# Initial Study/Mitigated Negative Declaration

## for

## Conditional Use Permit No. 200001 (CUP 200001) and Change of Zone (CZ) 2000004

*Lead Agency:*

**County of Riverside**
4080 Lemon Street, 12th Floor
Riverside, CA 92501
951-955-0972
Point of Contact: Brett Dawson

*Project Proponent:*

**Diamond Valley Partners, LLC**
23243 Kent Court
Murrieta, CA 92562
Point of Contact: Wayne Dollarhide
951-314-6490

*Prepared by:*

**Matthew Fagan Consulting Services, Inc.**
42011 Avenida Vista Ladera
Temecula, CA 92591
951-265-5428
Point of Contact: Matthew Fagan
matthewfagan@roadrunner.com

**May 2022**

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## Commonly Used Abbreviations and Acronyms

| | |
|---|---|
| AAQS | Ambient Air Quality Standards |
| AB | Assembly Bill |
| AC | Acre |
| ACOE | U.S. Army Corps of Engineers |
| ADP | Area Drainage Plans |
| ADT | Average Daily Traffic |
| ALUC | Airport Land Use Commission |
| ALUCP | Airport Land Use Compatibility Plan |
| AMSL | Above Mean Sea Level |
| APN | Assessor's Parcel Number |
| AQ/GHG | Air Quality/Green House Gas |
| AQMP | Air Quality Management Plans |
| ARB | Air Resources Board |
| Basin | South Coast Air Basin |
| BMPs | Best Management Practices |
| BUOW | Burrowing Owl |
| CAAQS | California Ambient Air Quality Standards |
| CalARP | California Accidental Release Prevention Program |
| CalEEMod™ | California Emissions Estimator Model™ |
| Cal/EPA | California Environmental Protection Agency |
| CalFire | Riverside County Fire Department |
| CALGreen | California Green Building Standards Code |
| Cal/OSHA | California Occupational Safety and Health Administration |
| CAP | Climate Action Plan |
| CAPCOA | California Air Pollution Control Officers Association |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CUP | Conditional Use Permit |
| CZ | Change of Zone |
| dB | Decibel |
| dBA | A-Weighted Decibel |
| dBA CNEL | A-weighted decibel Community Noise Equivalent Level |
| dBA Leq | A-weighted decibel equivalent noise level |
| EAP | Existing Plus Ambient Growth Plus Project |
| EAPC | Existing Plus Ambient Growth Plus Project Plus Cumulative |

| | |
|---|---|
| FEMA | Federal Emergency Management Act |
| FIRM | Flood Insurance Rate Map |
| FMMP | Farmland Mapping & Monitoring Program |
| GHG | Greenhouse Gas |
| GP | General Plan |
| GPA | General Plan Amendment |
| GPEIR | General Plan Environmental Impact Report |
| HCM | Highway Capacity Manual |
| HCOC | Hydrologic Conditions of Concern |
| HCP | Habitat Conservation Plan |
| HOV | High-Occupancy Vehicle |
| HRA | Health Risk Assessment |
| LOS | Level of Service |
| LST | Localized Significance Thresholds |
| MLD | Most Likely Descendent |
| MM | Mitigation Measure |
| MSHCP | Western Riverside County Multiple Species Habitat Conservation Plan |
| $MTCO_2e$ | Metric Tons of Carbon Dioxide Equivalent |
| $N_2O$ | Nitrous Oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NEPA | National Environmental Policy Act |
| NEPSSA | Narrow Endemic Plants Survey Area |
| $NO_2$ | Nitrogen Dioxide |
| NOA | Naturally Occurring Asbestos |
| $NO_X$ | Oxides of Nitrogen |
| NPDES | National Pollution Discharge Elimination System |
| $O_3$ | Ozone |
| Pb | Lead |
| PFCs | Perfluorocabons |
| PHS | Preliminary Hydrology Study |
| PM | Afternoon |
| $PM_{2.5}$ | Fine Particulate Matter |
| $PM_{10}$ | Respirable Particulate Matter |
| Ppb | Parts Per Billion |
| Ppm | Parts Per Million |
| PPV | Peak Particle Velocity |
| PRC | Public Resources Code |
| PVC | Polyvinyl Chloride |
| PV | Photovoltaic |

| | |
|---|---|
| RCFC&WCD | Riverside County Flood Control and Water Conservation District |
| RCFD | Riverside County Fire Department |
| RCIP | Riverside County Integrated Project |
| RCSD | Riverside County Sheriff's Department |
| RCTC | Riverside County Transportation Commission |
| RTA | Riverside Transit Authority |
| RTP | Regional Transportation Plan |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| RV | Recreational Vehicle |
| RWQCB | Regional Water Quality Control Board |
| SARWQCB | Santa Ana Regional Water Quality Control Board |
| SB | Senate Bill |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| $SO_2$ | Sulphur Dioxide |
| $SO_x$ | Sulphur Oxides |
| SoCAB | South Coast Air Basin |
| Sq. Ft. | Square Feet |
| TAC | Toxic Air Contaminant |
| USFWS | United States Fish and Wildlife Service |
| USGS | U.S. Geological Survey |
| VMT | Vehicle Miles Traveled |
| VOC | Volatile Organic Compound |
| VPD | Vehicles Per Day |
| WCCP | Wine Country Community Plan |
| WQMP | Water Quality Management Plan |

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

**Environmental Assessment (CEQ / EA) Number:** CEQ200003
**Project Case Type (s) and Number(s):** Conditional Use Permit No. 200001 (CUP 200001) and Change of Zone (CZ) 2000004
**Lead Agency Name:** Riverside County Planning Department
**Address:** P.O. Box 1409, Riverside, CA 92502-1409
**Contact Person:** Brett Dawson, Project Planner
**Telephone Numbe**r**:** 951-955-0972
**Applicant's Name:** Wayne Dollarhide
**Applicant's Address:** 23243 Kent Court, Murrieta, CA 92562
**Applicant's Phone Number:** 951-314-6490

### I. PROJECT INFORMATION

**Project Description:**

Overview

The proposed Project includes a Conditional Use Permit No. 200001 (CUP 200001) on three (3) parcels totaling approximately 5.8 acres. The site is bounded by Newport Road to the north and Winchester Road to the east, in the County of Riverside, State of California. Reference **Figure 1, *Regional Location Map*** and **Figure 2, *Vicinity Map***.

Conditional Use Permit No. 200001

CUP 200001 proposes to construct a 3,200 square foot gas station/convenience store that includes the sale of beer and wine, with a 3,180 square foot drive-thru car wash, and a mini-storage facility with recreational vehicle and boat parking on 5.81 gross acres.

The storage facility consists of four buildings, a single story 3,075 square foot building with 1,247 square foot of office space, a single story 11,358 square foot mini-storage building, a single story 56,348 square foot mini storage building, and a two story 9,404 square foot mini storage building with a water tank and underground detention basin. The hours of operation for the car wash are limited to between 6 am and 9 pm. It should be noted that water service will be provided to the site by connecting to an existing EMWD water line approximately 1,300 feet east of the site.

- Building A – 1-story, 3,075 square feet (s.f.), office portion – 1,247 s.f.
- Building B – 1-story, 11,358 s.f.
- Building C – 1-story, 56,348 s.f.
- Building D – 2-story, 9,404 s.f.

Reference **Figure 3, *Site Plan***.

Change of Zone No. 2000004

CZ 2000004 Change of Zone proposes to change the current zoning classification of the of the site from is Rural Residential (R-R) to General Commercial (C-1/C-P). This change of zone request would exclude an approximately 3,250 square foot triangular section located on the southwest corner of the property which will remain Rural Residential (R-R). The description as included above and as further

detailed in the Initial Study/Mitigated Negative Declaration constitutes the "Project" as further referenced in this staff report. Reference **Figure 4, *Change of Zone***.

**NOTE:** There is a triangular section in the southwest corner of the property that contains a public utility easement. This area has a General Plan Designation of Rural Mountainous. To complete the Change of zone on this property a Foundation level General Plan Amendment would be required. This portion of the property is unused and only contains landscaping, therefore, the County has agreed to modify the change of zone request to exclude this corner triangle section.

It should also be noted this project has been presented to the Winchester Municipal Advisory Committee (MAC) and Dirk Meredith stated, via an email dated 4-29-2020, that no MAC land use committee members are opposed to the Project or its location.

