 2020. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site. A preconstruction burrowing owl survey would be required as standard condition for MSHCP compliance. With approval of the 30-day burrowing owl preconstruction survey report by the County of Riverside Environmental Programs Division and compliance with all species-specific conservation goals, if detected within or adjacent to the site, the project will be consistent with MSHCP Section 6.3.2.

Trees and shrubs suitable for nesting are located on the project site. Nesting birds are protected under the Migratory Bird Treaty Act (MBTA). To avoid the destruction of active nests and to protect the reproductive success of birds protected by MBTA, nesting bird surveys are required as a standard condition no more than 3 days prior to scheduled construction in areas adjacent to trees or vegetation suitable for nesting when construction disturbance would occur during the nesting season. In the event that active nests are discovered, a suitable buffer shall be established around such active nests and no construction within the buffer allowed until a qualified biologist has determined that the nest is no longer active (e.g. the nestlings have fledged and are no longer reliant on the nest). No ground disturbing activities are allowed within this buffer until the qualified biologist has confirmed that breeding/nesting is complete and the young have fledged the nest or it determined that construction will not impact the nest. Survey results must be presented in a letter report and submitted to Riverside County. Nesting bird surveys are not required for construction activities occurring between September 16 and January 31. A **less than significant impact** would occur under question a and g above.

The project site is not located within a wildlife movement corridor. The property is bordered to the southeast by State Route 74 and surrounded by low density rural development. The site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. **No impact** would occur under question d above.

b-c.) **Vegetation Series.** The majority of the site (87%) is dominated by non-native grassland/ruderal vegetation and disturbed areas. Several patches of Riversidean sage scrub (6%) are scattered in the southwestern region of the site. A few small patches of California buckwheat scrub were documented onsite. A small patch of southern willow scrub was documented within each of the two (2) onsite ephemeral drainages. A single patch of mule fat scrub was documented in the central region of Drainage B (as defined below)(see Attachment I in Appendix C). This vegetation community is dominated by mule fat (*Baccharis salicifolia*) and non-native grassland/ruderal species. A single California juniper (*Juniperus californica*) was documented onsite.

Special Status Botanical Species. No sensitive plant communities or plant species were documented onsite.

Narrow Endemic Plant Species. As stated, the site does not occur within a predetermined Survey Area for narrow endemic plant species. No narrow endemic plant species were observed and documented onsite.

Tree Resources. The following regulations apply to tree removal within Riverside County:

- Riverside County Code of Ordinances, Section 12.08.050 requires a permit from the county Transportation Director to remove or severely trim any tree planted in the right-of-way of any county highway.

- Riverside County Code of Ordinances, Section 12.24 or Ordinance No. 559 requires a permit to "remove any living native tree on any parcel or property greater than one-half acre in size, located in an area above 5,000 feet in elevation and within the unincorporated area of the County of Riverside."

- The Riverside County Oak Tree Management Guidelines address the treatment of oak woodlands and their preservation.

No trees or oak species occur within the site or offsite assessment area that are regulated by the County of Riverside protected tree ordinance or oak tree management guidelines.

Other Sensitive Species. No endangered, threatened, candidate, or sensitive listed species were determined to have high or moderate potential to occur within the survey area.

Special Status Wildlife Species

The MSHCP states that all sensitive wildlife species potentially occurring onsite have been adequately covered. Additional surveys may be required for criteria area wildlife species if suitable habitat is documented onsite and/or if the property is located within a predetermined "Survey Area". As referenced, the site does not occur within a predetermined Survey Area for amphibians or mammals. Thus, no additional surveys are required.

Other Special Status Species

Burrowing Owl. As referenced, the site occurs almost completely within a predetermined Survey Area for the burrowing owl. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the project site during the spring 2020 focused surveys. A preconstruction survey for borrowing owl would be required per Mitigation Measure BIO-1 as stated below.

Least Bell's Vireo (*Vireo bellii pusillus*)**.** The mule fat and southern willow scrub habitat documented onsite have open canopy covers with only a few isolated trees and shrubs. The vegetation does not represent even low-quality habitat for this species. Further, the species was not detected during five (5) site surveys conducted during the breeding season for this species when detectability is highest.

Southwestern Willow Flycatcher (*Empidonax traillii extimus*)**.** No riparian forest or woodland habitat are located within or adjacent to the site and no suitable breeding habitat is present.

Western Yellow-Billed Cuckoo (*Coccyzus americanus occidentalis*)**.** No riparian forest or woodland habitat are located within or adjacent to the site.

Stephens' Kangaroo Rat. Stephens' kangaoo rat (SKR) inhabits open grasslands or areas with sparse shrublands, typically with less than 50% cover. It is also found in areas with loose sandy soils or sandy

loams (generally on relatively gentle grades). The SKR is a “Covered Species Adequately Conserved” under the MSHCP. No additional surveys are required under the MSHCP, but the project area is located within the SKR fee area. Thus, the project will be required to pay its appropriate SKR fees.

Raptor and Migratory Bird Nesting. The vegetation communities and trees documented onsite represent potential nesting habitat for common and MSHCP covered sensitive bird and raptor species. As referenced, preconstruction surveys would be conducted as a standard condition within 3 days prior to construction disturbance if construction would occur during nesting season.

Impact Assessment and Avoidance Recommendations

Botanical. Narrow Endemic and Criteria Area Species outlined in the MSHCP are absent from the site. **No impact** would occur to special status/narrow endemic species.

Listed Species. The Stephens’ kangaroo rat is considered Adequately Conserved under the MSHCP. No additional surveys or mitigation are required, with the exception of payment of the SKR fee. Impacts to this species would be **less than significant.**

Burrowing Owl. Focused surveys did not locate any burrowing owls or burrowing owl sign on the site or within the buffer zone. Based on the results of the focused burrowing owl surveys, it can be reasonably concluded that burrowing owl is not currently occupying any portion of the site. Although burrowing owls or owl sign were not observed on the subject property during biological surveys, implementation of Mitigation Measure BIO-1 would require a preconstruction clearance survey (valid for 30 days) be performed within 30 days prior to construction disturbance on the site. This would be consistent with the current MSHCP guidelines (Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area, issued March 29, 2006). With implementation of Mitigation Measure BIO-1, requiring a preconstruction BUOW survey, impacts to BOUW would be **less than significant.**

Raptor and Migratory Bird Nesting. As discussed, habitat suitable for raptor and migratory bird nesting is present within and around the site. Implementation of MBTA preconstruction clearance surveys for nesting birds would be required within 3 days prior to initiation of site disturbance during the nesting season (February 1 through September 15). With completion of MBTA surveys, potential impact to raptors and migratory birds would be **less than significant.**

e and f) The site is bisected by one ephemeral drainage feature which trends in a southeast direction (see Attachment H in Appendix C). The drainage receives stormwater run-off from residential properties and topographic relief northwest of the evaluation area. Flows exit the site via existing culverts which extend under Dockery Lane. The drainage feature would be permanently impacted by the proposed project; thus, it was evaluated to identify the presence of wetland indicators and the area of impact under the authority of regulatory agencies. The area under the jurisdiction of the of the U.S. Army Corps of Engineers and Regional Water Quality Control Board (RWQCB) was delineated using the Ordinary High-Water Mark (OHWM) criteria. The delineation findings are summarized below and documented in the wetland delineation prepared by Osprey Environmental Associates, Inc., (September 2020).

The area of impact under the jurisdiction of the California Department of Fish and Wildlife and MSHCP was delineated from top of bank to top of bank, or the extent of associated riparian vegetation beyond the top of bank, when present. The drainage feature contains approximately 0.05

acres/629 linear feet on-site and 0.002 acres/27 linear feet of-site within the OHWM and 0.14 acres/633 linear feet on-site and 0.002 acres/28 linear feet off-site between the banks and/or extent of riparian vegetation.

The drainage does not possess the criteria required for delineation as a wetland. Further, there is no off-site connectivity to a jurisdictional water of the US. Thus, it is defined as a non-wetland jurisdictional feature or ephemeral channel as stated above. The U.S. Army Corps of Engineers would not take jurisdiction over this drainage per Section 404 of the federal Clean Water Act and the Navigable Water Protection Rule. The drainage is subject to regulation per the Waste Discharge Requirements (WDR) process via the Regional Water Quality Control Board, the Streambed Alteration Agreement process by CDFW and by Riverside County per Section 6.1.2 of the MSHCP.

As stated, the proposed project will impact 0.05 acres of non-wetland jurisdictional waters of the State regulated by the RWQCB and 0.14 acres of jurisdictional streambed and riparian/riverine resources regulated by CDFW and covered under Section 6.1.2 of the MSHCP, respectively. Thus, a WDR will be required from the RWQCB and a notification of a Streambed Alteration Agreement to CDFW will be required prior to modification of the jurisdictional streambed. A MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) is required as a result of the direct impacts to riparian/riverine resources per Section 6.1.2 of the MSHCP. The DBESP was prepared as referenced above and is provided as Appendix D. to this Initial Study.

The project developer will be required to consult with the RWQCB for approval under the WDR process and obtain a Streambed Alteration Agreement (1602) from CDFW. The permits must be obtained and evidence of the permits provided to the County prior to any earthmoving or vegetation disturbing activities. Direct and permanent impacts to the non-wetland jurisdictional features and riparian/riverine resources will require mitigation. With permit approval, compliance with related conditions and purchase of mitigation credits as defined in Mitigation Measure BIO-2, impacts to non-wetland jurisdictional/riverine features would be **less than significant.**

Mitigation:

BIO-1: A pre-construction burrowing owl survey shall be conducted no more than 30 days prior to ground-disturbing activities (e.g., vegetation clearing, equipment staging, grading, etc.) associated with the Project to ensure that no owls are occupying burrows within or immediately adjacent to the project impact area in the days or weeks preceding the ground-disturbing activities. If burrowing owls are present prior to the initiation of ground-disturbing activities, the project proponent will notify the Regional Conservation Authority (RCA) and will coordinate regarding the potential need for owl relocation and/or biological monitoring. Take of active nests will be avoided. If the species is not found during the pre-construction survey, no further action is required. A survey report shall be prepared and provided the County of Riverside Planning Department as evidence this mitigation requirement was completed.

BIO-2: To mitigate for impacts to riparian and riverine resources, prior to the issuance of a grading permit, the applicant shall provide evidence of purchasing rehabilitation credits from the Riverpark Mitigation Bank at a 2:1 ratio or 0.4 acres. The evidence is to be provided to the County of Riverside Planning Department.

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

Monitoring: No monitoring is required.

CULTURAL RESOURCES Would the project:				
8. Historic Resources a) Alter or destroy a historic site?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations to Section 15064.5?	☐	☐	☐	☒

Source(s): On-site Inspection, Anza Resource Consultants, *Phase I Cultural Resource Assessment for the Dockery Lane Project,* (March 2020) (Appendix F).

Findings of Fact:

a) The project site has historically been vacant and undeveloped. There is no evidence of past use of the property. No historic sites or structures occur on the project site. **No impact** to historic resources would be affected by the proposed project.

b) As discussed in the Phase I Cultural Resource Assessment, prepared by Anza Resource Consultants (Anza) data collection for the proposed project included: a records search completed at the Eastern Information Center at the University of California, Riverside; a historic records review; Native American consultation as directed by the Native American Heritage Commission; and a pedestrian survey of the project site.

With respect to historic resources, no prehistoric or historic cultural resource sites or isolates were detected in the project area. Specifically, no observable foundations or remnants were encountered relating to the potential historic structures, associated access roads or other features were observed on the project site. No historic resources occur on-site; thus, none would be affected by the project. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

9. Archaeological Resources a) Alter or destroy an archaeological site?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
d) Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☒	☐

Source(s): Project Application Materials, Anza Resource Consultants, *Phase I Cultural Resource Assessment for the Dockery Lane Project,* (March 2020) (Appendix F).

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

Findings of Fact:

a-b) A record search was performed at the Eastern Information Center (EIC) on December 10, 2019 for the project area and all lands within one mile. The EIC records search identified 15 cultural resources studies and eight regional overviews that were conducted within a one-mile radius of the project site, two of which (RI-04403 and RI-04421) were adjacent to the project site. RI-04403 and RI-04421 are both long linear surveys related to State Route 74. Neither are located in proximity to the project site.

The EIC records search identified 11 cultural resources previously recorded within a one-mile radius of the project site. None of these resources is within or adjacent to the project site. Five of the resources within one mile on the project site are short segments of historic period roads abutting State Route 74 that were incorrectly recorded using archaeological records and are highly unlikely to be eligible for CRHR listing. One historic refuse scatter was recommended not eligible for NRHP listing. One resource has a sparse record, was likely prehistoric, and was presumed destroyed by 1976. The remaining four resources are all prehistoric bedrock milling features located approximately 0.8-mile northeast of the project site. Each of those resources was recommended not eligible for CRHR listing.

Anza requested a review of the Sacred Lands File (SLF) by the Native American Heritage Commission on December 20, 2019. The NAHC sent a response on December 30, 2019, stating that a search of the SLF was completed with negative results (i.e., sacred lands or resources important to Native Americans are not recorded within the vicinity of the project site). The NAHC provided a list of 17 Native American contacts that may have knowledge regarding Native American cultural resources within or near the project site and recommended that Anza contact them. Anza mailed letters to the NAHC-listed contacts on January 15, 2020, describing the project and asking if they had knowledge regarding cultural resources of Native American origin within or near the project site. The responses are summarized as follows and provided in Appendix C of Appendix E to this Initial Study.

The Los Coyotes Band of Indians responded via email on January 23, 2020, stating that the project is under review and correcting tribal contacts.;

The Morongo Band of Mission Indians responded via email on January 29, 2020, stating they have no comments regarding the project;

The Agua Caliente Band of Cahuilla Indians (ACBCI) responded via email on February 11, 2020, stating that the project is within the tribe's traditional use area and requesting copies of the cultural resources technical report, records search, and maps. ACBCI provided no information regarding the sensitivity of the project site for Native American cultural resources;

The Pechanga Band of Luiseno Indians (Pechanga) responded via email (with U.S. Mail letter to follow) on February 12, 2020, stating that the project is within the tribe's ancestral territory. Pechanga further stated that the proposed project "will likely impact subsurface cultural resources," based on the drainage within the project site, bedrock outcrops within the project site, and number of recorded resources in the project vicinity. Pechanga recommends archaeological and Native American monitoring of project grading and requested government-to-government consultation with the lead agency and project information.