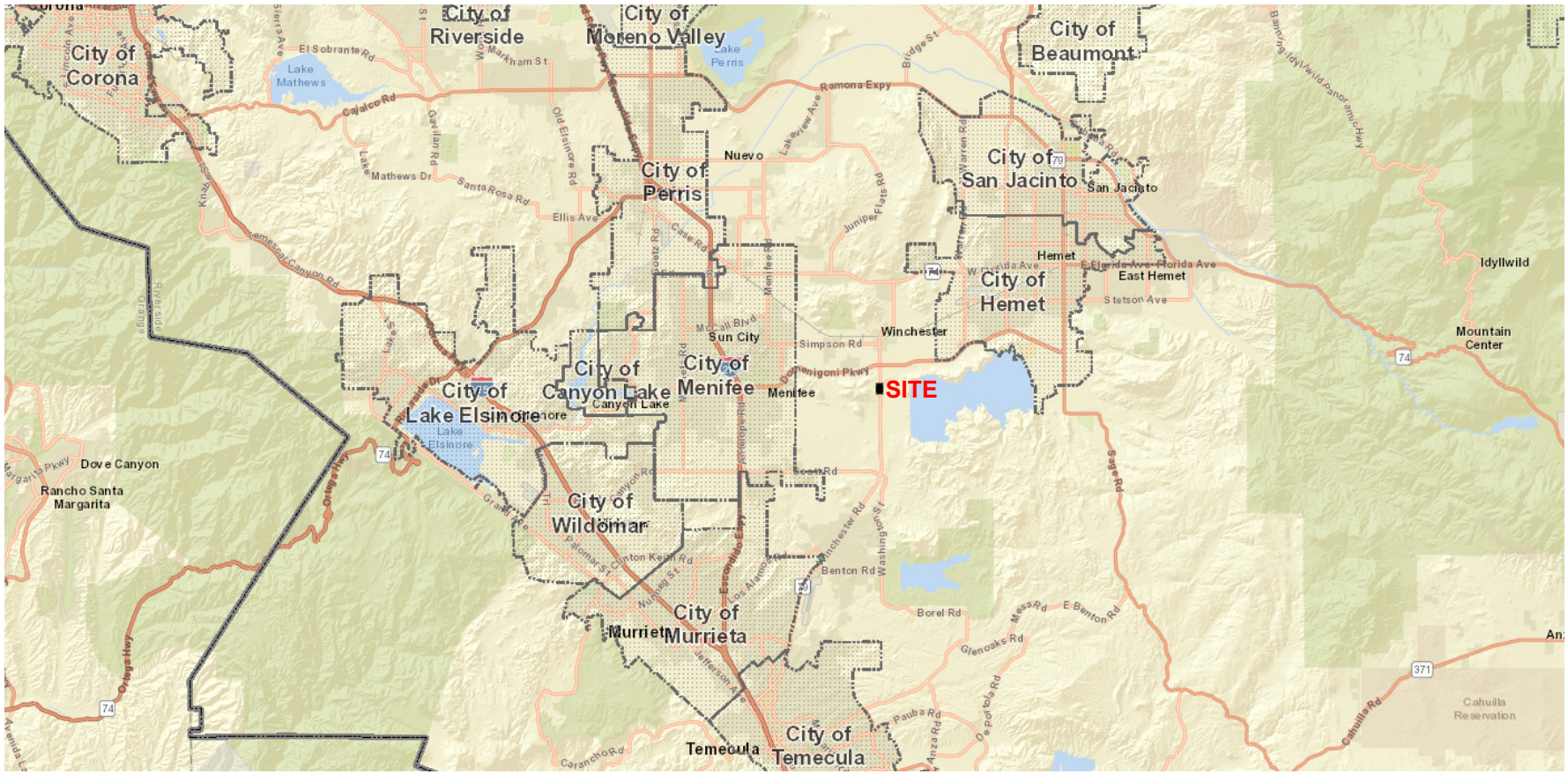
Building Architecture and Materials

The Project architectural design is intended to blend harmoniously with the nature of the surrounding area while providing a more current, pleasing aesthetic. Reference **Figure 5, *Elevations***.

Landscaping

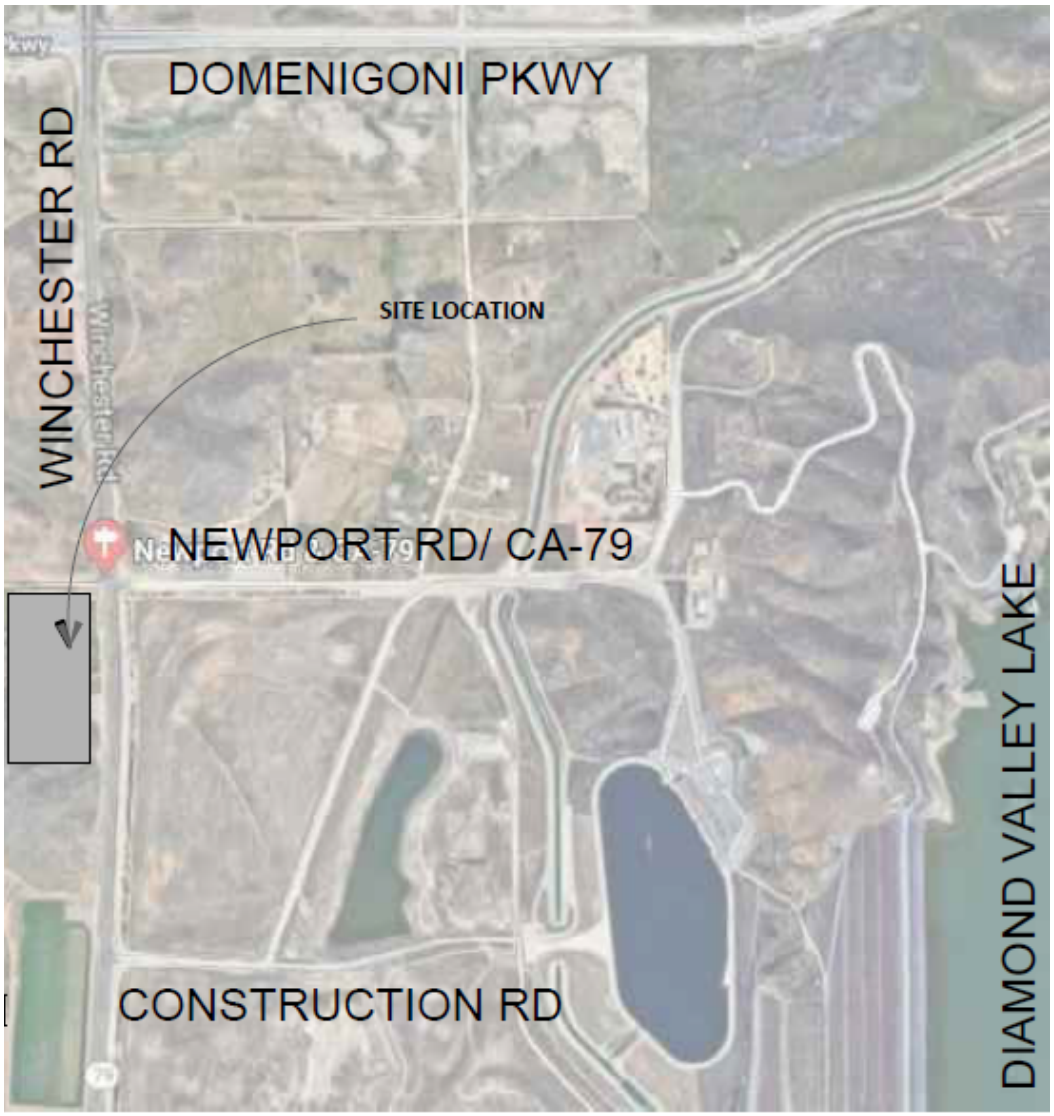
Project landscaping includes drought tolerant plant species. Landscaping is provided along the Project perimeter and parking areas. Approximately 65,713 sq. ft., or 26% of the Project is landscaped and will be in compliance with the County of Riverside Ordinance No. 859. Reference **Figure 6, *Landscape Plan***.

**FIGURE 1**
**Regional Location Map**



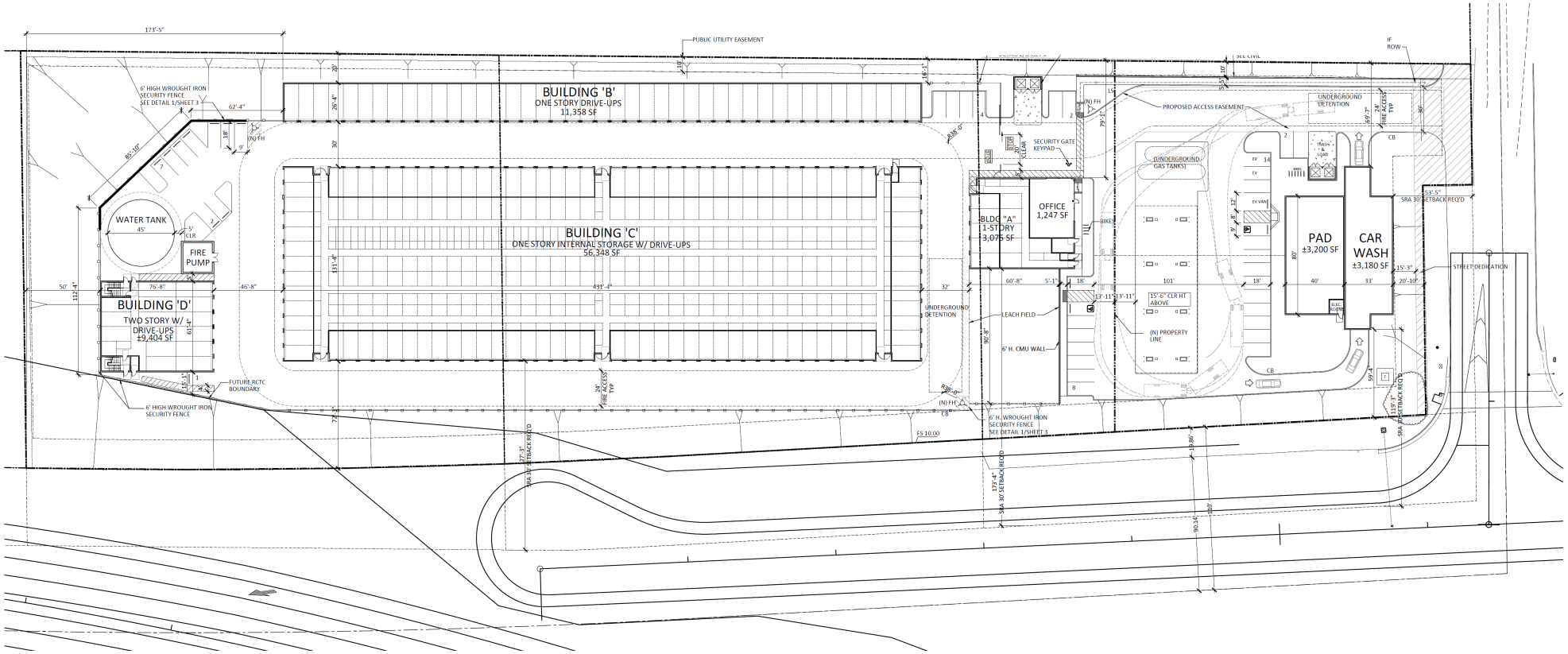

Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

**FIGURE 2**
**Vicinity Map**




Source: Project Plans (**Appendix K**)