No additional responses were received as of February 19, 2020.

A pedestrian survey of the site was conducted on December 11, 2019. The survey was conducted using transects spaced 10 meters apart and generally oriented north-south, with minor variation to account for slope, fence lines, and along the drainage. All exposed ground surface was examined for artifacts (e.g., flaked stone tools and tool-manufacture debris, ground stone tools, ceramic sherds, fire-affected rock), ecofacts (marine shell, bone), soil discoloration that could indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramic sherds, cut bone). Ground disturbances such as burrows, open excavation pits, and drainages were visually inspected. Ground visibility was poor to fair overall (approximately 30-40 percent) throughout the project site, with approximately 90 percent visibility in 10 percent of the project site and zero to 10 visibility in approximately seventy percent of the project site due to dense vegetation. All bedrock outcrops were inspected for possible evidence of prehistoric milling and the cut bank of the drainage was inspected carefully for buried archaeological materials. The survey was negative for archaeological, historic built, and tribal cultural resources (i.e., no cultural resources were identified within the project site).

Based on the absence of resources identified closer than 0.8-mile (to the project site) in the records search, that no tribe provided information regarding specific resources near the project site during the Native American scoping, and negative findings of the pedestrian survey, the potential for buried archaeological resources on-site is low. No further cultural resource study is recommended. However, should cultural resources be encountered during ground-disturbing activities, work in the immediate area must halt and a County of Riverside-approved archaeologist must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted. With the implementation of Mitigation Measures CR-1, CR-2 and CR-3, if needed, impacts to cultural resources would be **less than significant with mitigation.**

c) The potential for encountering human remains at the project site is low. No known burial sites have been identified on the site or in the vicinity. In addition, California Health and Safety Code §7050.5, Public Resources Code § 5097.98, and § 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that, if human remains are encountered during excavation, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The coroner will determine whether the remains are of forensic interest. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, the coroner will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD) responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include A) the non-destructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment. Section 7052 of the Health & Safety Code also states that disturbance of Native American cemeteries is a felony. With adherence to these existing regulations, impacts would be **less than significant**.

d) As referenced, there is no evidence that the project site is used for sacred or religious activities by any Native American Tribes or affected parties. The Native American Tribes that responded to the outreach letters didn't provide any evidence that the site is sensitive or that there is a high potential that the proposed project may directly and indirectly impact subsurface resources. For these reasons, no

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

cultural resource mitigation measures are recommended to reduce potential significant impacts to **less than significant.**

Mitigation:

CR -1: To reduce impacts resulting from an inadvertent discovery during project-related ground disturbing activities, prior to the issuance of a grading permit the project applicant shall retain a professional archaeologist and Native American monitor/observer to monitor all preliminary ground-disturbing activities. Full-time monitoring shall continue until the project archaeologist and Native American monitor/observer determines that the overall sensitivity of the project area has been reduced from moderate to low and full-time monitoring is no longer required. Should the archaeological monitor and Native American monitor/observer determine that there are no cultural resources within the impacted areas all monitoring shall cease.

CR-2: In the event any cultural resources are discovered, the project archaeologist and Native American monitor/observer are authorized to temporarily halt all grading in the immediate vicinity of the discovery while the resource is recorded onto appropriate DPR 523 Forms and evaluated for significance. If the resource is determined to be significant, the monitor shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to, avoidance, excavation, and further evaluation of the finds in accordance with CEQA.

No further grading shall occur in the immediate area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation, excluding items covered by the provisions of applicable Treatment Plans or Agreements, shall be donated to a qualified scientific institution approved by the County Planning Department, where they would be afforded long-term preservation to allow future scientific study.

CR-3: The results of the archaeological-monitoring program shall be incorporated into a final report and submitted to the County Planning Department for review and approval. Upon approval by the County, the final report, including any associated DPR 523 Forms, shall be submitted to the Eastern Information Center.

Monitoring: Monitoring of all Cultural Resource mitigation would occur through implementation of mitigation measure CR-1 and TCR-1 described in Section 39, *Tribal Cultural Resources*. The applicant would be responsible for entering into a monitoring agreement with an approved Tribal entity for monitoring purposes. The monitoring tribe will be determined prior to construction.

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?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Source(s): Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), Project Application Materials; Energy Tables, Albert A. Webb Associates, Inc., September 2021 (Appendix G).

Findings of Fact:

a) Construction of Phases I and II would use standard methods for equipment use, material storage and construction staging to minimize worker and vendor trips needed to travel to and from the job site. During project construction, the project is estimated to consume 98,662 gallons of diesel fuel and 63,198 gallons of gasoline.

The project would be designed consistent with Title 24 of the California Energy Code. Energy efficiency for the structures would be addressed through code compliance and orientation of the lots and buildings to allow installation of solar systems to reduce electrical demand. Landscaping would incorporate native drought tolerant species to minimize water required for irrigation.

At build out of Phases I and II, the project is projected to consume 2,061,898 kiloWatt hours (kWh) per year of electricity and 6,039,702 thousand British thermal units (kBTU) annually. Annual fuel demand generated by project customers, vendors and residents would be approximately 474,303 gallons of gasoline and 76,813 gallons of diesel fuel.

The analysis of Greenhouse Gas impacts provided in Section 20 of this Initial Study addresses specific goals and actions included in the County of Riverside Climate Action Plan (CAP) that pertain to building design and operational methods that address energy and water use reduction, waste reduction, and reduction in vehicle miles traveled. These measures all affect energy demand and implementation of applicable building and appliance standards would result in water, energy, and construction waste reductions for the proposed project. The project would consume energy; however, it would not be greater than or different from new projects of similar scope or to the extent that it would be considered wasteful or inefficient. The design features incorporated into the project would reduce GHG emissions to less than significant which indicates that energy demand, which is one component of the overall GHG emissions associated with a project would also be **less than significant** under this threshold.

b) As referenced, the project would be constructed consistent with Title 24 of the California Energy Code and applicable policies contained within the Climate Action Plan to further reduce energy demand. The project would recycle up to 75% of solid waste per AB 341 for Phase II and install low flow plumbing fixtures as well as incorporate drought tolerant landscaping to minimize water demand in both Phase I and II. The project would not conflict with or obstruct the implementation of State or Local plans for renewable energy or energy efficiency. Impacts would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death?				
b) 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): *Preliminary Soil Investigation and Infiltration Test Report,* prepared by Soils Exploration Company, February 2020 (Appendix H).

Findings of Fact:

a) The Perris Valley is bounded by the San Jacinto Fault to the east, the Elsinore Fault to the west and the Cucamonga Fault to the north. Active faults of most concern to the project site are the San Andreas, San Jacinto, Cucamonga, and Elsinore Faults. The Elsinore Fault is the closest known fault and is located approximately 9.3 miles to the west. The next closest fault is the San Jacinto Fault located approximately 12 miles to the northeast. These faults are located under the City of Perris or surrounding the project site; therefore, ground surface rupture is not identified as a seismic hazard. The primary concern associated with these faults is the intensity of ground shaking that could be generated within the general area encompassing the project site. The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone or Riverside
County fault zone. Impacts would be **less than significant.**

b) During the life of the proposed improvements, the property will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. However, site preparation and construction of building foundations consistent with the geotechnical report and current California Building Code (CBC) requirements would address seismic concerns and related structural impacts associated with ground shaking. Impacts would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone a) Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Source(s): *Preliminary Soil Investigation and Infiltration Test Report,* prepared by Soils Exploration Company, February 2020 (Appendix H).

Findings of Fact:

a) Liquefaction occurs when loose, fine grained (poorly graded), saturated cohesionless soils are subject to ground shaking during an earthquake of large magnitude. Liquefaction potential in general is relatively high when the ground water table is less than thirty feet below ground surface. Groundwater levels at the project site are unknown; however, no groundwater was encountered on-site during the geotechnical testing. The testing consisted of trenches to a maximum of 6’ in depth. Based on the

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

preliminary soil investigation and Riverside County liquefaction map, the site is not located in a zone of potential liquefaction. Impacts would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone a) Be subject to strong seismic ground shaking?	☐	☐	☒	☐

Source(s): *Preliminary Soil Investigation and Infiltration Test Report,* prepared by Soils Exploration Company, February 2020 (Appendix H).

Findings of Fact:

a) The site is located approximately 9.30 miles from the Elsinore fault and 12 miles from the San Jacinto fault. Moderate to strong ground shaking can be expected at the site. As stated, the project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972. There are no known active or potentially active faults traversing the project site; thus, the risk of ground rupture resulting from fault displacement beneath the site is low. Impacts would be **less than significant.**

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): *Preliminary Soil Investigation and Infiltration Test Report,* prepared by Soils Exploration Company, February 2020 (Appendix H).

Findings of Fact:

The project site is generally flat with small variations in topography. While existing slopes would be disturbed during grading, they are not steep nor would steep slopes be created. Impacts related to landslides would be **less than significant**.

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?	☐	☐	☒	☐

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

Source(s): *Preliminary Soil Investigation and Infiltration Test Report,* prepared by Soils Exploration Company, February 2020 (Appendix H).

Findings of Fact:

a) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. The Soil Survey of Western Riverside Area has classified on-site soils as Cieneba rocky sandy loam, 15 to 50 percent slopes, eroded (CkF2) and, and Vista rocky course sandy loam, 2 to 35 percent slopes, eroded (VtF2). The soils on-site are not characterized as having subsidence potential. Implementation of recommendations in the soils report during grading and site preparation, would minimize the potential for soil cohesion and expansion. Therefore, impacts would be **less than significant**.

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): On-site Inspection, Project Application Materials, Mead Valley Area Plan (2018), Figure 11.

Findings of Fact:

a) Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located well inland (approximately 46 miles) from the Pacific Ocean and is not subject to tsunami hazard. The nearest inland body of water is Lake Perris Reservoir located approximately 6 miles to the northeast. Lake Elsinore is located approximately 10 miles to the southwest. Both have large public gathering areas located adjacent to the lakes. Impacts from seiches are not an issue of concern associated with the proposed project as depicted in Figure 11 of the Mead Valley Area Plan (2018). The project site where development would occur is generally flat. The developed areas would not be subject to a mudflow hazard. There are no known active volcanoes in the study area that could present a volcanic hazard. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes a) Change topography or ground surface relief features?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☐	☒
c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

Source(s): Riv. Co. 800-Scale Slope Maps, Project Application Materials, Mead Valley Area Plan (2018), Figures 14 and 15.

Findings of Fact:

a-c) The project would require grading to create the building pads, parking lots, OWTS leach fields, install underground utilities and fuel tanks. There are no sensitive geological features located on the site that would be adversely affected by the project. All grading would occur consistent with the County of Riverside Grading Ordinance and conditions imposed by the County of Riverside Building and Safety Department. Impacts would be **less than significant.**

No slopes greater than 2:1 or 10 feet in height would be created by grading activities. **No impact** would occur under this threshold.

All project grading would occur on-site. New septic systems would be installed for each of the buildings. Grading is not anticipated to affect or negate any existing systems. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Source(s): *Preliminary Soil Investigation and Infiltration Test Report,* prepared by Soils Exploration Company, February 2020 (Appendix H), Cadre Environmental, Inc., *MSHCP Biological Resource Compliance Analysis – Dockery Lane (October 2020) (Appendix C).*

Findings of Fact:

a) The Soil Survey of Western Riverside Area has classified the Project Site as Cieneba rocky sandy loam, 15 to 50 percent slopes, eroded (CkF2) and, and Vista rocky course sandy loam, 2 to 35 percent slopes, eroded (VtF2). All soils documented within the site are characterized as being well drained. As noted, the site is generally flat. The site is greater than one acre in size and individual improvements may disturb more than one acre; thus, the project would be subject to State Water Resources Control

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

Board General Construction Permit during construction to minimize soil erosion. For additional information, see Section IX, *Hydrology and Water Quality*. Implementation of Best Management Practices (BMPs) including hydroseeding, silt fencing, soil stabilizers, waddles and other measures specified in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, would reduce potential soil erosion hazard impacts to **less than significant.**

b) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. The soils on-site are characterized as having moderate cohesion and low expansion potential. Therefore, impacts would be **less than significant**.

c) Because no sewer service is available at the project site, separate onsite wastewater treatment systems (OWTS) (i.e., septic systems) would be installed at the project site for each use. Percolation tests were conducted as part of the geotechnical investigation to determine whether on-site conditions are suitable for installation of septic systems. A total of three 8-inch diameter, 2-foot deep, test holes were augered in the bottom of 4 and 6-foot deep excavated trenches at the recommended locations. Surface soils at the test locations were defined as silty sand at the surface to approximately 1.5 feet bgs. Soils to 6 feet bgs were was visually classified as tonalite bedrock comprised of fine to course grained material. The testing was conducted after presoaking. Two consecutive measurements showed that 6 inches of water seeped away in less than 25 minutes. Thus, the tests were run an additional one hour with measurements taken at 10-minute intervals. Water level was adjusted to 20 inches above the bottom of the test hole after each measurement. The drop that occurred during the final reading was used for design purposes. The measured drainage meets DEH criteria for OWTS design specified in the *Local Agency Management Program for On-Site Wastewater Treatment Systems* (Chapter 5) (October 2016). (Appendix H). Phase II of the project would not be constructed until EMWD provides sewer service to the project site (i.e., when sanitary sewer pipelines are in proximity to the project site). A **less than significant** impact would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

19. Wind Erosion and Blowsand 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): Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. No. 460, Article XV & Ord. No. 484

Findings of Fact:

a) Wind erosion and fugitive dust emissions from the project site would be minimized with implementation of SCAQMD Rule 403 during grading and site disturbing activities. The Phase I area of the project site would not be a source of windblown dust post-construction. The Phase II areas would be stabilized using hydroseeding and/or other methods as conditioned by Riverside County to avoid or minimize wind blown dust. The project site is not located in a blow sand area as defined identified in

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

Figure S-8 in the County of Riverside General Plan. After grading, the Phase II site would be stabilized using hydroseeding or other palliative methods to minimize fugitive dust and erosion during storm events as required per SCAQMD Rule 403. A **less than significant** impact would occur under this threshold.