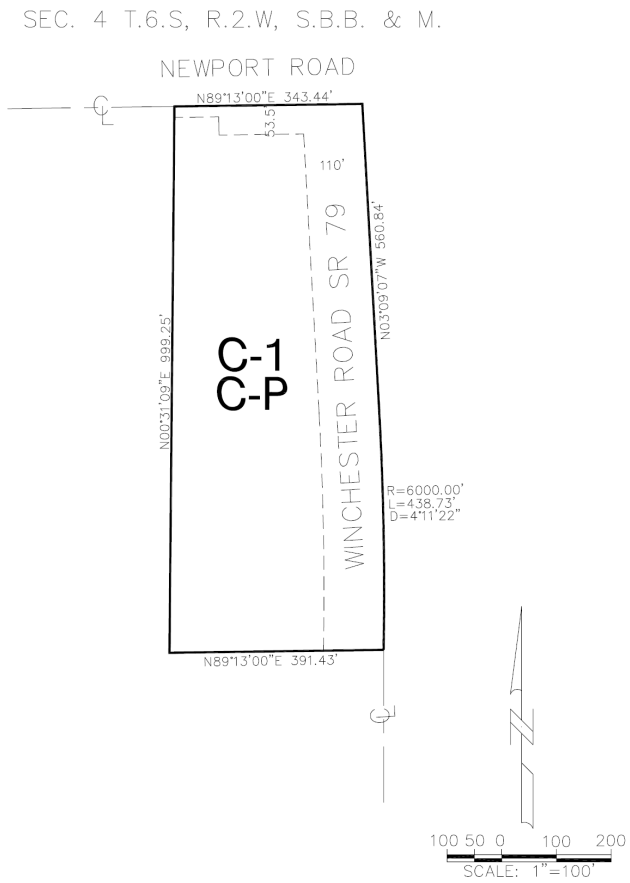
**FIGURE 3**
**Site Plan**




Source: Project Plans (**Appendix K**)

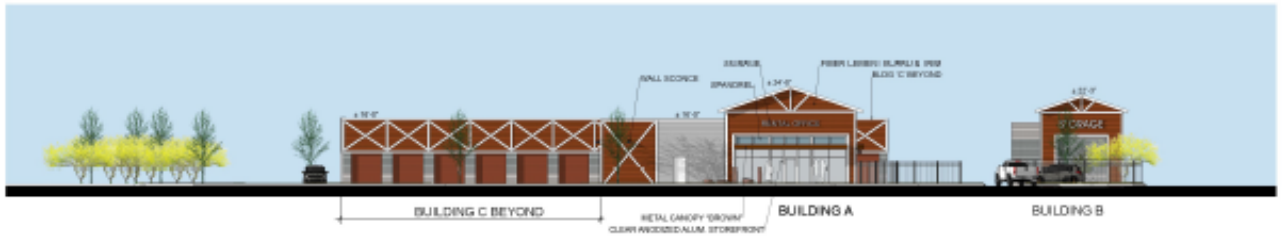
**FIGURE 4**

**Change of Zone**

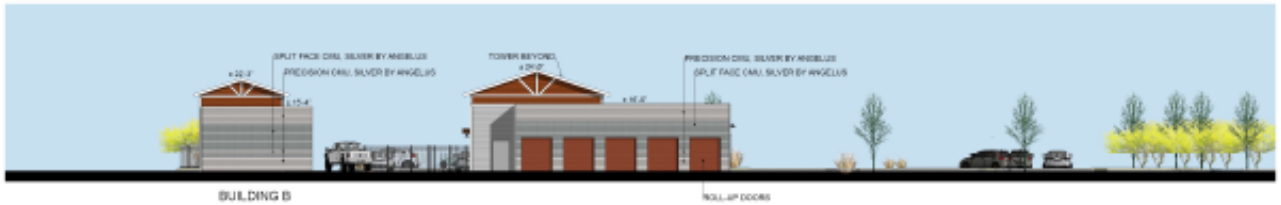



Source: Project Plans (**Appendix K**)

**FIGURE 5**
**Elevations**




BUILDING A - NORTH ELEVATION




BUILDING A - SOUTH ELEVATION

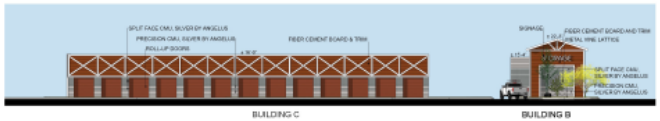

BUILDING A - EAST ELEVATION


BUILDING A - WEST ELEVATION

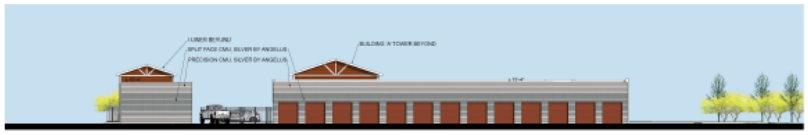
**STORAGE - BUILDING A**

Source: Project Plans (**Appendix K**)

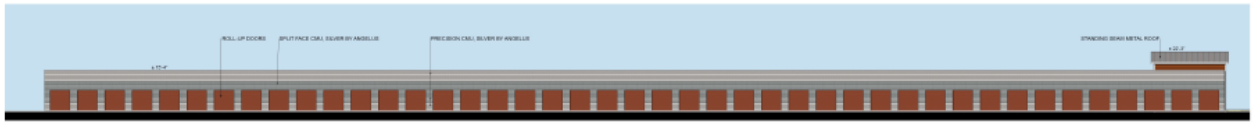
**FIGURE 5**
**Elevations, Continued**



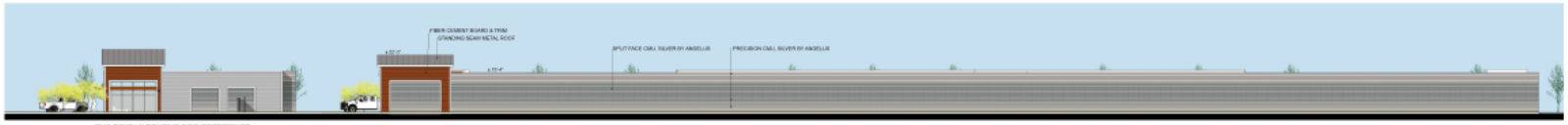

NORTH ELEVATION




SOUTH ELEVATION

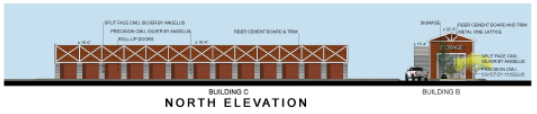


BUILDING B - EAST ELEVATION

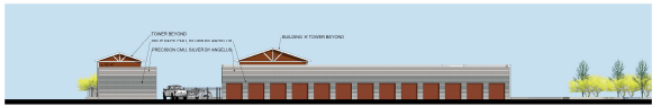



BUILDING B - WEST ELEVATION

**STORAGE - BUILDINGS B AND C**

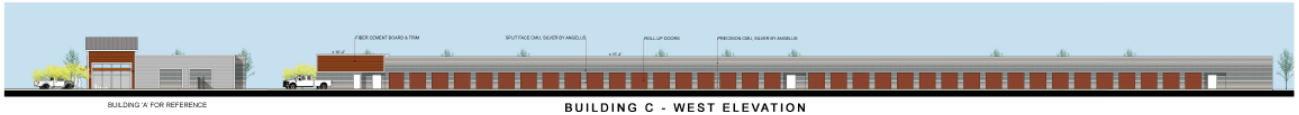



NORTH ELEVATION




SOUTH ELEVATION

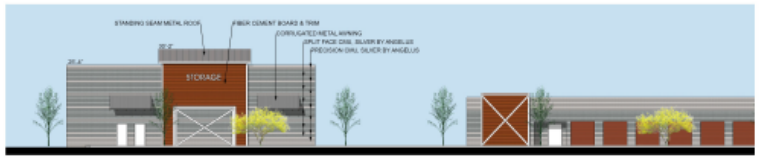
BUILDING C - EAST ELEVATION

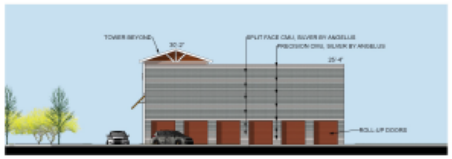


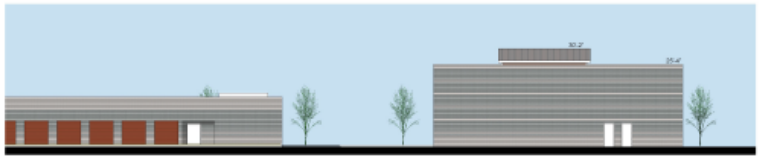

BUILDING C - WEST ELEVATION

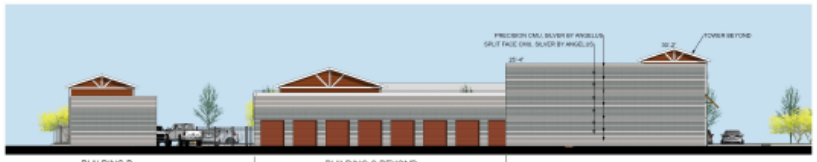
Source: Project Plans (**Appendix K**)

**FIGURE 5**
**Elevations, Continued**

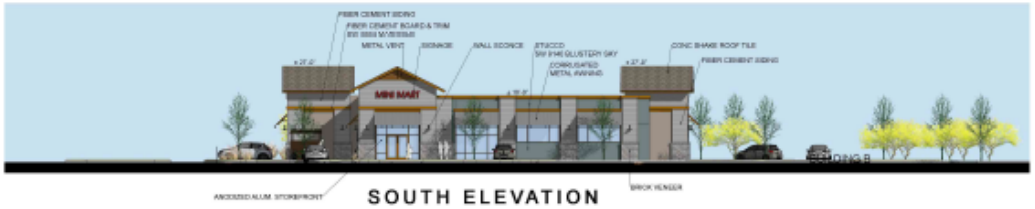


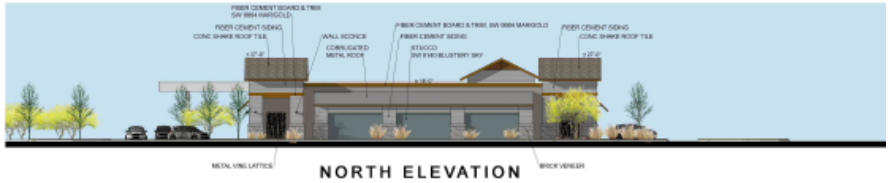



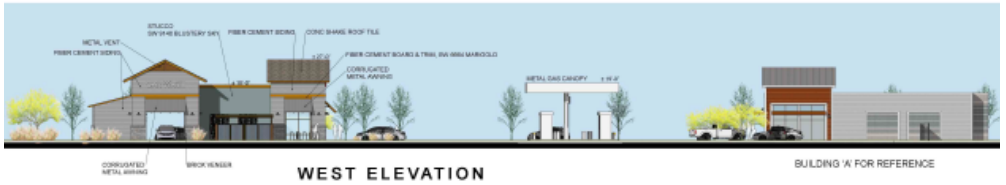



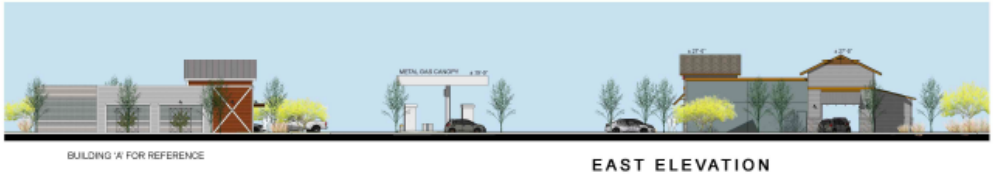

**STORAGE - BUILDING D**





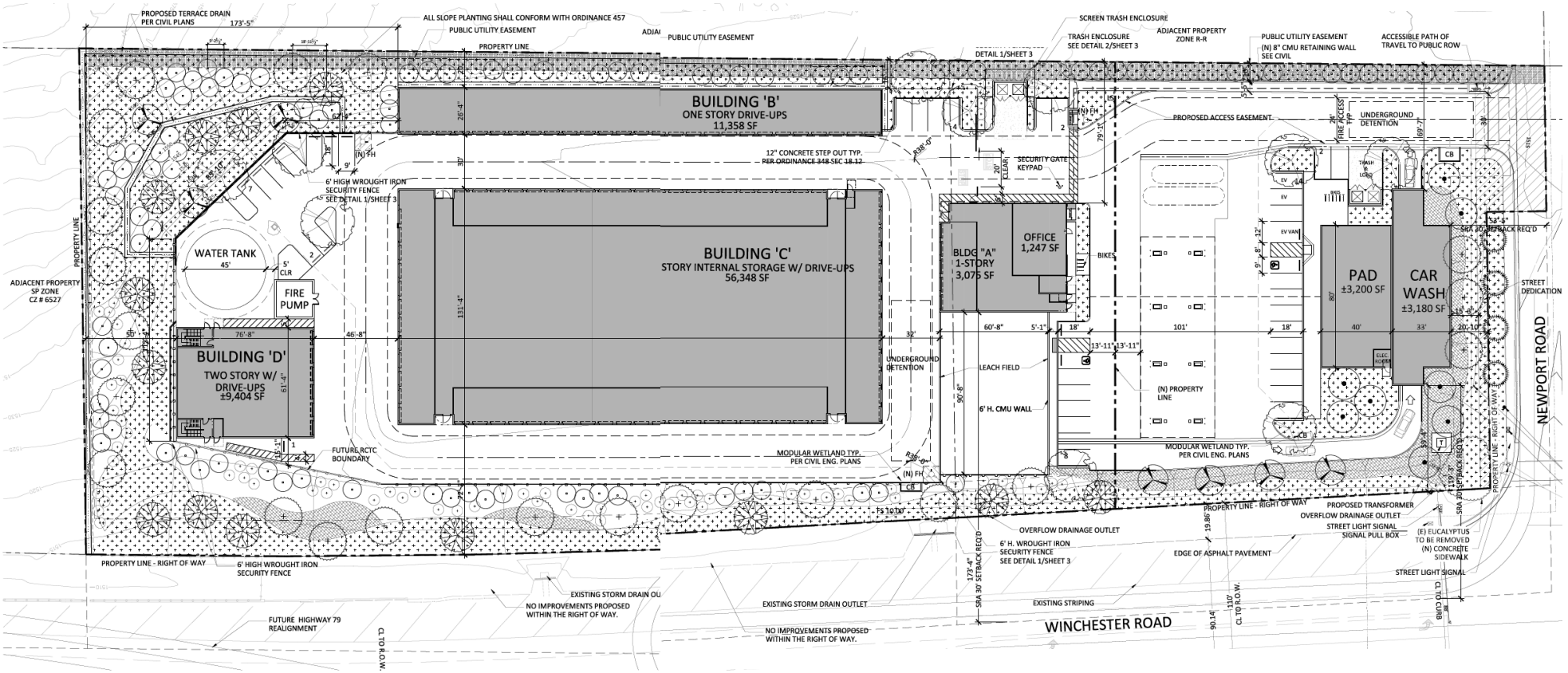



**GAS STATION**

Source: Project Plans (**Appendix K**)

**FIGURE 6**
**Landscape Plan**




Source: Project Plans (**Appendix K**)

Circulation

The proposed Project will take access off Newport Road. There is one ingress/egress provided into the site from Newport Road in the northwestern portion of the site. This entry provides access to the gas station and car wash as well as to the gated entry for the storage portion of the Project. Pedestrian access is provided per Americans with Disabilities Act (ADA) requirements.

Drainage / Hydrology / Water Quality

The Project is a proposed Self-Storage Facility, Gas Station, and Car Wash located on Newport Road in the County of Riverside. The Project will construct storage buildings, an office, convenience store (C-Store), car wash, gas station canopy, street improvements, utility infrastructure, storm drain, porous pavers, subsurface systems, and a box culvert. Two underground detention basins will be utilized for water quality treatment. In general, onsite drainage flows traverse the site towards the north end of the project site towards two drainage channels. The first drainage channel will take the on-site flows on the western portion of the project site to an underground detention basin that will outlet via two storm drains; one of which will outlet to the easterly gutter, which carries the flow to the leach field in the central portion of the project site; the other of these storm drains will outlet the overflow drainage through a headwall on the eastern property line. The eastern portions of the project site will drain towards an underground detention basin in the central portion of the Project site, which outlets via a storm drain to Winchester Avenue.

The Project is developing the southerly portion of the Project site as a self-storage facility, with a subsurface basin that will be utilized for hydrologic condition of concern mitigation associated with the portion of the site west of the existing channel. The northerly portion of the Project site is developing the office building, car wash, and gas station, including a parking area. The street improvements will incorporate landscaped areas adjacent to the right-of-way that are designated as self-retaining areas, with a series of parkway drains to allow low-flows to enter. Due to the lack of available space, no other types of Best Management Practices (BMPs) besides the volume based BMPs as shown on the site plan are feasible to implement.

The onsite storm drain systems have been designed to convey the peak 100-year flow rate for the Project site.

In general, the street improvements will drain into the existing drainage system in Winchester Road. According to the Project engineer, the existing system can handle the increased drainage from the project site and no offsite improvements are required. The County development review process will require confirmation of this condition prior to issuance of a building permit.

Grading

The Project will require approximately 21,584 cubic yards (CY) of cut and 29,407 CY of fill, requiring 7,823 CY of import. It is anticipated that the imported soil will come from a site within a 5-mile radius that has all environmental clearances.

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

**B. Total Project Area:**

| | | | |
|---|---|---|---|
| **Residential Acres:** N/A | **Lots:** N/A | **Units:** N/A | **Projected No. of Residents:** N/A |
| **Commercial Acres:** 5.8 | **Lots:** 3 | **Sq. Ft. of Bldg. Area:** 87,812 | **Est. No. of Employees:** 8 |
| **Industrial Acres:** N/A | **Lots:** | **Sq. Ft. of Bldg. Area:** N/A | **Est. No. of Employees:** N/A |
| **Other:** | | | |

C. **Assessor's Parcel No(s):** 466-050-019, 466-050-020, and 466-050-021.

D. **Street References:** The Project site is located south of Newport Road, and west of Winchester Road. Reference **Figure 7, *Aerial Photo***.

D. **Section, Township & Range Description or reference/attach a Legal Description:** Section 4 NE, Township 6 South, Range 2 West.