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): Riverside County Climate Action Plan (2015) and Riverside County Climate Action Plan Update (2019) Climate Action Plan Screening Tables for GHG Implementation Measures for Residential Development and Commercial/Industrial Development, Albert A. Webb Associates, Inc., February 2021 (Appendix I).

Findings of Fact:

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34°C cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations (Cal EPA, 2006).

Pursuant to the requirements of SB 97, the *CEQA Guidelines* were amended to include feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

The majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when

viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15355).

Within the Riverside County Climate Action Plan (2015) and 2019 Update, projects that are projected to generate less than 3,000 metric MT CO_2e annually are defined as small projects with less than significant GHG emissions. Potential GHG impacts are evaluated per this threshold to determine with more detailed evaluation is required per the Riverside County Climate Action Plan Screening Tables as described below.

a) The proposed project would generate GHG emissions associated with mobile, area and energy sources. Mitigation of greenhouse gas (GHG) emissions impacts during the development review process provides one cost-effective way of implementing the GHG reduction strategies for reducing community-wide emissions associated with new development. The development review process procedures for evaluating GHG impacts and determining significance for CEQA review purposes are streamlined by applying an emissions level that is determined to be less than significant for small projects, and/or utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level.

A threshold level above 3,000 MT CO2e per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. To assist applicants in determining if a project's GHG emissions are above 3,000 MT CO2e per year, Appendix C of the CAP includes a table showing various sizes of typical land use development projects that are typically at or below that level of emissions threshold. Based on the sample project sizes in the CAP Appendix, the proposed project would exceed 3,000 MT CO2e per year. Thus, Screening tables were prepared.

The tool developed by Riverside County for determining project consistency with the CAP is referred to as the "Riverside County GHG Screening Table document". The Riverside County GHG Screening Table document provides guidance for the analysis of development projects and divide projects into two broad categories based upon the type of CEQA review being conducted. The screening table provides a menu of reduction options. If a project can obtain 100 points from implementing reduction measure strategies in the screening table, the project will meet the reduction goals of the CAP and a less than significant finding can be made for the project. Screening Tables were prepared for both the residential and retail components (see Appendix I). As shown, the residential element would achieve 102 points. The retail element would achieve 100 points. Mitigation measure **GHG-1**, provided below, requires that the Project implement measures totaling a minimum of 100 points from the Screening Tables. Impacts would be **less than significant with mitigation** under this threshold.

b) The Riverside County Climate Action Plan was adopted in December 2015. As referenced, SB 97 allows climate action plans and other greenhouse gas reduction plans to be used for determining whether a project has significant impacts, based upon its consistency with the plan.

Following the state's adopted AB 32 GHG reduction target, Riverside County set a goal to reduce emissions back to 1990 levels by the year 2020. This target was calculated as a 15% decrease from 2008 levels, as recommended in the AB 32 Scoping Plan referenced above. The estimated community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used in the proposed General Plan Update, are 12,129,497 MT CO2e. To reach the reduction target, Riverside County was required to offset this growth in emissions and reduce community-wide emissions to 5,960,998 MT CO2e by the year 2020.

In 2016 the Sierra Club, Center for Biological Diversity, San Bernardino Audubon Society, and respondents challenged particular aspects of the CAP related to commitments to solar, electric vehicles (EV), energy efficient traffic signals, and future updates of the CAP. In 2017 the County and the Petitioners entered into a Settlement Agreement which included commitments to solar, EV chargers, LED traffic signals and periodic updates that enhances the CAP goals and maintains the County's Land Use authority.

Since the 2015 CAP adoption and 2017 Settlement Agreement, new legislation and several policies have been proposed, such as Executive Order (EO) B-30-153 and SB 324 that extended the goals of AB 32 and set a 2030 goal of reducing emissions to 40 percent below 1990 levels by 2030. Further, the emissions reduction target of 40 percent below 1990 levels by 2030 is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This action keeps California on target to achieve the level of reductions scientists say is necessary to meet the Paris Agreement goals. Developing methods to achieve statewide goals at the County level were incorporated into the Riverside County Climate Action Plan Update which was adopted in November 2019.

Per the CAP Update, Riverside County's 2017 GHG emissions totaled 4,905,518 MT of CO_2e for that year. Under the Business As Usual (BAU) forecast, emissions will be 5,158,305 MT CO2e in 2020; 6,368,781 MT CO2e in 2030; and 11,305,026 MT CO2e in 2050. These emissions levels are 5.1 percent higher in 2020 than 2017, 29.8 percent higher in 2030 than 2017, and more than double 2017 emissions by 2050. Under the Adjusted Business As Usual (ABAU) forecast (which represents State efforts focused on reducing GHG emissions within the County), emissions will be 4,861,256 MT CO2e in 2020; 4,102,109 MT CO2e in 2030; and 4,175,146 MT CO2e in 2050. Compared to 2017, these emissions levels are 0.9 percent lower in 2020, 16.0 percent lower in 2030, and 14.8 percent lower in 2050. The CAP Update assesses the previous GHG reduction targets identified in the 2015 CAP and proposes new targets that are consistent with the State policies to meet the requirements of Senate Bill 32. The State recommends a 15 percent reduction below 2005–2008 baseline levels by 2020, a 49 percent reduction below 2008 levels by 2030, and an 80 percent reduction below 2008 levels by 2050. To continue reductions consistent with the State's long-term emissions reduction goals, the County would need to reduce emissions in 2030 by 525,511 MT CO2e from an ABAU forecast and by 2,982,947 MT CO2e from an ABAU forecast by 2050.

The specific goals and actions included in the County of Riverside CAP that pertain to the proposed project include those addressing energy and water use reduction, promotion of green building measures, waste reduction, and reduction in vehicle miles traveled. The proposed project would also be required to implement all mandatory green building measures for new residential development (Phase II) under the CALGreen Code. This would require the project be designed to incorporate solar generating infrastructure, reduce water consumption, increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. The implementation of these stricter building and appliance standards would result in water, energy, and construction waste reductions for the proposed project.

As stated above, both Phase I and Phase II of the project would meet the 100 point minimum screening criteria for both the residential (102 points) and retail (100 points) criteria (see Appendix I). Design features incorporated into the project would reduce GHG emissions and ensure consistency with the CAP. Impacts would be **less than significant** under this threshold.

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

Mitigation:

GHG-1: Prior to issuance of building permits, the Project applicant shall provide documentation to the County of Riverside Building and Safety Department demonstrating that the proposed measures or any other combination thereof are incorporated from the County's 2019 Greenhouse Gas Emissions Screening Tables or subsequent updates, shown in Appendix D of the Riverside County Climate Action Plan Update, as needed to achieve the required 100 points. Documentation may include measures incorporated into construction plans and specifications, development agreements, and/or other mechanisms.

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?	☐	☐	☒	☐
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Source(s): *Phase I Environmental Site Assessment, APNs 326-240-079 and 326-250-040 prepared by GeoTek, Inc., January 2020* (see Appendix J).

Findings of Fact:

a, b, d) The proposed convenience store and fueling station would require the ongoing use, storage and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Individual liquid propane canisters may be available; and thus, stored on-site. Common cleaning chemicals would also be used on-site similar to those used in the other businesses. The fueling center would be designed and operated consistent with state and federal regulations pertaining to the underground storage and dispensation of flammable materials that include the following:

- 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements;
- California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3;
- California Code of Regulations Title 27, Environmental Protection, as applicable
- California Mechanical Code (CMC);

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

- California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety;
- Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act); and
- National Fire Protection Association (NFPA) Code Section 30a.

With adherence to all applicable regulations pertaining to the construction and operation of a fueling station containing below ground fuel storage tanks, the project would not emit or release hazardous waste or emissions or otherwise adversely impact public safety through the storage of flammable materials on-site.

The nearest schools to the project site are Enchanted Hills Elementary School located approximately 0.65 miles to the northwest, and Perris Hills Elementary School, located approximately the same distance to the northeast. While the schools are located more than ¼ mile from the site, all elements of the project, including the fueling station, would be designed and operate consistent with all applicable federal and state regulations and be subject to routine inspection.

The proposed residential element of the project (Phase II) would not require the ongoing use, storage or routine transport of hazardous materials. Aside from common household chemicals and those associated with building maintenance (i.e., paints and pesticides), as well as maintenance of a swimming pool or similar amenity, no hazardous materials would be used.

Based on these factors, a **less than significant** impact would occur under these thresholds.

c) The proposed project would not obstruct access to the project vicinity through road closures or other project actions that could impact use of SR-74 as an evacuation route or otherwise impair evacuation during emergencies. Currently, the site is vacant. A new access road would be constructed for the project from SR-74. A secondary emergency access would be constructed at the southeast corner of the project site. All internal access to the project as well as the primary and secondary emergency access roadways would be designed to meet Riverside County Fire Code (Ordinance 787) requirements addressing access for fire apparatus. Construction of the primary and secondary access points may require traffic control or temporary lane closures along westbound SR-74. SR-74 has a center median that could be usesd to accommodate westbound traffic if needed to minimize or avoid congestion. Simlarly, the median could be used route traffic through the area should the need for an evacuation occur. A temporary lane closure is not expected to conflict with an emergency response plan or evacuation plan. Impacts would be **less than significant** under threshold.

e) Based on a review of available databases listing known hazard sites (i.e, Geotracker, Envirostar accessed January 10, 2020) and the Phase I ESA prepared January 2020, no uses or activities that could have caused or contributed to a release of hazardous chemicals or materials on the property occur or have occurred on the site. Further the Phase I ESA did not identify any evidence of hazardous environmental conditions on the project site. Further, the site is not on a list of materials sites compiled pursuant to Government Code Section 65962.5. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

22. Airports a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require review by the Airport Land Use Commission?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Source(s): Perris Valley Airport Land Use Compatibility Plan, approved March 2011. Mead Valley Area Plan (2018), Figure 5.

Findings of Fact:

a-b) The closest airport is Perris Valley Airport which is located approximately 1.7 miles southeast of the project site. The project site is located within Zone E as defined in the Perris Valley Airport Land Use Compatibility Plan (ALUCP) (2011). Zone E is defined as a general airport environment for reporting purposes. There are no land use limitations specified for Zone E. No review by the County of Riverside Airport Land Use Commission (ALUC) is required. However, because the site is within a review area for Perris Valley Airport, impacts under this threshold would be **less than significant.**

c-d) Perris Valley Airport is privately owned and operated for public use. Thus, the project site is located within 2 miles of a privately owned, public use airport. As referenced, the site is located in Airport Influence Area Zone E. No development restrictions regarding land use type are referenced in the ALUCP. Development of the proposed project would not be a safety hazard for residents, employees, vendors or customers. Impacts would be **less than significant** under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
g) Release pollutants due to project inundation in flood hazard, tsunami, or seiche zones?	☐	☐	☐	☒
h) Result in changes to the amount of surface water in any water body?	☐	☐	☐	☒
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
j) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	☐	☐	☒	☐

Source(s): Preliminary Drainage Study, Albert A. Webb Associates, October 2020 (Appendix K), Riverside County Flood Control District Flood Hazard Report/Condition, Eastern Municipal Water District Urban Water Management Plan (2015), Mead Valley Area Plan Figure 11 (2018).

Findings of Fact:

a) The project site is vacant, undeveloped land. The proposed project would construct retail and restaurant buildings and a fueling station with convenience store and carwash. Approximately 6 acres within the Phase I development area would be developed with impervious surface including parking/drive aisles and 29,000 square feet of roof area. The remaining area (approximately 10 acres) would be graded but undeveloped and would remain pervious. On-site drainage features would be modified during construction as referenced in Section 7, *Biological Resources*. Existing offsite flows will be diverted via a proposed storm drain or concrete ditches to existing outlets under Dockery Lane. This diversion will outlet at the same confluence points as what occurs under existing conditions.

Onsite flows generated by the proposed project will be conveyed through the site utilizing curb and gutter, inlets and subsurface storm drains and into one of two proposed bioretention and treatment areas located at the southwest corner of the site and southwest of the SR-74/Dockery Lane intersection. The basins within the Phase I development area will be sized to accommodate the 2-year, 24-hour storm event (1.31 cubic feet/second) generated across the project site. No stormwater improvements would be installed in the Phase II development area. The system will provide onsite and offsite flood protection for the 100-year storm event. Impacts would be **less than significant** under this threshold.

b) The project site is located within the boundaries of the West San Jacinto Groundwater Basin which is located within the San Jacinto Groundwater Basin and managed by the Eastern Municipal Water District. The West San Jacinto Basin is a source of groundwater production for EMWD and other water purveyors. EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires

desalination for potable use. EMWD will continue to rely on imported water from Metropolitan Water District MWD) as the main source of supply. Groundwater comprises a portion of the overall demand. Demand was estimated to be 7,000 acre feet in 2020 and is forecast to increase to approximately 10,100 acre feet annually beginning in 2025 (EMWD, 2015). The San Jacinto Basin is designated a "high priority" basin by the Department of Water Resources per the State Groundwater Management Act (SGMA). The basin is not critically overdrafted; however, EMWD, as the Groundwater Sustainability Agency, is required by the DWR to develop by 2022 and implement by 2042 a Groundwater Sustainability Plan (GSP). As stated, the basin is not in a critical overdraft condition; however, EMWD has been replenishing the basin with imported MWD surplus water and recycled water.

As stated, EMWD uses groundwater as a portion of the overall supply but does not rely on groundwater as a primary water source. EMWD would provide potable water to the project per the November 2019 will serve letter. The project will not directly pump groundwater or otherwise impact groundwater supplies; however, groundwater may comprise a portion of the water delivered to the project by EWMD. This would not impact the implementation of the Urban Water Management Plan or GSP to be developed by EMWD as the GSA. A **less than significant** impact would occur under threshold.

c) As referenced in Section 7, *Biological Resources*, the site is bisected by one ephemeral drainage feature which trends in a southeast direction. The drainage receives stormwater run-off from residential properties and vacant land north of the site. Flows currently exit the site via one of two existing Caltrans maintained culverts which extend under SR-74. The drainage feature would be removed as part of the project. The offsite flows will be captured at 3 points along the northerly and westerly property lines and conveyed through the site to discharge at points along the southerly and easterly property lines. The easterly flow line will be modified. The southerly flow line will remain relatively unchanged. Biological resource impacts associated with removal of the drainage feature are addressed in Mitigation Measures BIO-1.