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

The subject property is located southwest of the intersection of Highway 79 and Newport Road in the Winchester Area of Riverside County, California. The subject property is comprised of approximately 5.8 acres of undeveloped land.

The Project area is situated within the Winchester Area, a developing community north of the City Temecula, west of the City of Hemet, and east of the City of Menifee.

The Project area is centrally located in the developing community of Winchester. It is bounded on the north by Newport Road, a dirt road as of this writing, and on the east by Winchester Road, a major local thoroughfare, which was being widened at the time of the survey. A sand-and-gravel company is currently operating in the adjacent property to the west, while the rest of the adjoining land remains mostly vacant. The terrain in the Project area is relatively level, with a slight incline to the south, and the elevations range around 1,515-1,535 feet above mean sea level (AMSL). The southwest corner of the Project site has steep topography, rising from 1,535 to 1,585 AMSL; however, this portion of the Project site will not have any structures on it.

Soils on the property consist of fine- to medium-grained sands with silt and small to medium-sized rocks. Most of the Project site is covered with dense vegetation. Most of the vegetation on the site consists of sparse to moderate amounts of annual weeds/grasses, along with small to large trees in the central portion of the subject site.

**FIGURE 7**
**Aerial Photo**

Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

## II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

### A. General Plan Elements/Policies:

#### 1. Land Use:

The Project site's existing General Plan Land Use designation is Commercial Retail, with a small portion of the southwestern corner of the Project Site is Rural Mountainous. The Project does not propose any change to the land use designation of the site. The Project would be consistent with the Land Use Element.

#### 2. Circulation:

The proposed Project will add nominal overall trips to the area. The Department of Transportation has determined that no traffic study will be required for the Project. The proposed Project is consistent all other applicable circulation policies of the General Plan.

#### 3. Multipurpose Open Space:

The proposed Project is located within the Multiple Species Habitat Conservation Plan (MSHCP) but does not fall within a criteria cell. The proposed Project is consistent with all other applicable Multipurpose Open Space element policies.

#### 4. Safety:

The Project site is located within Zone X, Area of Minimal Flood Hazard. The proposed Project is in an area designated as having low potential for liquefaction and subsidence from scarification and recompaction of exposed bottom surfaces is expected to be negligible to approximately 0.01 foot. The Project is not located within an Alquist-Priolo or County Fault Zone. The Project is located within a State Fire Responsibility Area (SRA) or a fire hazard zone and is designated as having a moderate potential for fire hazards. The proposed Project consistent with all applicable Safety element policies.

#### 5. Noise:

The proposed Project will not result in the 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 General Plan and noise ordinance. The proposed Project is consistent with all other applicable Noise element policies.

#### 6. Housing:

The proposed Project shall create no housing. This does not apply.

#### 7. Air Quality:

The proposed Project has been conditioned to control any fugitive dust during grading and construction activities. The proposed Project meets all other applicable Air Quality Element policies.

8. **Healthy Communities:**

   The Project meets all applicable policies of the Healthy Communities Element of the General Plan.

9. **Environmental Justice:**

   The Project is not within an Environmental Justice community.

**B. General Plan Area Plan(s):** Harvest Valley/Winchester Area Plan

- **Foundation Component(s):** Community Development

**C. Land Use Designation(s):** Commercial Retail; Rural Mountainous

**E. Overlay(s), if any:** Not in a General Plan Overlay Area

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

**G. Adjacent and Surrounding:**

1. **General Plan Area Plan(s):** Harvest Valley/Winchester Area Plan to the north, south, east, and west

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

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

   - North: Open Space Recreation (OS-R) in Specific Plan No. 288
   - South: Rural Mountainous (R-M) and Medium Density Residential (MDR)
   - East: Commercial Tourist (C-T)
   - West: Rural Mountainous (R-M) and Medium Density Residential (MDR)

   (Reference **Figure 8, *General Plan Land Use Designations***)

4. **Overlay(s), if any:** N/A

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

**H. Adopted Specific Plan Information**

1. **Name and Number of Specific Plan, if any:** Not within a Specific Plan

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

**I. Existing Zoning:** Rural Residential (R-R)

**J. Proposed Zoning, if any:** General Commercial (C-1/C-P)

**K. Adjacent and Surrounding Zoning:**

- North: Specific Plan (SP)
- South: Rural Residential (R-R)
- East: Light Agriculture (A-1)

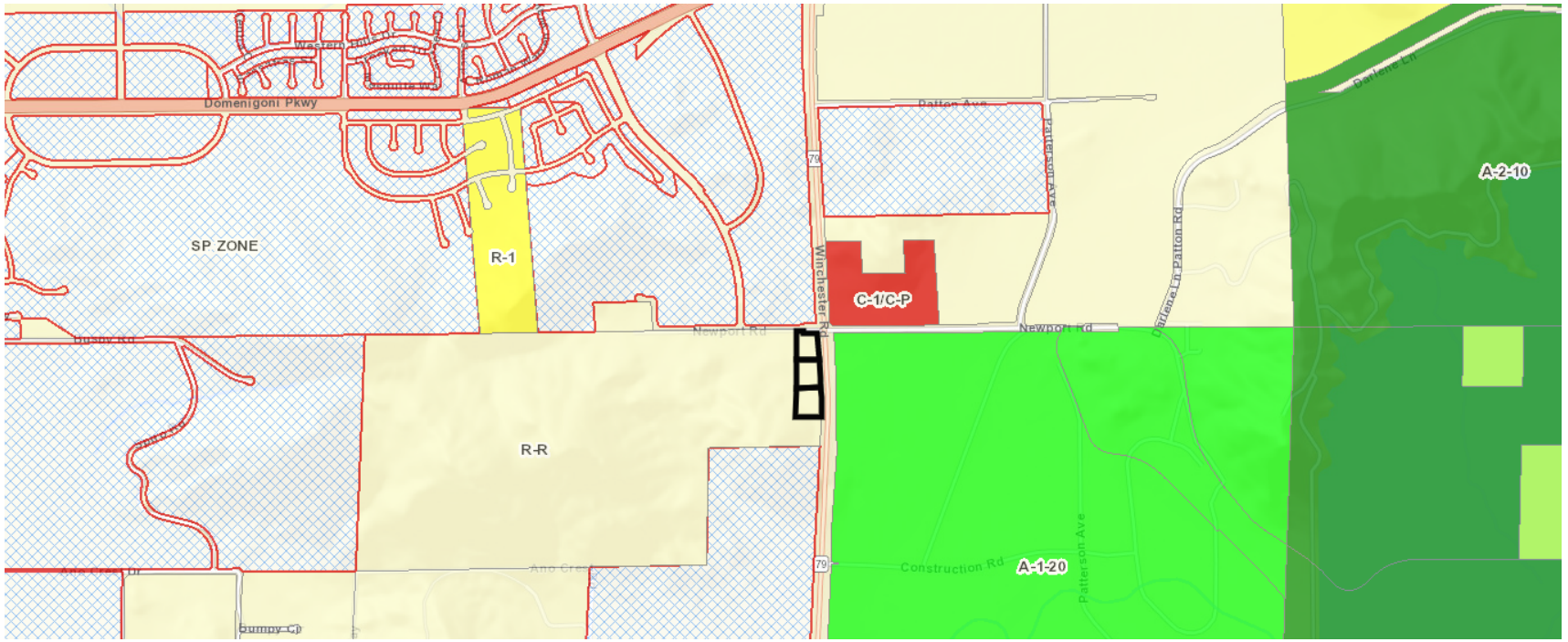
- West: Rural Residential (R-R)

(Reference **Figure 9, *Zoning Classifications***)

**FIGURE 8**
**General Plan Land Use Designations**


Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

**FIGURE 9**
**Zoning Classifications**




Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

| | |
|---|---|
| A-1 | LIGHT AGRICULTURE |
| A-2 | HEAVY AGRICULTURE |
| A-P | LIGHT AGRICULTURE WITH POULTRY |
| C-1/C-P | GENERAL COMMERCIAL |
| R-R | RURAL RESIDENTIAL |
| R-1 | ONE FAMILY DWELLING |
| SP ZONE | SPECIFIC PLAN ZONE |

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

## 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

5/16/22
Date

Brett Dawson, Urban Regional Planner
Printed Name

For: John E. Hildebrand
*Planning Director*

## V. ENVIRONMENTAL ISSUES ASSESSMENT

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

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **AESTHETICS** Would the Project: | | | | |
| **1. Scenic Resources**<br>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):** *Map My County* (**Appendix A**); Project Plans (**Appendix K**); **Figure 8, *General Plan Land Use Designations***, provided in Section I of this Initial Study; *Historical/Archaeological Resources Report, Assessor's Parcel Numbers 466-050-019, -020, and -021*, prepared by CRM Tech, 6-25-2020 (*Archaeological Report*; **Appendix D1**); Riverside County General Plan (*General Plan*), *HV/WAP*, Figure 10, *Harvest Valley/Winchester Area Plan - Scenic Highways*; Site Photos, prepared by Matthew Fagan Consulting Services, Inc., 12-11-2020 (**Appendix L**); and Google Earth.

**Findings of Fact:**

Aesthetics generally refer to the identification of visual resources, the quality of one's view, and/or the overall visual perception of the environment. The issue of light and glare is related to both the creation of daytime glare due to the reflection of the sun (such as on glass surfaces) and/or an increase in nighttime ambient lighting levels (such as from building lights, streetlights, and vehicle headlights).