The drainage pattern on the site would be altered; however, all existing off-site flows would be managed as described in the previous paragraph. All on-site flows would be flows would be collected and conveyed via new stormwater infrastructure into one of two bio-retention basins located at the southwest corner of the site and southwest of the SR-74/Dockery Lane intersection. While on-site drainage patterns would be altered, the existing and post-construction flows would be managed via the stormwater collection, conveyance and treatment system. Impacts would be **less than significant**.

d) After construction of Phase I, the majority of the site (approximately 10 acres) will remain in pervious conditions. As stated, Phase I of the project will create 29,000 square feet of roof top which will comprise a portion of the 6 acres of impervious surface. Runoff from impervious surfaces will be collected and conveyed via new stormwater infrastructure into one of two bio-retention basins located at the southwest corner of the site and southwest of the SR-74/Dockery Lane intersection. If Phase II is constructed, an on-site stormwater collection, conveyance and treatment system would be designed consistent with applicable rules and regulations at that time, to address stormwater generated on the Phase II site. Adequate volume will be provided to retain all on-site design storm flows. Basins would be routinely cleaned to remove silt and other debris to ensure they function properly. No increase in on- or off-site water erosion would occur as a result of the project. Impacts would be **less than significant**

e) Onsite flows generated by the proposed project will be conveyed through the site utilizing curb and gutter, inlets, and minimal subsurface storm drain. All runoff will be directed to onsite BMPs before discharging to the existing flow paths along the southerly and easterly property lines. The developed condition flowrates for all proposed drainage areas for the 2-year (0.78 inches per hour) and 24-hour (1.78 inches per hour) storm event were used for design purposes. Similar infrastructure would be developed for Phase II if constructed. No off-site flooding would occur. Impacts would be **less than significant** under this threshold.

f) After construction of Phase I, the majority of the site will remain in pervious conditions. As stated in the preliminary Water Quality Management Plan (WQMP) (February 2016), Phase I of the project will create 6 acres of new impervious asphalt and roof tops (29,000 square feet). The remaining portion of the site, including Lots 2 and 7 (Phase II) will be graded but remain pervious at this this time. Per the applicant, the Phase II site would be stabilized using hydroseeding and silt fencing as needed to minimize wind erosion as well as erosion during storm events.

As stated, onsite flows generated by Phase I of the proposed project will be conveyed through the site utilizing curb and gutter, inlets and subsurface storm drains and into one of two proposed bioretention and treatment areas located at the southwest corner of the site and southwest of the SR-74/Dockery Lane intersection. The basins will be sized to accommodate the 2-year, 24-hour storm event generated across the project site. The system will provide onsite and offsite flood protection for the 100-year storm event. If Phase II is constructed, an on-site stormwater collection, conveyance and treatment system would be designed consistent with applicable rules and regulations at that time, to address stormwater generated on the Phase II site. Impacts would be **less than significant** under these thresholds.

g) Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located well inland (approximately 41 miles) from the Pacific Ocean and is not subject to tsunami hazard. The nearest inland body of water is Lake Perris Reservoir located approximately 6 miles to the northeast. Lake Elsinore is located approximately 12 miles to the southwest. Both have large public gathering areas located adjacent to the lakes. Impacts from seiches are not an issue of concern associated with the proposed project. The project is not located within a flood zone per FEMA Map No. 06065C2090G as referenced above. **No impact** would occur under this threshold.

h) There are no surface water bodies in proximity to the site nor would water needed to support the project be drawn from unmanaged surface water sources. All potable water would be provided by Eastern Municipal Water District. **No impact** would occur under this threshold.

i) As stated, the San Jacinto Basin is not critically overdrafted; however, EMWD, as the Groundwater Sustainability Agency, is required by the DWR to develop by 2022 and implement by 2042 a Groundwater Sustainability Plan (GSP). Further, potable supplies would be managed consistent with the 2015 Urban Water Management Plan. The project will receive potable water from EWMD but does not dictate the source of the water or management of resources to ensure demand is met. **No impact** would occur under this threshold.

j) The stormwater retention basins will be designed to treat storm flows and allow percolation within a time period specified by County of Riverside design guidelines and regulations. Further, as stated, the basins will be regularly maintained to remove debris and material that could impact percolation. The

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

water will not pond long enough to be a vector control issue or cause odors. A **less than significant impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:				
24. Land Use a) Affect land use within a City Sphere of Influence ("SOI") and/or within an adjacent City or County boundary?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Source(s): Riverside County General Plan Land Use Element, Mead Valley Area Plan (2018), Figures 3, 3c and 4, GIS database, Project Application, County zoning designation

Findings of Fact:

a-b) The proposed project would develop commercial retail/restaurant buildings, a convenience store, fueling station and car wash on an undeveloped site in unincorporated Riverside County. The project would also include road and related infrastructure improvements to ensure consistency with County standards. The project is zoned Mixed Use (MU) and designated MU in the Mead Valley Area Plan Figure 3c by the County's General Plan and Zoning Ordinance. With approval of a Condtional Use Permit (CUP) for the car wash, the project would be consistent with the MU zoning designation as specified in Section 17.92.020 of the Riverside County zoning ordinance. The proposed project would not require a zone change or General Plan Amendment that could result in the alteration of the present or planned land use in the area.

The site is located within the City of Perris Sphere of Influence and would change the land use from vacant land to a commercial/retail development. As stated, t+his use is consistent with the Mead Valley Area Plan Mixed-Use Area land use designation and existing commercial uses along SR-74 within the City of Perris east of the site. The project would not change land use within an existing City sphere of influence and/or within adjacent city or county boundaries. As discussed, the project would be consistent with applicable policies from the various elements contained in the Riverside County General Plan (See Section II). As referenced, the site is located within the Mead Valley Area Plan and Good Hope Community, Highway 74 Perris Policy Area as well at the Highway 74 – 7th Street/Ellis Avenue Mixed-Use Area Neighborhood [1]. The project is also within the draft Highway 74 Business Corridor Land Use Study area. This study has not been formally adopted by Riverside County; however, the existing MU land use designation within the Mead Valley Area Plan is not proposed to be changed with approval of the Highway 74 Bussiness Corridor Land Use Study area.

The Highway 74 – 7th Street/Ellis Avenue Neighborhood [Neighborhood 1] planning area contains about 114 gross acres (about 99 net acres) and is designated as a Mixed-Use Area (MUA). his

neighborhood lies along both sides of Highway SR-74, between 7th Street at its northern end and Ellis Avenue at its southern end. It is bounded on the west by Neitzel Road and Clayton Street, and partly on the east by Bellamo Lane. It is almost completely surrounded by the City of Perris and contains the project site. As envisioned, this neighborhood should include a mixture of land uses including commercial and job-producing uses that would serve surrounding neighborhoods by providing shopping and job opportunities. Open space uses, including parks and trails, can be integrated into the neighborhood designs to provide buffers between more intense development occurring in this neighborhood and adjacent rural uses. Because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing, resulting in a walkable neighborhood.

The project will provide commercial uses in Phase I and residential in Phase II. As stated, because there is no available sewer, Phase II would only be constructed if/when sewer is provided. However, multifamily residential is a permitted use within the Mixed-Use zone. The proposed commercial uses would be consistent with the related elements of the Highway 74 – 7th Street/Ellis Avenue Neighborhood plan. Currently, there is a bus stop along SR-74 which allows for the opportunity to expand transit services and provide more bus stops and more bus services in the future. As referenced, a new bus stop would be constructed adjacent to the site at the SR-74/Dockery Lane intersection.

Policy consistency is addressed as follows:

Riverside County General Plan

1. **Land Use:** The following Policies are applicable to the proposed project: LU 7.1, LU 10.1, LU 18.1, LU 21.1 – 21.3.

   LU 7.1: Require land uses to develop in accordance with the General Plan and Mead Valley Area Plan to ensure compatibility and minimize impacts.

   Consistent. The proposed project would be consistent with the Mixed-Use land use designation in the Riverside County General Plan and Mixed Use with 30% Highest Density Residential designation in the Mead Valley Area Plan, Highway 74 – 7th Street/Ellis Avenue Neighborhood.

   LU 10.1: Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

   Consistent. Development fees would be paid to fund fair share contributions to public facilities.

   LU 18.1: Ensure compliance with Riverside County's water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather-based controllers and utilize state-of-the-art water-efficient irrigation components.

Consistent: Project landscaping would be designed to comply with Ordinance No. 859 and related ordinances as referenced above.

LU 21.1: Require that grading be designed to blend with undeveloped natural contours of the site and avoid an unvaried, unnatural, or manufactured appearance.

Consistent. The project has been oriented on-site to take advantage of natural topography to the extent feasible. Grading would be performed to avoid unvaried and/or unnatural appearances of the finished project.

LU 21.2: Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use.

Consistent. Potable water would be provided by Eastern Municipal Water District. The project would provide OWTS for each of the proposed buildings.

LU 21.3 Ensure that development does not adversely impact the open space and rural character of the surrounding area.

Consistent. The project would be developed consistent with the Mixed-Use zoning designation and provide both commercial and residential uses.

2. **Circulation:** The following Policies are applicable to the proposed project: C 2.5, C 3.6, C 3.24, C 3.33

C 2.1: The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system: LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans:

REMAP, Eastern Coachella Valley, Desert Center, 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, Western 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.

Consistent. As stated in the Traffic Impact Assessment prepared for the proposed project (Albert A. Webb Associates, Inc., June 2021), all intersections within the study area would operate at LOS D or better at full project buildout under cumulative conditions (2026) with one

exception. The intersection of 4th Street and A Street in the City of Perris would operate at LOS F during the evening (p.m.) peak hour condition. With implementation of protected/permissive left turn for the northbound and southbound approaches on A Street, the operation would improve to LOS E. The project would be located in proximity to transit. As noted, right of way would be dedicated to construct a new transit stop at the intersection of SR-74 and the project entrance. The project would be walkable with sidewalks constructed to connect the Phase I commercial uses with the Phase II residential element.

C 2.5: The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.

Consistent. See response to LU 10.1.

C 3.6: Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

Consistent. The applicant would construct all internal streets and pay in lieu fees for off-site improvements, if any.

C 3.24: Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

Consistent. The project street network has been designed consistent with Riverside County Transportation Department and Fire Department standards.

C 3.33: Assure all-weather, paved access to all developing areas.

Consistent. See response to C 3.6.

3. **Multipurpose Open Space:** The following Policies are applicable to the proposed project: OS 2.1, OS 17.1, OS 18.1, OS 19.3, OS 19.6

OS 2.1 Implement a water-efficient landscape ordinance and corresponding policies that promote the use of water-efficient plants and irrigation technologies, minimizes the use of turf, and reduces water-waste without sacrificing landscape quality.

Consistent. The landscaping will be design consistent with the Riverside County Comprehensive Landscape Guidelines and Standards (2009).

OS 17.1: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of possible legislative actions such as general plan

amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand-alone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every stand-alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department's Environmental Programs Division. Habitat assessment and species-specific focused surveys shall not be required as part of this initial HANS assessment for stand-alone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.

Consistent. The proposed project has complied with applicable elements of the MSHCP as discussed in Section 7, Biological Resources.

OS 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.

Consistent. See response to OS 17.1.

OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

Consistent. A Phase I Cultural Resources Assessment was prepared for the project by Anza Resource Consultants, Inc., January 2020, and is provided as Appendix F to the Initial Study. No known cultural resources occur on or in proximity to the site.

OS 19.6: Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.

Consistent. Per Figure OS-8, the project site is located in an area determined to have low sensitivity for paleontological resources. No PRIMP is required.

4. Safety: The following Policies are applicable to the proposed project: S 3.1, S 5.1

S 3.1: Require the following in landslide potential hazard management zones, or when deemed necessary by the California Environmental Quality Act:

a. Preliminary geotechnical and geologic investigations.
b. Evaluations of site stability, including any possible impact on adjacent properties, before final project design is approved.
c. Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications be prepared by state-licensed professionals.

Consistent. A Geotechnical Report was prepared for the proposed project by Preliminary Soils Investigation and Infiltration Test Report, Soils Exploration Company, February 2020, and is provided as Appendix H.

S 5.1 Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

a. All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire and Building and Safety departments.
b. All proposed development and construction shall meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.
c. In addition to the standards and guidelines of the California Building Code and California Fire Code fire safety provisions, continue to implement additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.
d. Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County Ordinances.
e. Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
f. Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, and constructed that provide adequate defensibility from wildfires.

Consistent. The project has been reviewed by all relevant departments within Riverside County with respect to design and safety standards. The project is being designed to comply with these standards.

5. Noise: The following Policies are applicable to the proposed project: N 2.2, N 12.2

N 2.2: Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise.

Consistent. A Noise Study was prepared for the project by Birdseye Planning Group, March 2021 and is provided herein as Appendix L.

N 12.2: Utilize dense landscaping to effectively reduce noise. However, when there is a long initial period where the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls.

Consistent. No noise sensitive uses are associated with Phase I of the project. The project will incorporate measures as conditions of approval to ensure neighboring residences and

Phase II multifamily residences are not adversely affected by stationary sources including the drive thru window speakers and car wash dryer blower.

6. **Housing:** The Housing Element does not contain specific policies related to future development of Phase II multifamily housing. Phase I will not provide housing.

7. **Air Quality:** The following Policies are applicable to the proposed project: AQ 20.10, AQ 20.11, AQ 20.13, AQ 20.20, AQ 23.2, AQ 24.2

AQ 20.10: Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

Consistent. Architectural elevations, building orientations and covered parking spaces were designed to incorporate solar energy for commercial buildings.

AQ 20.11: Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.

Consistent. The project would be designed consistent with Title 24 of the California Energy Code to minimize energy and utility demand and assumes installation of low flow fixtures and implementation of measures to reduce potable water and irrigation demand

AQ 20.13: Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities.

Consistent. The project would be designed to minimize water use for potable and landscaping purposes.

AQ 20.20 Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills.

Consistent. The residential component of the project, Phase II, would comply with AB 341 and recycle up to 75% of all solid waste. The 75% diversion goal does not apply to businesses.

AQ 23.2 For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. County programs shall also be developed and implemented to address land use-related reductions for County operations and voluntary community efforts.

Consistent. The project would generate more than 3,000 metric tons annually of CO_2e; however, design features focused on reducing GHG emissions would reduce GHG emissions to below a level of significance. Consistency with the Riverside County CAP is addressed in Section 20, *Greenhouse Gas*.

AQ 24.2 For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. County programs shall also be developed and implemented to address energy efficiency and conservation efforts for County operations and the community.

Consistent. See response to AQ 23.2.

8. Healthy Communities: The following policies apply to the proposed project.

HC 6.1 Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout the County of Riverside, including public transit.

Consistent. A new transit bus stop would be installed at the SR-74/Dockery Lane intersection to facilitate transit access to the project site.

HC 6.3 Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.

Consistent: See response to HC 6.1.

Mead Valley Area Plan (MVAP)

MVAP 5.21 Thirty percent of the Highway 74-7th Street/Ellis Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.

Consistent. Phase II would provide 230 units of multifamily housing. It is unknown at this time the percentage of units this would comprise of the total within the Highway 74-7th Street/Ellis Avenue Neighborhood. However, the project would contribute to the overall implementation of this policy.

MVAP 5.22 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

Consistent. Phase II would provide 230 units of multifamily housing. It is presumed, these units would accommodate residents with various lifestyles, physical abilities and income levels.

MVAP 5.23 Land uses in addition to HHDR development may include, but are not limited to, a variety of neighborhood supportive retail commercial, office, community and civic uses, and parks and trails.

Consistent. The project would provide commercial/retail uses in Phase I. These uses would support existing residents in the area as well as future residents of Phase II.

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

MVAP 5.24: This neighborhood should include internal pedestrian paths and trails, paseos, and bikeways, to facilitate convenient internal alternative transportation access between the various uses within the neighborhood.

Consistent: The project will provide pedestrian paths internal to the site that would facilitate pedestrian circulation within the project consistent with this policy.

The project would be developed at densities consistent with existing zoning and neighboring parcels. The project would be consistent with the County of Riverside General Plan designation and applicable policies within the Mead Valley Area Plan. **No impact** would occur under this threshold.

c) As referenced, the project would require a CUP. No zone change would be required; thus, it would be consistent with existing zoning. There is no known proposed change in zoning for the site pending. The surrounding land is vacant or developed with rural residential properties and commercial uses along SR-74. The project would be developed at densities consistent with existing zoning and neighboring parcels. The project would be consistent with the County of Riverside General Plan designation and applicable policies within the Mead Valley Area Plan. The project would be developed on a vacant site in a primarily rural residential area. The project would not disrupt existing streets, roads or sidewalks that currently provide connectivity between neighborhoods located in proximity to the site. Further, the project improvements would not create a barrier or other impediment to movement that would disrupt or physically divide the surrounding community. **No impact** would occur under threshold c.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
25. Mineral Resources 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	☐	☐	☐	☒

Source(s): Riverside County General Plan Figure OS-6 “Mineral Resources Area”

Findings of Fact:

a-c) The County of Riverside General Plan Amendment EIR (2015) does not identify the project site as a mapped or designated Mineral Resource Zone (MRZ). The proposed project would not require excavation of mineral resources nor would construction result in the loss of availability of any known regional or local mineral resources. The project is not located in proximity to a mine. Residents would not be exposed to hazards from an existing or abandoned quarry or mine. Therefore, **no impact**

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

would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:				
26. Airport Noise a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☒
b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Source(s): Dockery Lane Mixed Use Project *Noise Study* prepared by Birdseye Planning Group, LLC, February 2021 (Appendix L), Perris Valley Airport Land Use Compatibility Plan, 2011.

Findings of Fact:

a-b) The project site is located approximately 1.7 miles northwest of the Perris Valley Airport and 5.5 miles southwest of the March Air Reserve Base. The project site is outside the modeled noise contours for both airports. Aircraft operation may be audible at the site; however, project residents would not be affected by noise from either Perris Valley Airport or March Air Reserve Base operations. Impacts would be **less than significant.**

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?	☐	☒	☐	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

Source(s): Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"); Project Application Materials, the *Dockery Lane Mixed Use Project Noise Study* prepared by Birdseye Planning Group, LLC, April 2021 (Appendix L).

This section evaluates the potential for temporary impacts associated with construction activity, long-term impacts associated with traffic noise generated on neighboring roadways and operational noise associated with stationary sources constructed as part of a Phase I and II of the proposed project.

Findings of Fact:

a) **Construction Noise**. Temporary, construction-related noise would occur during construction of the proposed project. The noise levels associated with the operation of common construction equipment are shown in Table 6. The noise levels are provided for reference purposes; not all equipment shown would be used for the proposed project. Noise levels are expected to occur within the ranges shown.

Table 6
Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Maximum Sound Levels for Analysis (dBA at 50 feet)
Jack Hammers	75–85	82
Pneumatic Tools	78–88	85
Pumps	74–84	80
Scrapers	83–91	87
Haul Trucks	83–94	88
Portable Generators	71-87	80
Rollers	75-82	80
Dozers	77–90	85
Tractors	77–82	80
Front-End Loaders	77–90	86
Hydraulic Backhoe	81-90	86
Hydraulic Excavators	81–90	86
Graders	79–89	86
Air Compressors	76–89	86
Trucks	81–87	86
Trencher	73-80	80

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

Source: Noise levels based on FHWA Roadway Construction Noise Model (2006) Users Guide Table 1.
Noise levels based on actual maximum measured noise levels at 50 feet (Lmax).
Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.

Construction of the proposed project and related improvements would utilize excavators, dozers, tractors, loaders, trucks and a variety of other types of equipment as individual phases of the construction process progress. Noise levels associated with the equipment commonly used will range from 80 to 88 dBA at 50 feet from the source. A doubling of sound energy yields an increase of three decibels, so multiple pieces of equipment operating together may cause relatively small but noticeable increases in noise levels above that associated with one piece of equipment. Assuming two pieces of construction equipment, each producing a noise level of 88 dBA, are operating at one time on the site, the worst-case combined noise level during the site preparation phase of construction is estimated to be 91 dBA at a distance of 50 feet from the active construction area. The nearest sensitive properties are two single-family residences located adjacent to the northern site boundary. Single-family residences are also located northwest of the site and to the southeast across SR-74. Construction noise would likely be audible at receivers located in proximity to the site.

Noise impacts related to construction activities are considered temporary and are regulated by Riverside County Ordinance No. 847 Section 9.52.020 states that noise sources associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is permitted between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. While the County of Riverside limits the hours of construction activity, it does not specifically address construction noise limits. However, based on the scope of construction and proximity of residential receivers to the site, construction noise impacts may occur depending on the type of equipment being used, distance between the operating equipment and the nearest residences and during of operation. Thus, Mitigation Measures NOI-1 through NOI-7 are recommended to reduce potential impacts to **less than significant**.

Operational Noise: Operation of the proposed project would generate noise associated with vehicle traffic. Other sources would include the car wash dryer blowers, drive thru window speakers and roof-top heating, ventilation and air conditioning (HVAC) systems operating on site. The site was designed to locate uses that would generate operational noise (i.e, carwash and drive thru restaurants) away from neighboring residences while using retail buildings as noise buffers (see Figure 3 – Site Plan). Potential impacts associated with these site-specific noise sources are described below.

To gather data on the general noise environment at the project site, two weekday morning 15-minute noise measurements were taken on February 16, 2020. Monitoring Location 1 is located at the intersection of SR-74 and Dockery Lane approximately 80 feet south of the SR-74 centerline. Monitoring Location 2 is located on the project site across from Dockery Lane approximately 80 feet north of the SR-74 centerline. The measurements were taken using an ANSI Type II integrating sound level meter. The predominant noise source was traffic. The temperature during monitoring was 60 degrees Fahrenheit with no perceptible wind. During monitoring, 330 cars/light trucks, 17 medium trucks (six tires/two axles) and 16 heavy trucks (all vehicles with more than three axles) passed Monitoring Location 1. A total of 294 cars/light trucks, 16 medium trucks and 10 heavy trucks passed Monitoring Location 2. The Leq during monitoring was 66.0 dBA at Monitoring Location 1 and 64.3 dBA at Monitoring Location 2.

To calculate noise levels during operation of the project, the roadway network adjacent to the project site was modeled using the Federal Highway Administration Traffic Noise Model (TNM) version 2.5

software (see Appendix A of Appendix G). The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors. Traffic volumes and vehicle mix on SR-74 are based on traffic counts obtained during the monitoring period.

Traffic volumes for the project were based on peak hour trip generation rates provided in the Traffic Impact Analysis (Albert A. Webb Associates, 2021) for Phase I and Phase II at build out. This would equate to 548 peak hour trips which were added to baseline conditions to determine whether noise levels would increase as a result of project operation. The model was calibrated to calculate noise levels that are +/- 2 dBA than those measured on-site. Peak hour baseline noise levels (Leq) were calculated for six residential receivers located along SR-74 north, south and southeast of the site to establish baseline conditions. These are the closest receivers to the project site and would experience the highest concentration of project-related traffic.

1. Single-family residence at 23615 SR-74 north/northeast of the site;
2. Single-family residence at 23626 SR-74 east/northeast of the site;
3. Single-family residence at 23670 east/northeast of the site;
4. Single-family residence at 23919 Dockery Lane east/southeast of the site;
5. Single-family residence adjacent to and north of 23990 SR-74 southeast of the site; and
6. Single-family residence at 23597 Ancash Court south/southwest of the site.

Measured noise along SR-74 (66 dBA at Monitoring Location 1 and 64.3 dBA at Monitoring Location 2) as well as traffic counts obtained during noise measures were used to calibrate the Traffic Noise Model (TNM) version, 2.5.

With respect to traffic noise, no specific standards for this source are provided in the Riverside County Noise Ordinance or General Plan Noise Element. Table N-1 in the General Plan Noise Element references the State Office of Planning and Research 2017 General Plan Guidelines Update sound levels stated herein; thus, the 65 dBA (Ldn/CNEL) exterior standard and 45 dBA Ldn/CNEL for residential areas is used herein. The exterior standard of 50 dBA and interior standard of 45 dBA for stationary noise sources is used to determine consistency with the Riverside County Noise Ordinance.

The impact determination is based on whether design traffic volumes would exceed the 65 dBA Ldn/CNEL exterior criteria stipulated in Riverside County General Plan Appendix I-1, the 45 dBA interior criteria or cause exterior traffic-related noise levels currently exceeding 65 dBA Ldb/CNELto noticeably increase (i.e., increase by 3 dBA or more). Interior noise levels assume the structure would provide a maximum of 20 dBA of attenuation. The proposed project is considered a typical development that would not significantly contribute new vehicle trips to the existing road network or distribution of nighttime traffic. The majority of all project traffic would be concentrated on SR-74 rather than on adjacent streets during daytime and nighttime operation. Existing and project-related Ldn/CNEL values are estimated by adding 1 dB to predicted peak-hour Leq traffic noise levels for comparison with the Riverside County Noise Element criteria for exterior and interior noise levels generated by traffic. Baseline noise levels are shown in Table 7. As shown, baseline conditions exceed the 65-dBA Ldn/CNEL exterior standard for single- and multifamily residential areas.
Traffic volumes for the project were based on peak hour trip generation rates provided in the Traffic Impact Assessment (Albert A. Webb and Associates, January 2021). Development of the proposed commercial center (Phase I) would generate 8,370 net new daily trips. Of the total, approximately 404 would occur during the morning peak hour; 419 would occur during the evening peak hour. Phase II

would add 1,684 daily trips; 105 trips during the morning peak hour and 129 trips during the evening peak hour. The evening peak hour trips for Phase I (419) and were added to baseline conditions to determine project-related traffic noise levels. The Phase II peak hour volumes (129) were then added to Phase I volumes to calculate build out traffic noise levels. Noise levels are shown in Table 7. Project traffic will have no noticeable effect on baseline traffic noise conditions. Phase II volumes at build out conditions would not add noticeably to total project-related traffic noise levels.

Table 7
Modeled Noise Levels

Receptor	Existing Leq	Existing Ldn/CNEL	With Project Leq		Decibel Change	Significant Impact
Site 1	64.0	65.0	64.6	65.6	+0.6	No
Site 2	67.3	68.3	67.7	68.7	+0.4	No
Site 3	62.9	64.9	63.3	64.3	+0.4	No
Site 4	59.9	60.9	60.3	61.3	+0.4	No
Site 5	64.6	65.6	65.0	66.0	+0.4	No
Site 6	57.7	58.7	58.0	59.0	+0.3	No
Phase II						
Site 1	64.6	65.6	64.7	65.7	+0.1	No
Site 2	67.7	68.7	67.8	68.8	+0.1	No
Site 3	63.3	64.3	63.4	64.4	+0.1	No
Site 4	60.3	61.3	60.4	61.4	+0.1	No
Site 5	65.0	66.0	65.1	66.1	+0.1	No
Site 6	58.0	59.0	58.1	59.1	+0.1	No

With respect to interior noise, the proposed project would be designed to meet or exceed California Energy Code Title 24 standards which specify construction methods and materials that result in energy efficient structures and up to a 30-dBA reduction in exterior noise levels (assuming windows are closed). This includes installation of mechanical ventilation (e.g. air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. When windows are open, the insertion loss drops to about 10 dBA.

The existing residences within the project appear to have been constructed before Title 24 standards were implemented. As stated, the manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. Assuming windows are closed and 20 to 25 dBA are used to calculate the reduction in noise levels, interior noise levels at residences modeled would range between a low of 33.7 to 38.7 and a high of 43.7 to 48.7 dBA based on the data shown Table 7. The interior standard is exceeded at Sites 1, 2 and 5 under existing conditions. The project would not cause a perceptible increase in overall noise levels or contribute to further exceedances of the 45-dBA interior noise standard.