The Project site is located within the Harvest Valley / Winchester Area Plan (HV/WAP), one of nineteen (19) planning areas within the County of Riverside's General Plan. The HV/WAP is bounded by the Lakeview / Nuevo and San Jacinto Valley Area Plans to the north, the Southwest Area Plan to the south, the Sun City / Menifee Valley and Mead Valley Area Plans to the west, and

the vast mountain and desert area known as REMAP - the Riverside Extended Mountain Area Plan to the east.

The historical rural use of this area is in transition as suburban development expands north along the recently improved Winchester Road (SR-79N) corridor (expanded from 2 to 4 lanes; 2014) from Temecula and Murrieta and east along Domenigoni Parkway (6-lane primary arterial) from I-215 and the City of Menifee through Winchester Hills to the City of Hemet.

*a) Would the Project have a substantial effect upon a scenic highway corridor within which it is located?*

***No Impact***

The Project site is located in southwest Riverside County within the HV/WAP. According to the HV/WAP, there are three (3) highways in the planning area that have been designated as either State or County Eligible Scenic Highways:

- Interstate 215 (I-215) and State Route 79 South (SR-79S; Temecula Parkway) are designated as Eligible County Scenic Highways;
- Interstate 15 (I-15) is designated as an Eligible State Scenic Highway.
- Winchester Road (SR-79N) is classified as "Not Designated."

The Project site is located approximately 5 miles from I-215, approximately 13 miles from I-15, and approximately 14 miles from SR-79S, at their closest points. While the Project site is adjacent to Winchester Road (SR-79N), Winchester Road is "not designated" as either a State or County eligible scenic highway.

Therefore, implementation of the proposed Project would not have a substantial effect upon a scenic highway corridor within which it is located. No impacts will occur.

*b) Would the Project 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?*

***Less Than Significant Impact***

The Project site consists of three parcels, Assessor's Parcel Numbers (APNs) 466-050-019, 466-050-020, and 466-050-021), totaling 5.8 acres. The middle parcel (APN 466-050-020) and southerly parcel (APN 466-050-021) were previously improved in conjunction with the underlying Rural Residential zoning. The mobile home previously located on APN 466-050-020 was removed from the site in 2008/2009, and the mobile home previously located on APN 466-050-021 was removed in 2011/2012. The site is currently vacant.

The Project site is located near the base of a series of rocky hills, generally known as the Winchester Hills, that rise to the south and west of the site. The Project site area is located south of the town of Winchester and in the northern end of the Domenigoni Valley. Diamond Valley Lake, the largest potable water reservoir in Southern California, is located one mile to the east/southeast. Natural landscapes in the region feature broad valleys divided by groups of rolling hills and rocky knolls.

The Project proposes the development of a Gas Station, Convenience Store, Tunnel Car Wash, and Self-Storage Facility, developed across the entire site with the exception of the very southwest corner, due to the sloping topography impacting this portion of the site.

Based on field reconnaissance of the Project site by Matthew Fagan (December 2020) and a review of the Site Photographs, it was determined that, from a visual standpoint, the following vantage points to the Project site would be considered for evaluation in this analysis. Site photographs were taken from the following four (4) vantage points:

- *Vantage Point 1* Three photographs from Winchester Road near the south end of the Project Site;
- *Vantage Point 2* Two photographs from Winchester Road near the middle portion of the Project site;
- *Vantage Point 3* Four photographs from the intersection of Winchester Road and Newport Road; and
- *Vantage Point 4* Two photographs from the mid-section of the Project site's Newport Road frontage.

*Vantage Point 1 (Three photos from Winchester Road near the south end of the Project Site)*

The first photograph is looking north/northeast along Winchester Road from a point just south of the Project site. A portion of the hillside shown at the left-center portion of the photograph is the small sliver portion of the Project site's southwest corner (APN 466-060-021) that falls within the Rural Mountainous General Plan land use designation. The photograph depicts the Project site's predominant relatively flat terrain with a modest upslope from Winchester Road, absent any significant on-site landforms.

The Project site's Winchester Road frontage is part of the SR-79 Widening Project which widened a 5.4-mile segment of the highway between Thompson Road and Domenigoni Parkway from two lanes to four lanes.

The second photograph is looking east from Winchester Road from a point near the southern portion of the Project site across the acreage owned by the Metropolitan Water District (MWD) with a Commercial Tourist and Open Space Recreation General Plan designation and a Light Agriculture[1] (A-1-20) zoning designation (APN 466-060-038) which adjoins additional MWD acreage and Domenigoni Lake east of the Project site. Historically this acreage was used for dry farming and is shown as Farmland of Local Importance on Riverside County maps but has been fallow for a number of years. This photograph depicts the Project site's location adjacent to wide expanses of undeveloped, rural lands.

The third photograph is looking south along Winchester Road from near the south boundary of the Project site. MWD acreage is shown on the left (east) side of the photograph and the hillside on the right (west) side of the photograph is the Project site.

In summary, the three photos taken from Vantage Point 1 depict the rural setting of the Project site contiguous to the Winchester Road corridor and the vacant lands which are absent any significant visible landforms or scenic resources.

[1] 20-acre minimum parcel size

*Vantage Point 2 (Two photos from Winchester Road near the mid-portion of the Project site)*

The first photograph is looking east from Winchester Road across the property line between Project APNs 466-050-019 and 466-050-020 in the mid-northern half of the Project site. The trees and shrubs shown at the left side of the photograph surround the former mobile home that has been removed from the property along with the former water well that was abandoned on September 13, 2011 (WP0021951). This photograph depicts the relatively flat but undulating terrain of the Project site with modest low-lying hillsides rising to the south and west towards a series of five, partially improved 10-acre rural residential parcels (APNs 466-050-003 thru 466-050-007) west of the Project site. The northern portions of the Project site contain no substantial scenic resources such as rock outcroppings or unique landmark features. However, the central portion and the far southwestern corner of the site do contain several rock outcroppings described in detail under Vantage Point 3, below.

The second photograph is looking north along the Project site's Newport Road frontage from the same location as the first photograph. The traffic signal at Newport Road can be seen in the distance at the right side of the photograph. Similar to the Vantage Point 1 photographs, this photograph depicts the rural setting of the Project site contiguous to the Winchester Road corridor and the mostly raw, vacant land which is absent any significant visible landforms or scenic resources.

*Vantage Point 3 (Four photos from the intersection of Winchester Road and Newport Road)*

The first photograph is looking west along Newport Road from Winchester Road. The Project site is at the left (south) forefront portion of the photograph, followed by a 10-acre rural residential property (APN 466-050-007), and a series of additional partially improved ±10 acre parcels adjacent/west of the Project site. The rising hillsides shown at the center of the photograph are a part of larger grouping to the west known as the Winchester Hills. The acreage at the right side of the photograph, north of Newport Road, is a part of Specific Plan 288 (SP 288, The Crossroads in Winchester; Planning Area (PA) 17, Open Space-Recreation (OS-R, 7.3 acres) and PA-16, Medium High Density Residential (MDHR) with 200 housing units on 28.1 acres). The Winchester Road/Newport Road traffic signal was installed in 2013/14 as part of the Phase 1 SR-79 Widening Project.

The second photograph is looking south along the Project site's Winchester Road frontage from Newport Road. The Project site extends south to the base of the hill shown at the center of the photograph. This photograph, along with the first photograph from Vantage Point 4, provides a good depiction of the Project's relatively flat terrain absent any significant landforms or scenic resources.

The third photograph is looking east along Newport Road from the Winchester Road/Newport Road intersection. Newport Road extends as a public right-of-way approximately 0.62 mile east of Winchester Road past the Winchester Swap Meet, shown at the left center portion of the photograph, before transitioning into a private MWD service road at the base of Domenigoni Reservoir.

The fourth photograph is looking north along Winchester Road from the Winchester Road/Newport Road intersection. Winchester Road extends approximately 0.75 mile from Newport Road before intersecting with Domenigoni Parkway. All of the acreage fronting the west side Winchester Road

between Newport Road and Domenigoni Parkway is a part of Specific Plan (SP) 288. The vacant land shown on the right (east) side of Winchester Road include the Winchester Road/Newport Road Policy Area located at the northeast corner, and a non-contiguous, 72-acre portion of Specific Plan 322, which includes the 30-acre PA-3 at the southeast corner of Winchester Road and Patton Avenue (dirt) with a Retail Commercial (CPS) land use designation.

The four photographs from Vantage Point 3 depict the rural setting of the Project site contiguous to the Winchester Road/SR-79N corridor and the largely vacant lands which are absent of any significant visible landforms or scenic resources.

*Vantage Point 4 (Two photos from the mid-section of the Project site's Newport Road frontage)*

The first photograph is looking south across the central portion of the Project site from Newport Road. The photograph provides a good depiction of the Project site's relatively level terrain absent any native trees, rock outcroppings, unique landmark features, or scenic resources

The second photograph is looking north from the same location as the first photograph showing the drainage basin improvements serving the adjacent SP 288, as previously described.

The Project site consists of three contiguous parcels totaling 5.8 acres of vacant land. The southerly two parcels were previously improved with two mobile homes and appurtenant structures that have been removed from the site. At present, the Project site is vacant and is predominantly characterized as raw, undeveloped land. There is some perimeter fencing (4' metal stake with 5-strand barbed wire), graded dirt access roads, remnants of concrete foundations and block walls, several groupings and scattered non-native trees and shrubs (mostly eucalyptus and pepper with two mature palm trees noted). The native on-site vegetation is generally representative of the coastal sage scrub plant community, including native species such as sagebrush, buckwheat, dove mullein, fiddleneck, and brittlebush as well as naturalized species such as Russian thistle, mustard, chamomile, and ruderal grasses. Two concrete drainage structures were noted contiguous to the Project site within the Winchester Road right-of-way.