Traffic noise impacts would be **less than significant.**

Car Wash. The proposed drive-thru car wash would be located adjacent to the convenience store on the northern portion of the site in the Retail East area with a northeast/southwest orientation. Cars would queue on the north side of the car wash, travel through the tunnel and exit on the south side. Potential noise sources within the car wash tunnel would include the high-pressure applicators and spray nozzle manifolds; noise from the friction of the scrubber, wrap and brush wash systems; and noise generated from the dryer system. With the exception of the dryer blowers, the equipment is located inside the car wash tunnel and generally not audible outside the building. The dryers;

however, are the dominate noise source associated with car wash systems and because they are located near the tunnel exit, the most audible at surrounding properties. Thus, operation of the dryer blowers is the focus of this evaluation.

The proposed car wash would use a MAXX 3 Model SGMX3 system. Specific noise data for the blowers were not provided with the manufacturer's specifications; thus, reference data for an automated rollover (i.e., a car wash with brushes that roll over the vehicle during operation) car wash with a 45-horsepower dryer blower. Baseline noise data for a similar system indicated operation would generate 79 dBA at a distance of 30 feet from the tunnel exit. The closest residences to the tunnel exit are located approximately 300 feet northeast of the car wash. However, blower noise would generally project to the west away from the receivers to the northeast. Per the current site plan, the closest receiver to the west/northwest is on the north side of the Phase II site approximately 470 feet from the car wash tunnel exit.

It was assumed that the car wash would cycle one car every 5 minutes and that the drying cycle would last approximately 60 seconds. Thus, over a one-hour period under peak operation, the dryers would operate for a total of 12 minutes. Assuming a usage factor of 20% (60 minutes per hour/12 minutes of dryer operation) and a reference level of 79 dBA would be reduced to 72 dBA at 30 feet southwest of the dryers [Leq = 79 + 10 (log 20/100)] = 72. Assuming a distance of 300 feet, the blower noise would attenuate to approximately 52 dBA at the exterior of the nearest receiver northeast of the Phase I development site and 48 dBA at the nearest receivers located north of the Phase II development site. Car wash blower noise would be less than significant under Phase I.
.
If Phase II is constructed, it is assumed that the nearest residential building (constructed as part of Phase II) to the car wash tunnel exit would be approximately 200 feet to the northwest. Sound from the car wash blowers would attenuate to approximately 55 dBA at 200 feet and would meet the residential standard for stationary sources. The nighttime standard (45 dBA) would be exceeded. This would result in a significant impact. Implementation of Mitigation Measure NOI-8 would reduce potential car wash blower noise to **less than significant**.

Drive Thru Window Speakers. Speaker noise is a variable noise source and subject to change based on volume settings. The drive thru menu board and speaker located nearest to a sensitive property, would be located on the west side of the retail/drive thru restaurant building proposed for construction in the Retail West portion of the site. A second drive-thru is located along the east side of the site; however, there are no sensitive receptors proximal to and west of the site. A third drive-thru would be located at the convenience store constructed in Retail Area East. The nearest receiver is approximately 150 feet to the north of the northern segment of the drive-thru. This drive-thru would be located adjacent to the car wash to the northwest and diesel fueling canopy to the northeast.

Menu board/speaker noise is assumed to project to the east at the drive-thru proposed for Retail Area West. The restaurant is located approximately 300 feet east of the nearest receiver west/northwest of the site. Reference noise levels range from 58 to 65 dBA at 30 feet from the source (Illingworth & Rodkin, 2010). Assuming a reference level of 65 dBA at 30 feet, sound levels at 300 feet would attenuate to 45 dBA [[65 - *20 log (300 ft) / (30 ft)] = 45].* Construction of Phase II would place the nearest buildings approximately 150 feet northwest of the menu board/speaker. Noise levels would attenuate to 51 dBA which would meet the 55 dBA standard; however, the nighttime standard would be exceeded assuming a reference level of 65 dBA at 30 feet. Similarly, speaker noise from the convenience store drive-thru would attenuate to approximately 51 dBA at the northern property line which would meet the daytime standard; however, the nighttime standard would be exceeded. To

avoid exceeding the nighttime standard at receivers located to the north of the Retail Area East and the Phase II buildings constructed adjacent to Retail Area West, it is recommended that the project be conditioned to ensure the drive thru speaker noise be inaudible beyond the immediate drive thru lane, order and pick-up window. This can be achieved by installing an Automatic Volume Control (AVC) sound system. These systems are used to reduce the outbound sound pressure level (i.e., speaker volume) relative to ambient noise levels. When AVC is active, the outbound level is reduced to a level that is 15 dB above the ambient noise level at the speaker post microphone, but it never increases the level above what would be heard with AVC turned off. While site conditions indicate noise levels would meet daytime exterior standards at the nearest residences, the AVC feature can considerably reduce the sound pressure level during nighttime hours to ensure the nighttime standard is met. Installation of this type of system is incorporated herein as Mitigation Measure NOI-9. With mitigation, a **less than significant** impact would occur under this threshold.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. SR-74 carries heavy truck traffic; however, there are no activities occurring in the project area that generate perceptible groundborne vibration.
Construction activity on the project site would be temporary and any vibration would likely not persist for long periods. Assuming vibration levels would be simlar to those associated with a large bulldozer, typical groundborne vibration levels would be 87 VdB at 25 feet, 81 VdB at 50 feet, and 75 Vdb at 100 feet, based on the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* (September 2018) as shown in Table 8.

Table 8
Typical Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	78	75
Loaded Trucks	90	84	82	81	78
Jackhammer	94	88	86	85	82
Small Bulldozer	58	52	50	48	46

Source: FTA, 2018

Construction activities that typically generate substantial groundborne vibration include deep excavation and pile driving. Based on the proposed scope of improvements, this type of construction activity is not expected. General construction associated with the project would be confined to the project site and consist of grading, removal of rocks and surface features and excavations for building footings and utility installation. It would be temporary in duration and occur within the timeframe designated in the County of Riverside Code as referenced above. The closest single-family residences to the site are located north/east of the site. The closest residence is approximately 50 feet north of the northern property line. Based on the information presented in Table 8, vibration levels could reach 81-87 VdB at these residences during construction assuming a bulldozer is the heaviest piece of equipment used during grading or site clearing.

As discussed, 100 VdB is the threshold where minor damage can occur in fragile buildings. Vibration levels are projected to be under this threshold; thus, structural damage is not expected to occur as a result of construction activities associated with the proposed project.

Vibration levels may exceed the groundborne velocity threshold level of 72 VdB for residences and/or buildings where people sleep as discussed above. Maximum vibration levels could be 81-87 VdB; and thus, could be detectable in neighboring residences. Implementation of Mitigation Measure NOI-1 through NOI-7 would reduce potential construction noise and vibration impacts to less than significant.

Mitigation: The following mitigation measures are included herein to address noise associated with short-term construction noise and vibration as well as operation of drive-thru restaurant menu/speaker board:

Mitigation Measure NOI-1: To prevent construction-related noise from disturbing sensitive receivers during the evening hours, the following restrictions shall be observed:

a) Weekdays. No person, while engaged in construction, remodeling, digging, grading, demolition, or any other related building activity, shall operate any tool, equipment, or machine in a manner that produces a loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a peace office, on any weekday except between the hours of 7:30 a.m. and 6:00 p.m.; and

b) Weekends and Holidays. No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a peace office, on any weekend day or any federal holiday.

Mitigation Measure NOI-2: To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Riverside County. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Maintenance records shall be submitted monthly to Riverside County. Compliance with this measure shall be subject to periodic inspections by Riverside County Building and Safety Department.

Mitigation Measure NOI-3: To inform potential sensitive receivers of the pending Project construction, the Redevelopment Agency for the County of Riverside, the Commercial Developer(s), and Residential Developer(s) shall:

a) Give written notification to all landowners, tenants, business operators, and residents immediately adjacent to the Project site, 30 days prior to the start of demolition/construction. The written notification shall include a tentative construction schedule and contact information for use by the public if specific noise issues arise; and

b) Prior to issuance of a grading permit for the Project a sign shall be posted on-site indicating contact information on site for use by the public in the event specific noise issues arise. The contact information sign shall remain in place until construction is complete.

Mitigation Measure NOI-4: To reduce noise impacts associated with temporary diesel- or gasoline-powered generators, and where a portable diesel- or gas-powered generator is necessary, said generator shall have maximum noise muffling capacity and be located as far as technically feasible from noise-sensitive uses.

Mitigation Measure NOI-5: To minimize or eliminate motor-derived noise from construction equipment, contractors shall utilize construction equipment that is either propane- or electric-powered, when technically feasible.

Mitigation Measure NOI-6: To minimize or eliminate noise from portable compressors, generators, and other such equipment shall be covered, to the extent that it is technically feasible, with noise-insulating fabric that does not interfere with the manufacturer's guidelines for engine or exhaust operation.

Mitigation Measure NOI-7: To minimize noise from idling engines, all vehicles and construction equipment shall be prohibited from idling in excess of three minutes, when not in use.

Mitigation Measure NOI-8: Condition the car wash operating hours to between 7:00 a.m. and 10:00 p.m to avoid exceeding the nighttime noise standard.

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

Mitigation Measure NOI-9: The developer shall install an Automatic Volume Control (AVC) sound system as part of each drive-thru menu board/speaker system to reduce the outbound sound pressure level (i.e., speaker volume) relative to ambient noise levels to ensure sound levels at the nearest residential property line do not exceed 50 dBA during nighttime operation (i.e., 10:00 p.m. to 7:00 a.m.).

Monitoring: These requirements would be made project conditions and verified during the plan check process by Riverside County staff.

PALEONTOLOGICAL RESOURCES:				
28. Paleontological Resources a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	☐	☒	☐	☐

Source(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity", 2015

Findings of Fact:

a) As shown in Riverside General Plan Figure OS-8, the site has a low sensitivity for the presence of paleontological resources. Therefore, preparation of a Paleontological Resource Impact Mitigation Plan (PRIMP) is not recommended for the project. Implementation of Mitigation Measures CR-1, CR-2 and CR-3 which are intended to minimize impacts associated with archaeological resources would be sufficient to address potential impacts to unforeseen paleontological resources.

Mitigation: No mitigation in addition to CR-1, CR-2 and CR-3 is required.

Monitoring: No monitoring is required.

POPULATION AND HOUSING Would the project:				
29. Housing a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☒	☐
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, Riverside County General Plan 6th Cycle Housing Element Update (September 2021).

Findings of Fact:

a) The project site is vacant; thus, implementation would not result in the removal of existing housing or the displacement of residents that would require the construction of replacement housing

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

elsewhere. **No impact** would occur**.**

b) The project would provide temporary construction jobs as well as retail and restaurant employment opportunities. It is unknown whether the jobs would create demand for housing accommodating households earning 80% or less of the County's median income. The jobs would likely be filled by people already living in the area. Thus, Phase I is not expected to increase the demand for housing. Phase II would provide 230 multifamily units which could provide housing for people employed in the businesses created as part of Phase I. Some of these tenants may earn 80% or less of the County's median income. A **less than significant** impact would occur**.**

c) The proposed project would not require the removal of housing to accommodate project improvements. The mixed-use project is consistent with the land use envisioned in the Riverside County zoning code, the Mead Valley Area Plan and the Highway 74 – 7th Street/Ellis Avenue Neighborhood [Neighborhood 1] as described in the General Plan. As referenced, the site is designated as a Mixed-Use Area (MUA). Phase II would only be constructed if sewer service is extended to the project site. Because the site is zoned MUA and housing is an allowed use, the extension of sewer would accommodate future development planned for in the Highway 74 – 7th Street/Ellis Avenue Neighborhood in accordance with the Mead Valley Area Plan rather than induce unplanned growth.

The proposed project was evaluated per the Regional Housing Needs Assessment (RHNA) provided in Table H-3 of the Riverside County 6th Cycle Housing Element Update (2021-2029). The RHNA allocated a total of 40,657 units needed to accommodate projected demand through 2029. Whether the proposed housing project would be available to income-qualifying or market rate tenants or both, is unknown at this time. Assuming a total of 230 mutifamily units are constructed, the project would provide approximately 0.05 percent of the total units allocated to Riverside County through 2029. Therefore, a **less than significant** impact related to population growth would result from project implementation.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Safety Element; County of Riverside Environmental Impact Report No. 548 (April 2016)

Findings of Fact:

Fire Station 101 is the nearest Riverside County Fire Station to the project site. It is located at 210 West San Jacinto Avenue in the City of Perris approximately 1.2 miles northeast of the site. Station 101 is served by a captain and/or an engineer and two firefighters. Average response times for the fire

station is 3:17 minutes which the crews try to meet 90% of the time. The project would be designed consistent with California Building Code 2013 edition and Riverside County Ordinance 787 which defines uniform fire code standards for access, brush control and related factors. The project would increase demand for fire service; however, the project is consistent with the land use designation for the site as designated in the Mead Valley Area Plan; and thus, Phase I and Phase II would not cause or contribute to an increase in the population beyond what has been anticipated in the Riverside County General Plan and Mead Valley Area Plan. In addition to complying with Ordinance 787 requirements to address access, fire suppression infrastructure and fuel control/modification, the project would be required to pay development impact fees per Ordinance 659. The project may not require the construction of a new fire station to maintain service ratios; however, payment of fees would contribute to funding necessary to ensure resources are available to meet District wide fire protection requirements. Impacts would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Sheriff Services	☐	☐	☒	☐

Source(s): Riverside County General Plan; County of Riverside Environmental Impact Report No. 548 (April 2016)

Findings of Fact:

Law enforcement services are provided by the Riverside County Sheriff's Department. Ten sheriff stations are located throughout Riverside County to provide area-level community service. The Perris station, located at 137 North Perris Boulevard, 92570, provides service to the Mead Valley area. The Perris station is staffed by one captain, five lieutenants, 18 sergeants, 13 investigators, nine corporals, and 111 deputies as well as 32 classified employees. The Riverside County Sheriff's Department (RCSD) does not have a defined response time goal. The average response time for the Perris station is 10.97 minutes for Priority One calls; 28.86 minutes for Priority Two calls; and 51:45 minutes for Priority Three calls. The Perris Station is approximately 1.5 miles northeast of the project site. The project would increase demand for law enforcement services by increasing retail business in the area as part of Phase I and the residential population as part of Phase II. However, the developer would be required to pay development impact fees to cover fair share costs associated with providing law enforcement services to the project. The project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the Riverside County General Plan and Mead Valley Area Plan. Impacts would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools	☐	☐	☒	☐

Source(s): GIS database, Public School Review website, https://www.publicschoolreview.com; Koppel & Gruber, Inc., *Perris Union High School District, School Fee Justification Study*, October 2020. Perris Elementary School District, School Facilities Needs Analysis (May 11, 2020)

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

Findings of Fact:

School age children living in the project vicinity would likely attend Enchanted Hills Elementary School or Perris Elementary School, Pinacate Middle School and Perris Lake High School in the Perris Elementary School District and Perris Union High School District.

Based on data provided in the Perris Elementary School District, *School Facilities Needs Analysis*, as of May 2020, the district had a surplus of 541 seats. As reported, the needs assessment was based on the total number of dwelling units as of January 1, 2020, which was 14,956. Projected 2040 housing units are 24,591. The elementary school population is projected to increase by 3,462. Thus, overall demand for new school facilities is projected to exceed the current number of available seats by 2040. As of October 2020, demand for seats within the Perris Union High School District exceeded capacity by 850 seats. The School District has determined that future school facilities will be designed to accommodate a capacity of 1,000 students at the middle school level and 2,600 students at the high school level.

According to the Perris Elementary School District, *School Needs Analysis*, 0.4435 students are generated by each multi-family dwelling unit. Per the Perris Union High School Fee Justification Study (October 2020), multifamily residences generate 0.14 middle and high school students per unit. Assuming 230 units, a total of 32 high school/middle school students and 102 elementary school students would live in Phase II. If Phase II is constructed, the project would contribute to an increase in the overall student population; however, it is unknown whether at the time tenants move into the Phase II project, the schools serving the students would be under or over capacity. Regardless, both Phase I and Phase II would be required to pay impact fees directly to the respective school districts to in part, fund the expansion of school facilities as needed to serve the project.

Phase II would provide 230 multifamily residences. A **less than significant** impact would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries	☐	☐	☒	☐

Source(s): Riverside County General Plan

Findings of Fact:

The nearest library to the site is the Perris Branch Library located at 163 East San Jacinto Avenue approximately 1.2 miles northeast of the site. Phase I would not provide housing or otherwise increase the population in the area. It is not anticipated to increase the demand for library services to the degree that new or expanded library services would be required. Phase II residents may use the library; however, the payment of developer impact fees would help off-set any costs related to the cumulative increase in demand for library services associated with new development in the service area.

Mitigation: No mitigation is required.

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

Monitoring: No monitoring is required.

34. Health Services	☐	☐	☒	☐

Source(s): Riverside County General Plan

Findings of Fact:

Kindred Hospital Riverside/Valley Plaza Doctors Hospital (2224 Medical Center Drive) is located in Perris approximately 2.1 miles to the northeast and is the closest hospital to the project site. Menifee Valley Medical Center is also located in the general project area. No housing would be provided in Phase I; thus, the project is not expected to significantly increase demand for medical services to the extent that new facilities would need to be constructed. If Phase II is constructed, demand for medical services may increase. New medical facilities would be constructed at the time cumulative demand within the area served warranted these facilities. A **less than significant** impact is expected under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:				
35. Parks and Recreation a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
b) Include 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?	☐	☐	☒	☐
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☐	☒

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

Findings of Fact:

a-b) Phase I would not provide housing; thus, no recreational resources would be constructed. Phase II would provide 230 multifamily residences with on-site recreational amenities that may include a playground and community room. Impacts related to on-site facilities are addressed as part of the overall project. The site is zoned mixed use to accommodate commercial and multifamily residential uses. Thus, recreational needs have been considered as part of the General Plan and Area Plan development process. The project would be required to pay impact fees as a contribution towards the expansion of parks and recreation services within Riverside County. A **less than significant impact**

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

would occur.

c) The project is not located in a Community Service Area (CSA) or park/recreation district that is managed by the Community Parks and Recreation Plan. As referenced, the project would not generate demand for park services but would be required to pay impact fees, a portion of which would be allocated to parks and recreation resources. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails a) Include the construction or expansion of a trail system?	☐	☐	☐	☒

Source(s): Riv. Co. 800-Scale Equestrian Trail Maps, Open Space and Conservation Map for Western County trail alignments, Riverside County Regional Park and Open-Space District Comprehensive Trail Plan (January 2018), Mead Valley Area Plan (December 2015)

Findings of Fact:

While pedestrian paths would be included within the project area, no trails are proposed as part of either Phase I or Phase II. As discussed in the Comprehensive Trail Plan, there are no trails designated in the project area. There will be **no impacts** to recreational trails with implementation of the proposed project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan, Riverside County Traffic Impact Assessment Guidelines (April 2008). Albert A. Webb and Associates, *CUP200018 Dockery Mixed Use Development TIA*, February 2021 (Appendix M), Translutions, Inc., *Dockery Lane Mixed Use Vehicle Miles Traveled Memorandum*, September 2021 (Appendix N).

The following provides an overview of applicable policies that may affect the proposed project and address impacts related to traffic operation.

Riverside County General Plan Circulation Element. The County's Circulation Element was adopted in 2003 through the Riverside County Integrated Project (RCIP). The RCIP represented a comprehensive planning process to determine future placement of buildings, roads, and open spaces for Riverside County. The purpose of the RCIP was to create plans that are coherent and consistent for transportation, land use, and the environment. The adopted RCIP roadway network provides the basis for the development with the County. The General Plan roadway network defines the right-of-way dedications and capacity requirements needed to support buildout of proposed General Plan land uses.

Riverside County Congestion Management Program. The CMP was approved by the RCTC in 2010. All freeways and selected arterial roadways in the county are designated elements of the CMP system of highways and roadways. There are two CMP system roadways in proximity of the Project, I-215 which is located east of the site and SR-74 which fronts the site.

Ordinance No. 824, Transportation Uniform Mitigation Fee (TUMF). The Transportation Uniform Mitigation Fee (TUMF) program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. Payment of the TUMF is required and is not considered unique mitigation under CEQA. Credits may be approved if improvements are made to these facilities as part of project development.

Ordinance No. 659, Development Impact Fees. The Project is located within the County's Mead Valley Area Plan; and therefore, will be subject to County of Riverside DIF in an effort by the County to address development throughout its unincorporated area. The DIF program consists of two separate transportation components: the Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the County DIF program are identified on the County's Public Needs List.

Findings of Fact:

a) The following summarizes alternative transit modes. As stated in Section 24, Land Use, the project would be consistent with transportation/circulation related policies contained in the Riverside County General Plan and Mead Valley Area Plan.

Transit Services. Riverside Transit Authority (RTA) provides transit services throughout Riverside County. The project is served by Route 9 (Perris Station Transit Center to Lake Elsinore Outlet Center). Headways departing Perris Transit Station are approximately 60 to 90 minutes.

Trails and Bikeway System. The County of Riverside contains bicycle, pedestrian, and multi-purpose trails that traverse urban, rural, and natural areas. These trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of Riverside County's circulation system. The trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities as well as separations between communities. As shown in the Mead Valley Area Plan (Figure 9, Trails and Bikeway System), an extensive trails system, which mainly follows the vehicular roadway circulation routes, is planned in Mead Valley. The trail system in the planning area must accommodate a range of equestrian, pedestrian, and bicycle users.

The proposed project would provide right of way for a new Riverside Transit Authority bus stop at the project entrance (i.e., Dockery Lane/SR-74 intersection). Further, paths/sidewalks would be provided throughout Phase I improvements to allow pedestrian circulation. With construction of Phase II, pedestrian connections would also be provided to connect the Phase I and Phase II improvements. This will facilitate pedestrian circulation between the residential and commercial areas.

The project site is not part of a regional trail system; thus, no trails would be constructed as stated above under Section 36. As summarized below, the General Plan Circulation Element does not depict any trails or bicycle paths along SR-74 in proximity to the project site.

Thus, the project would not conflict with any applicable plans, programs, ordinance or policies that address alternatives modes of transportation including transit, bicycle and pedestrian facilities. **No impact** would occur under this threshold.

b) Senate Bill 743 (SB 743) was approved in 2013 and revised the method for assessing transportation impacts under CEQA. The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based Level of Service (LOS). The VMT assessment is required to satisfy CEQA guidelines that utilize VMT as the metric to determine transportation impacts. The County of Riverside prepared updated *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* (Guidelines) for Land Use Projects in December 2020 to address changes to CEQA pursuant to SB-743 to include VMT analysis methodology and thresholds. Based on the County guidelines, mixed use projects that include multiple distinct land uses (residential, office, retail, etc.) should analyze the VMT separately for each use. Therefore, Phase I and Phase II have been analyzed separately.

The County guidelines include screening criteria for development projects to determine if a presumption of a non-significant transportation impact can be made on based on the facts for any given project. For mixed-use projects, only those elements of the project that do not comply with screening criteria would require further evaluation to determine transportation significance for CEQA purposes. Based on the County guidelines, the retail component of a project is defined as local-serving retail if no single store on a project site exceeds 50,000 square feet. Based on the site plan for the project, no single store exceeds 50,000 square feet, therefore, the retail component of the project is considered local-serving and is presumed to have a less than significant VMT impact.

As stated, Phase II of the project includes 230 multifamily residential dwelling units. While the threshold included in the Guidelines for Multi-family (mid-rise) housing projects is less than or equal to 194 Dwelling Units, the residential element of the project was evaluated for greenhouse gas

emissions to identify if the emissions would be less than the 3,000 metric tons of Carbon Dioxide Equivalent (MTCO2e) per year screening level threshold.

To identify the GHG emissions from the project, VMT was calculated using RivTAM The model shows a home based VMT of 8,288 miles. Based on the County Guidelines, project trips leaving the SCAG region were calculated by identifying external trips from the adjacent zone and applying the percentages to the project trips. The external VMT was calculated to be 1,089 miles. The total home based VMT for the project was calculated to be 9,376 miles. The home-based trips shown in the model is 1,285 daily trips, resulting in an average trip length of 8.02 miles. This trip length was included in CalEEMod 2020.4.0 to calculate project related emissions. The resulting CalEEMod outputs show emissions of 2,090 annual metric tons of CO2e. Because GHG emissions are less than the County threshold of 3,000 MTCO2e/annually, the project falls under the threshold set by the County and the project impacts for VMT would be **less than significant.**

c) No off-site improvements to SR-74 would be required. The eastern entrance (Dockery Lane) would be improved to a minimum of 45 feet in width to accommodate emergency vehicle and semi-truck access. A secondary right in/right out emergency access (35 feet in width) would be located at the southeast corner of the site in Retail Area West. All on-site roadways would be designed consistent with County of Riverside standards, as referenced, and would not include any sharp curves, dangerous intersections or other geometric hazards. The project would not introduce incompatible equipment. Impacts associated with hazardous design features would be **less than significant.**

d) The proposed project would be accessed via an extension of Dockery Lane to the west of SR-74. This would serve as the primary access to the project. The majority of project-related use of neighboring roadways would be from residents traveling to/from their homes and employees, vendors and customers accessing the businesses. The anticipated use would not cause a greater level of wear on the road to the extent that maintenance beyond what is typically required would occur. A **less than significant** impact would occur.

e) The project would be required to extend Dockery Lane. The improvements would facilitate the safety of traffic operation on adjacent roads and provide safe site ingress/egress. The project would not increase the need for road improvements. The project would require the transport of heavy equipment to the site. Construction worker/vendor trips would be generated daily throughout the duration of construction. Project construction is not anticipated to adversely impact traffic on SR-74. **No impact** would occur.

f) The proposed project would not alter existing emergency access routes. The site would be accessed via an extension of Dockery Lane. A secondary emergency access would be constructed at the southeast corner of the site. The access driveway(s) would provide access for emergency service vehicles and evacuation options for residents. No project activity would impair emergency access to the area. Temporary lane closures may be required during construction of Dockery Lane; however, as stated, the center median could be utilized for emergency access if needed. A **less than significant** impact would occur.

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
38. Bike Trails a) Include the construction or expansion of a bike system or bike lanes?	☐	☐	☐	☒

Source(s): Riverside County General Plan, Figure C-7 (2015)

Findings of Fact:

Figures C-7 of the County of Riverside General Plan Circulation Element does not depict any trails or bicycle paths along SR-74 in proximity to the project site. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe.)	☐	☒	☐	☐

Source(s): Staff review, Project Application Materials, Anza Resource Consultants, Inc., *Phase I Cultural Resource Assessment for the Dockery Lane Project* (March 2020) (Appendix F).

Findings of Fact:

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

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on August 10, 2020. No response was received from the Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), Morongo Band of Mission Indians, Pala Band of Mission Indians, the Ramona Band of Mission Indians or the Twenty-Nine Palms Band. The Quechan tribe deferred to more local groups in an email received August 20, 2020. Consultations were requested by the Soboba Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, Temecula Band of Luiseño Indians (Pechanga), and the Rincon Band of Luiseño Indians.

Agua Caliente requested consultation in a letter dated August 31, 2020. The band was provided with the project cultural report and the conditions of approval and concluded consultation on November 30, 2020.

The Rincon Band requested to consult in a letter dated September 30, 2020. The band was provided with the project cultural report and the conditions of approval and concluded consultation on November 13, 2020.

The Soboba Band requested consultation in a letter dated November 21, 2020. The cultural report was provided to Soboba and the project conditions were sent to the group on February 1, 2021. Soboba concurred with the conditions of approval and consultation was concluded the same day.

The Pechanga Band requested consultation in a letter dated August 21, 2020. On October 28, 2020 the band was provided with the project cultural report and the conditions of approval. After several attempts to communicate with Pechanga (10/28/2020, 11/9/2020, 11/17/2020, 11/24/2020) and no response being received, consultation was concluded on February 10, 2021.