The Project site is surrounded by mostly undeveloped land, with a sparsely populated rural neighborhood to the west. As set forth in the *Archaeological Report*, the Project site's "ground surface has been disturbed by past development and construction activities along the adjacent public roadways, especially Winchester Road, a local thoroughfare. Dirt roads, concrete foundations from demolished buildings, and remnants of block walls are found over much of the property, and large piles of construction and landscaping debris, mainly concrete fragments, are found in the southern half. Granitic outcrops dot the landscape in the southwest corner and the central portion."

More specifically, the rock outcroppings are described as follows:

- The first set of granitic outcrops are situated in the southerly portion of Project site (APN 466-050-019). These are all very low profile outcroppings (three sets), rising less than four feet from the generally flat surrounding terrain, with an appearance more similar to an at-grade boulder than a traditional "outcropping."
- The second set of granitic outcrops are located on the low rising hillside at the very southwest corner of the Project site (APN 466-050-021). This relatively small set of rock outcroppings can be seen from the Winchester Road right-of-way, lying roughly 60 to 65 feet above street grade

and elevated approximately 30 to 35 feet above the adjacent flat terrain of the Project site. This sloping portion of the Project site has an underlying Rural Mountainous General Plan land use designation and will not be disturbed by the Project.

- The size, location, and elevations of the rock outcroppings are depicted in the Project Plans.

With the exception of the sloping southwest corner, the Project site elevation varies from approximately 1,510 to 1,530 feet above mean sea level (AMSL). The small sliver of up slope at the southwest corner rises upwards from an elevation of approximately 1,540 to 1,580 feet AMSL. Except for the hillside in the southwest corner, the terrain is relatively level, with a gradual incline to the south/southeast.

According to *Map My County*, the Project site is located within the Agriculture Mapping Unit, California Sagebrush (California Buckwheat), and Annual Grass-Herb Mapping Unit. This is consistent with the non-native on-site vegetation described in the *Archaeological Report* as being "generally representative of the coastal sage scrub plant community, including native species such as sagebrush, buckwheat, dove mullein, fiddleneck, and brittlebush as well as naturalized species such as Russian thistle, mustard, chamomile, and ruderal grasses."

The Project's proposed commercial development would be spread across the entire site with the exception of the sloping southwest corner and a 50-foot wide Natural Landscape Area along the south property line to be protected in place. The proposed finished floor elevations vary from 1,518 feet AMSL for the Gas Station/Convenience Store and Car Wash (north end of site), to a range of 1,518 to 1,521 feet AMSL for the five self-storage buildings (middle to southern portions of the site). This is comparable to the street grade elevation of approximately 1,510 feet AMSL along the Project site's Winchester Road frontage.

Due to the location and topography of the Project site, the proposed Project will not obstruct any prominent vistas, views of surrounding vacant lands, or result in the creation of an aesthetically offensive site open to public view. The Project would not substantially impact views to or from the immediate environs, and distant views to surrounding hills and mountains will not be obscured by the Project.

Therefore, implementation of the proposed Project would not 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. Any impacts would be less than significant.

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?*

***Less Than Significant Impact***

The Project site is located in a non-urbanized area. As discussed in Threshold 1.b, the immediate area is dominated by vacant or sparsely developed rural-residential lands, vacant former rural-agricultural lands, and with the exception of the rock outcropping at the sloping southwest corner of the Project site which will not be disturbed in conjunction with the proposed Project development, there are no unique landforms on the Project site or the immediate environs. The proposed Project has been

designed pursuant to and in compliance with the existing Commercial Retail General Plan land use and proposed General Commercial (C-1/C-P) zoning designation and would be consistent in terms of size, scale and massing of other future commercial properties in the area along the Winchester Road (SR-79N) corridor. Therefore, implementation of the Project would not conflict with applicable zoning and other regulations governing scenic quality. Any impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | | | | |
|---|---|---|---|---|
| **2. Mt. Palomar Observatory**<br>a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Map My County* (**Appendix A**); Riverside County General Plan (*General Plan*), *HV/WAP*, Figure 7, *Harvest Valley/Winchester Area Plan - Mt. Palomar Nighttime Lighting Policy Area*; and Ordinance No. 655 (An Ordinance of the County of Riverside Regulating Light Pollution).

**Findings of Fact:**

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

***Less Than Significant Impact***

According to the HV/WAP Figure 7, *HV/WAP Mt. Palomar Nighttime Lighting Policy Area*, the Project site is located within Zone B of the designated Special Lighting Area that surrounds the Mt. Palomar Observatory. At its closest point the Project site is approximately 13.5 miles northwest from the Observatory.

The following policy is contained in the HV/WAP:

- **HV/WAP 9.1:** Adhere to the lighting requirements of county ordinances for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.

Ordinance No. 655 was adopted by the County Board of Supervisors on June 7, 1988 and went into effect on July 7, 1988. The intent of Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research at the Palomar Observatory. Ordinance No. 655 contains approved materials and methods of installation, definitions, general design requirements, requirements for lamp source, and shielding, prohibitions and exceptions.

Adherence to Ordinance No. 655 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA, as it applies to all development projects uniformly. Outdoor lighting sources include parking lot lights, wall mounted lights and

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

illuminated signage. With conformance with Ordinance No. 655, any impacts from implementation of the Project would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation 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):** *Map My County* (**Appendix A**); Riverside County General Plan (*General Plan*), *HV/WAP*, Figure 7, *Harvest Valley/Winchester Area Plan - Mt. Palomar Nighttime Lighting Policy Area*; Ordinance No. 655; Ordinance No. 915 (An Ordinance of the County of Riverside Regulating Outdoor Lighting); and **Figure 7, Aerial Photo**, provided in Section I of this Initial Study.

**Findings of Fact:**

*a) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

***Less Than Significant Impact***

Currently, there are no light sources at the Project site (former light sources associated with the previous mobile home/rural residential uses have been removed).

New sources of light and glare associated with construction activities may occur. These additional artificial light sources are typically associated with nighttime security lighting since all exterior construction activities are limited to daylight hours in the County. In addition, workers, either arriving to the site before dawn, or leaving the site after dusk, may generate additional construction-related light sources. The amount and intensity of light anticipated from these construction sources would generally be less than, or similar to, the outdoor lighting currently in use at adjacent rural residences, as the lighting needed will be solely for visibility or for security of the site during the nighttime hours. Additionally, these impacts would be temporary, of short-duration, and would cease when Project construction is completed.

The proposed Project would result in new sources of light and glare from the addition of the commercial use, as well as vehicular lighting from cars traveling on adjacent roadways in conjunction with implementation of the proposed Project. Once operational, the Project would be required to comply with Ordinance No. 655 and Ordinance No. 915, which restricts lighting hours, types, and techniques of lighting.

Outdoor lighting sources include office lights, streetlights, wall mounted lights, and parking lot lighting. Ordinance No. 655 requires the use of low-pressure sodium fixtures and requires hooded fixtures to prevent spillover light or glare and has been discussed in detail in Threshold 2.a.

Ordinance No. 915 requires all outdoor luminaires to be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, onto the public right-of-way. Ordinance No. 915 also prohibits blinking, flashing and rotating outdoor luminaires, with a few exceptions.

The Project will be required to comply with the County of Riverside conditions of approval that requires lighting restrictions. These are typically standard conditions of approval and are not considered unique mitigation pursuant to CEQA. With conformance to Ordinance No. 655 and Ordinance No. 915, any impacts are expected to be less than significant from implementation of the Project.

*b) Would the Project expose residential property to unacceptable light levels?*

***Less Than Significant Impact***

There are several rural residences to the west of the Project site. They are located on APN 466-050-005, situated three parcels west of the Project site (the parcel west of the Project site [APN 466-050-007] is being used as rural-agricultural). The multiple residences vary from an estimated 685 to 840 feet west of the Project site's west property line.

As discussed in Threshold 2.a., construction impacts would be temporary, of short-duration, and will cease when Project construction is completed. Once a certificate of occupancy has been issued, conformance with Ordinance No. 655, and Ordinance No. 915, will ensure that any impacts from implementation of the Project would be less than significant.

Therefore, there are no potential Project-specific impacts that could expose residential property to unacceptable light levels. Impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| **AGRICULTURE & FOREST RESOURCES** Would the Project: | | | | |
|---|---|---|---|---|
| **4. Agriculture**<br>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? | ☐ | ☐ | ☐ | ☒ |
| 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):** *Map My County* (**Appendix A**); Project Plans (**Appendix K**); **Figure 7, Aerial Photos** (located in Section I of this Initial Study); Riverside County General Plan, Chapter 5 – Multipurpose Open Space Element, Figure OS-2 "Agricultural Resources"; Ordinance No. 625 (An Ordinance of the County of Riverside Providing a Nuisance Defense for Certain Agricultural Activities, Operations, and Facilities and Providing Public Notification Thereof); and Farmland Mapping and Monitoring Program, California Resources Agency, Department of Conservation.

**Findings of Fact:**

*a) Would the Project 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?*

***No Impact***

According to *Map My County*, the Project site is designated as "Other Lands:"

- The Project site is not located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency.

It is noted, the County of Riverside utilizes the FMMP for the "Farmland" information published in *Map My County*.

Since the Project site has no land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, it would not convert such lands to a non-agricultural use; therefore, there would be no impact.

*b) Would the Project conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?*

***No Impact***

The Project area supports native scrub with scattered trees and non-native vegetation due to human disturbance. The entire Project site is currently zoned Rural Residential (R-R) and the underlying General Plan land use designation is almost entirely Commercial Retail (CR) with the exception of the very southwest corner which is designated Rural Mountainous (RM). The Project proposes a change of zone (CZ) from R-R to General Commercial (C-1/C-P) to accommodate the planned Gas Station/Car Wash and Self-Storage uses.