The project will be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. Additionally, CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during project construction. Therefore, a condition of approval that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities has been placed on this project. These conditions of approval are standard for every project within the County; and therefore, are not considered mitigation measures. The consulting tribes expressed concern that the project area is sensitive for cultural resources and there is the possibility that previously unidentified resources might be found during ground disturbing activities. As such, the project has been conditioned for a Tribal Monitor from the consulting Tribe(s) to be present during grading activities so that any Tribal Cultural Resources found during project construction activities will be handled in a culturally appropriate manner (TCR-1). With the inclusion of these conditions of approval and mitigation measure TCR 1, impacts to any previously unidentified tribal cultural resources would be less than significant.

Mitigation:

TCR-1: Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s).

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

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

Prior to issuance of a grading permit or any ground disturbing activity, the developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

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

Monitoring: Monitoring: Native American Monitoring will be conducted by a representative from the consulting tribe(s).

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

Source(s): Project Application Materials, Eastern Municipal Water District

Findings of Fact:

a) Phase I and Phase II of the project would obtain potable water from the Eastern Municipal Water District (EMWD) via existing water lines located along SR-74. A will serve letter dated November 19, 2019, was obtained from EMWD. While EMWD stipulates the project will require review and approval of plans and construction oversight for all work involving EMWD infrastructure, no additional water entitlements are required to ensure supplies are available to serve the project. Water demand is unspecified at this time because the tenants are not known. However, demand for the convenience store and car wash is estimated to be 198,686 gallons annally. As stated, EMWD will provide potable water for the uses specified in the project description. Impacts would be **less than significant.**

The project would install an on-site septic system with sufficient capacity to meet the combined wastewater disposal and treatment needs for each commercial/retail building developed as part of Phase I. Separate stormwater systems would be designed to capture, convey and treat flows. The septic systems will be designed based on anticipated wastewater volumes associated with specific tenants. The tenants have not been defined; however, as noted, the water demand for the

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

convenience store and car wash is estimated to be 198,686 gallons annually. The septic systems would be designed to meet forecast demand and soils have sufficient percolation capabilities to process the wastewater. The car wash facility would recycle 75-90 percent of all water used; thus, minimizing the amount of wastewater disposal required on-site. The wastewater produced by the car wash would be combined with wastewater from the convenience store and disposed of in a septic system designed specifically for that use.

Phase II would only be developed if sewer were extended to the site. Potential environmental impacts associated with that action would be conducted by the Eastern Municipal Water District under a project-specific environmental review. No other systems associated with the project would require expansion off-site. All impacts related to the installation of systems on-site have been evaluated as part of the overall impact discussion related to grading and ground disturbance for Phase I.

b) As referenced, the project would obtain potable water for Phase I and Phase II from the Eastern Municipal Water District (EMWD) via the extension of an existing water line located along SR-74. A will serve letter dated November 19, 2019, was obtained from EMWD. While EMWD stipulates the project will require review and approval of plans and construction oversight for all work involved with EMWD infrastructure, no additional water entitlements are required to ensure supplies are available to serve the project. A **less than significant** impact would occur under this threshold.

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, *Preliminary Soil Investigation and Infiltration Test Report,* prepared by Soils Exploration Company, February 2020 (Appendix E)

Findings of Fact:

a) The proposed project would provide onsite wastewater treatment systems (OWTS) (i.e., septic systems) for the retail, restaurant and convenience store buildings constructed in Phase I. The OWTS design and approval process required by Riverside County is defined in the OWTS Technical Guidance Manual (March 2015). The project site was the subject of geological investigation and percolation testing performed by Soil Exploration Company (February 2020). The purpose of the OWTS study performed for the project site was to evaluate percolation rates for seepage pits and physical characteristics of the on-site soils to provide percolation data necessary for the OWTS design of 5 individual systems. With the incorporation of design parameters and recommendations in the above referenced geotechnical report, there is sufficient area on each parcel to support a primary and expansion OWTS that will meet the standards of the Riverside County Department of Environmental

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

Health and Regional Water Quality Control Board. Impacts would **less than significant** under this threshold.

b) Phase I would not create additional demand on existing off-site facilities such that wastewater treatment standards would be exceeded or require the construction of new or expanded facilities. However, as stated, potential environmental impacts associated with that action would be conducted by the Eastern Municipal Water District under a project-specific environmental review. Phase II would only be developed if sewer were extended to the site and that would not occur without adequate treatment capacity. Thus Phase II, if constructed, would not create additional demand to the extent that wastewater treatment standards would be exceeded or require construction of new or expanded facilities as sewer is required for Phase II. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Solid Waste a. Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
b. Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☐	☒

Source(s): Riverside County General Plan, Riverside County Waste Management District correspondence, Albert A. Webb & Associates, Inc., Cailfornia Emission Estimator Model (CalEEMod) Data, September 2021.

Findings of Fact:

a) The proposed project would generate construction/demolition waste (CDW) as well as ongoing domestic waste from the retail and commercial buildings as well as the residential buildings constructed in Phase II. Solid waste volumes are estimated to be 120 tons annually for Phase I and 106 tons annually for Phase II. According to the Riverside County Waste Management Department, solid waste generated by the proposed facility would likely be disposed of at the Lamb Canyon landfill. Prior to reaching the landfill, waste would likely be taken to the Perris Transfer Station for consolidation and transport to sanitary landfills.

The Lamb Canyon Landfill facility is located at 16411 Lamb Canyon Road, Beaumont, California. The landfill is owned and operated by Riverside County Department of Waste Resources. The landfill property area consists of approximately 1,189 acres, including 580.5 acres total permitted area, of which 144.6 acres are permitted for solid waste disposal. The current permitted refuse disposal area includes approximately 74 acres of unlined area and approximately 70.6 acres of lined area. The landfill has a permitted capacity of 5,000 tons per day and as of January 2015, has an estimated disposal capacity of 19,242,950 tons. The operating permit was extended through April 1, 2029. An alternative disposal location is the El Sobrante Landfill located in Corona, California. The El Sobrante Landfill was opened in 1986 and has sufficient capacity to operate for approximately 45 years through

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

2031. The landfill covers approximately 1,322 acres with a permitted operating footprint of 468 acres. The facility processes 2 million tons annually and has a remaining capacity of approximately 209 million cubic yards (Waste Management, 2014). At buildout, the project is estimated to generate 226 tons annually which is well under the annual capacity of the landfill.

It is presumed that construction waste would be comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50%. AB 341 increased the recycling goal to 75% by 2020 for residential properties. If constructed, Phase II would be required to implement recycling requirements intended to demonstrate consistency with AB 341. CDW associated with the proposed project will be recycled to the extent practicable with the remainder sent to a landfill. As required by Riverside County, a Waste Recycling Plan will be prepared to categorize and quantify types of construction debris and identify how this material would be sorted and recycled consistent with CIWMA requirements. Impacts would be **less than significant.**

b) The applicant and project contractor will comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal, including the CIWMA of 1989 as amended per AB 341. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) 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?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☒	☐
c) Communications systems?	☐	☐	☒	☐
d) Storm water drainage?	☐	☐	☐	☒
e) Street lighting?	☐	☐	☐	☒
f) Maintenance of public facilities, including roads?	☐	☐	☒	☐
g) Other governmental services?	☐	☐	☒	☐

Source(s): Project Application Materials, Riverside County Code

Findings of Fact:

a-c) Electricity would be provided by Southern California Edison, natural gas would be provided by the Southern California Gas and communications would be provided by Frontier Communications. Utility providers forecast demand based on zoning designations within each service area to ensure that adequate supply is available. While the project would increase demand for utility services, it is assumed that adequate supply is available without the need for installation of new infrastructure. Impacts will be **less than significant**.

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

d) Stormwater collection, conveyance and treatment would occur on-site as described herein. There is no requirement for expansion of off-site stormwater infrastructure. **No impact** would occur under this threshold.

e) Private street, parking lot and on-site lighting would be provided consistent with County Ordinance 655. Any lighting required for public streets would be installed per Riverside County Road Standards Ordinance 461. **No impact** would occur under this threshold.

f) The project would be required to make improvements to install a new access street and internal drive aisles and parking lots. Specific requirements for design, construction and maintenance would be included as conditions of approval consistent with Ordinance No. XXX for the project. Impacts would be **less than significant**.

g) As referenced above in Section 36 through 42, no adverse impact to the provision of government services is anticipated with the payment of impact fees. Impacts would be **less than significant** under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Wildfire If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
44. Wildfire Impacts a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Source(s): Riverside County General Plan Figure S-11 "Wildfire Susceptibility", GIS database, Project Application Materials

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

Findings of Fact:

a) The project site is within a Very High Fire Hazard Areas and within a Local Responsibility Area. The project access roads and driveways would be constructed to meet Riverside County Fire Department access standards. No improvements to SR-74 would be required; however, the extension of Dockery Lane may require a temporary westbound lane closure. As stated herein, the center median of SR-74 could be used to accommodate westbound traffic if needed during an evacuation event. Thus, impacts associated with use of SR-74 as an evacuation corridor would be less than significant. The project would improve emergency vehicle access to the area. Impacts would be **less than significant** under this threshold.

b) The site is surrounded by rural residential to the north, west and east and borders SR-74 to the south/southeast. With the exception of graded pads comprising Lots 2 and 7 during Phase I, open space/landscape/turf areas, the site would be paved and/or covered with impervious surfaces. The developed areas would not be located upslope from heavily vegetated areas that would present a fire hazard in the event a fire were to occur in the area. Phase II would provide up to 230 multifamily housing units. These units would be surrounded by Phase I improvements and rural residential development. The entire site is not located adjacent to open space or other areas that could present a wildfire fire risk. Phase I of the project would not provide housing; thus, no residents could be exposed to wildfires or related pollutants. If Phase II were developed, the project would not expose residents to substantial pollutant concentrations as the site is not surrounded by heavily vegetated areas that would present a wildfire hazard.

The site is located within a Local Responsibility Area but within a Very High Fire Hazard Area (CalFire 2020, https://egis.fire.ca.gov/FHSZ/). However, to minimize the potential for structural damage from a wildfire, the project would be required to be constructed consistent with California Building Code 2016 edition and Riverside County Ordinance 787 which defines uniform fire code standards. In addition, a fire suppression system consisting of fire hydrants or other approved infrastructure will also be required as part of the project.

The project would minimize the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be **less than significant.**

c) The project would require the installation of streets and related above ground improvements. The electrical utilities would be underground and all landscaping and defensible spaces would be maintained consistent with Riverside County Ordinance 787. Impacts would be **less than significant.**

d) As referenced, the project site is generally flat though the topography does undulate within the site. While existing slopes would be disturbed during grading, they are not steep nor would steep slopes be created. This area could burn in the event of a wildfire; however, it is relatively small and would be surrounded by paved areas, residential and commercial development. In the unlikely event that a wildfire were to occur, the topography would not result in landslides, mud flows or related hazards. Impacts would be **less than significant.**

e) Like all of southern California, it is possible that wildfires could occur in the area. As stated, the site is located in a Very High Fire Hazard Area. The project would be required to be constructed consistent with California Building Code 2016 edition and Riverside County Ordinance 787 to minimize the potential for structural damage from a wildfire. The project would not present a substantial risk to people of structures from wildfire. Impacts would be **less than significant.**

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

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?	☐	☒	☐	☐

Source(s): Staff Review, Project Application Materials

Findings of Fact:

There are no threatened, endangered or sensitive plant species occurring on the project site. Surveys did not locate any burrowing owls or burrowing owl sign on the site or within the buffer zone. However, a preconstruction clearance survey (valid for 30 days) will be required as a standard condition under current MSHCP guidelines (Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area, issued March 29, 2006). With implementation of the standard condition requiring a preconstruction BUOW survey, impacts to BOUW would be **less than significant.**

Habitat suitable for raptor and migratory bird nesting is present within and around the site and an active nest was identified during surveys. With completion of preconstruction surveys as required per the MBTA, potential impacts to raptors and migratory birds would be **less than significant.** Implementation of Mitigation Measure **BIO-1** would reduce impacts to non-wetland jurisdictional waters on-site to less than significant.

Although the project area is not anticipated to contain paleontological or archaeological resources, previously undetected subsurface archaeological resources may be discovered during grading and/or excavation. Mitigation Measures **CR-1, CR-2, CR-3** and **TCR-1** would mitigate any impacts associated with the discovery of previously undetected subsurface cultural resources during excavation activities. Implementation of Mitigation Measure **NOI-1 through NOI-9**would minimize construction noise and vibration, avoid nighttime noise levels from car wash operation and menu board/speaker systems installed in each drive-thru lane. With mitigation, potential impacts would be **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)?	☐	☐	☒	☐

Source(s): Staff Review, Project Application Materials, Albert A. Webb & Associates, Inc., Dockery Mixed-Use Development Traffic Impact Assessment.

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

Findings of Fact:
As presented in the discussion of environmental checklist Sections 1 through 45, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. As stated in the Traffic Impact Analysis prepared for the project, a total of 19 projects are located within a 3-mile radius of the project site in the City of Perris and Riverside County. The project will contribute to a significant traffic impact at the 4th Street/A Street intersection in the City of Perris during the evening peak hour. Project effects would be addressed by paying fair share costs (14.8 percent) to cover improvements to this intersection. Improvements may include installation of a traffic signal. Impacts identified herein under the remaining topical areas (i.e., biological/cultural resources) would be site specific and not contribute to cumulative impacts. Impacts related to air emissions would not exceed SCAQMD daily thresholds. The GHG emissions were determined to be less than significant based on use of the "Riverside County GHG Screening Table document" screening table tool. Thus, the project would not contribute to cumulative impacts for these topical areas. With payment of fair costs for the 4th Street/A Street intersection, the project along with other cumulative projects is expected to result in a **less than significant** cumulative impact with respect to all environmental issues.

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

Source(s): Staff Review, Project Application Materials

Findings of Fact:

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise. As presented in the environmental checklist discussions, the project would have no impact or a less than significant impact with respect to air quality, hazards and hazardous materials and noise. Therefore, the project would have a **less than significant** impact on human beings.

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: None

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

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

VII. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of*

Mendocino (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka (2007)* 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.