The Project site is located along the west side of Winchester Road (State Route 79 North [SR-79N]), a state highway currently configured for 4-travel lanes with future plans for a 6-lane highway. The Project site is not located contiguous to any agriculturally zoned land or agricultural use.

The Project site is not subject to a Williamson Act contract, and it is not within a Riverside County Agriculture Preserve.

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

Therefore, based on the above information, the proposed Project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. No impact would occur.

*c) Would the Project cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?*

***Less Than Significant Impact***

The Project site is situated in a historically rural area with scattered agricultural uses that is transitioning to suburban development. Although the property located less than 300 feet east of the Project site across SR-79N is zoned Light Agriculture, 20-acre minimum parcels (A-1-20), it is owned by the Metropolitan Water District (MWD) with Commercial Tourist, Open Space Recreation, and Public Facilities General Plan land use designations and is not currently being used for agricultural purposes. Therefore, any impacts related to implementation of the Project's proposed commercial use would be less than significant.

*d) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

***Less Than Significant Impact***

The Project area supports native scrub with scattered trees and non-native vegetation due to human disturbance. Due to the proximity of existing, emerging, and planned suburban land uses in the Project vicinity, the general Project area has been undergoing a steady transformation away from agricultural uses in recent years.

Therefore, implementation of the Project would continue the established land use trend of the area and not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Any impacts would be less than significant.

**Mitigation**: No mitigation measures are required.

**Monitoring**: No mitigation 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? | ☐ | ☐ | ☐ | ☒ |

**Source(s):** *Map My County* (**Appendix A**); **Figure 7, Aerial Photo**, provided in Section I of this Initial Study; California Department of Forestry and Fire Protection (CalFire); and Project Site Visit, by Matthew Fagan, 3-22-2021.

**Findings of Fact:**

a) *Would the Project 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))?*

***No Impact***

The Project area supports native scrub with scattered trees and non-native vegetation due to human disturbance. Public Resources Code Section 12220(g) identifies forest land as:

> "*Land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.*"

The Project site and surrounding properties are not currently defined, zoned, managed, or used as forest land as identified in Public Resources Code Section 12220(g). In addition, the CalFire Forest Practices website does not show any lands in the Project area designated as forest resources. Therefore, there would be no impact and no mitigation is required.

b) *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

***No Impact***

As discussed in Threshold 5.a, there is no forest land on the Project site or surrounding properties. Therefore, there would be no loss of forest land or conversion of forest land to non-forest use as a result of the Project. No impacts will occur.

b) *Would the Project 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?*

***No Impact***

The Project area supports native scrub with scattered trees and non-native vegetation due to human disturbance. Due to the proximity of existing, emerging, and planned suburban land uses in the Project vicinity, the general Project area has been undergoing a steady transformation away from vacant land and agricultural uses in recent years (but no-forest related uses). There are no other changes in the existing environment, which, due to their location or nature, could result in conversion of *forest land to non-forest use* (other than those discussed in Thresholds 5.a and 5.b). No impacts will occur.

**Mitigation**: No mitigation measures are required.

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

**Monitoring**: No mitigation monitoring is required.

| **AIR QUALITY** Would the Project: | | | | |
|---|---|---|---|---|
| **6. Air Quality Impacts**<br>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 pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Winchester Road and Newport Road Project, Air Quality, Greenhouse Gas, Toxic Air Contaminant & Energy Impact Analysis*, prepared by KW Air Quality & Noise, LLC, 8-23-21 (*AQ/GHG/TAC/EI Study*, **Appendix B**).

**Note: Any tables or figures in this section are from the *AQ/GHG/TAC/EI Study*, unless otherwise noted.**

**Findings of Fact:**

*a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

***Less Than Significant Impact***

CEQA requires a discussion of any inconsistencies between a proposed Project and applicable General Plans and Regional Plans (State CEQA Guidelines Section 15125). The regional plan that applies to the proposed Project includes the South Coast Air Quality Management District (SCAQMD) 2016 Air Quality Management Plan (AQMP). This section discusses potential inconsistencies in the proposed Project with the AQMP. The SCAQMD CEQA Handbook identifies the following two key criteria as indicators of AQMP consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

- Criterion 1 - Increase in the Frequency or Severity of Violations

The results of the analysis of short-term construction emission levels and long-term operational emission levels show that the Project would not result in significant impacts based on the SCAQMD regional and local thresholds of significance (see Threshold 6.b). Since the proposed Project would not contribute to the exceedance of an air pollutant concentration standard, it is consistent with the AQMP for the first criterion.

- Criterion 2 - Exceed Assumptions in the AQMP

Consistency with the AQMP is determined by comparing the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analysis conducted for the proposed Project is based on the same forecasts as the AQMP.

The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by the Southern California Association of Governments (SCAG) in 2016, includes chapters on the following issues: challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond to federal and state requirements placed on SCAG and local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

The proposed Project is located within the Commercial Retail Land Use designation in the Rural Commercial District of the County's Harvest Valley/Winchester Area Plan. The Project proposes to develop the site with a mini-warehouse/self-storage and gas station/convenience mart/car wash facility, which is compatible with commercial retail uses. The Project would not result in an inconsistency with the land use designation in the County's General Plan. Therefore, it would not exceed the AQMP assumptions for the Project site and is consistent with the AQMP for the second criterion.

Based on this analysis, the Project is consistent with the AQMP and the impact is less than significant.

*b) Would the Project 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?*

***Less Than Significant Impact***

The Project site is located in the South Coast Air Basin (SCAB). State and federal air quality standards are often exceeded in many parts of the SCAB. **Table 6-1, *South Coast Air Basin Attainment Status***, lists the attainment status for the criteria pollutants in the SCAB. The Project will generate air pollution over the short-term during construction and over the long-term during operations.

**Table 6-1**
**South Coast Air Basin Attainment Status[1]**

| Pollutant | State Status | National Status |
|---|---|---|
| Ozone | Nonattainment | Nonattainment (Extreme)[2] |
| Carbon monoxide | Attainment | Attainment (Maintenance) |
| Nitrogen dioxide | Attainment | Attainment (Maintenance) |
| $PM_{10}$ | Nonattainment | Attainment (Maintenance) |
| $PM_{2.5}$ | Nonattainment | Nonattainment |
| Lead | Attainment | Nonattainment (Partial)[3] |

[1] Taken from California Air Resources Board http://www.arb.ca.gov/desig/adm/adm.htm
[2] 8-Hour Ozone
[3] Partial Nonattainment designation – Los Angeles County portion of Basin only

A discussion of the Project's potential short-term construction impacts and long-term operational impacts on regional air quality is provided below.

**Regional Emissions - Construction**

The latest version of CalEEMod was used to estimate the onsite and offsite construction emissions. This emission estimate include implementation of SCAQMD Rules 402 and 403 (fugitive dust) and 1113 (architectural coatings) which are considered regulatory compliance and not mitigation under CEQA. Regional air quality emissions include both on-site and off-site emissions associated with construction of the Project, including extension of water service 1,300 feet east to an existing EMWD line. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds to determine if emissions are significant. **Table 6-2, *Regional Construction Emissions***, summarizes the estimated construction emissions of the Project.

**Table 6-2**
**Regional Construction Emissions**

| Maximum Daily Emissions (lbs./day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 3.24 | 33.22 | 20.44 | 0.04 | 9.50 | 5.48 |
| Grading | 2.17 | 27.57 | 17.29 | 0.06 | 4.83 | 2.56 |
| Building Construction | 2.03 | 17.05 | 19.61 | 0.04 | 1.80 | 1.04 |
| Paving | 1.39 | 10.23 | 15.13 | 0.02 | 0.68 | 0.51 |
| Architectural Coating[2] | 20.82 | 1.34 | 2.32 | 0.00 | 0.23 | 0.11 |
| Total of Overlapping Phases[3] | **24.23** | **28.61** | **37.06** | **0.07** | **2.71** | **1.67** |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

Source: CalEEMod Version 2020.4.0

[1] Maximum Daily emissions during summer or winter; includes both on-site and off-site Project emissions.
[2] Architectural coatings include adhering to SCAQMD Rule 1113 limiting coatings to 50 g/L VOC for buildings and 100 g/L for parking lot striping.
[3] Construction, architectural coatings and paving phases may overlap.

**Table 6-2** shows that the Project's daily construction emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance. As a result, the Project would not contribute substantially to an existing or projected air quality violation.

By complying with the SCAQMD standards, the Project would not contribute to 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

This analysis demonstrates the Project's short-term construction impact on regional air resources will be less than significant and no mitigation is required.

**Regional Emissions - Operation**

The *AQ/GHG/TAC/EI Study* analyzed the operating emissions of the Project based on Opening Year 2023 and the latest version of CalEEMod and using the highest emissions from either summer or winter. Project operational emissions are summarized in **Table 6-3, *Regional Operational Emissions***.

**Table 6-3**
**Regional Operational Emissions**

| Maximum Daily Emissions (lbs./day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Area Sources[2] | 1.88 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Energy Sources[3] | 0.01 | 0.05 | 0.04 | 0.00 | 0.00 | 0.00 |
| Mobile Sources[4] | 7.62 | 8.57 | 57.90 | 0.12 | 11.75 | 3.20 |
| Gasoline Dispensing Facility[5] | 8.17 | -- | -- | -- | -- | -- |
| **Total** | **17.68** | **8.62** | **57.96** | **0.12** | **11.75** | **3.20** |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

Source: CalEEMod Version 2020.4.0

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

As shown in **Table 6-3**, the Project's daily operational emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance, and the Project would not contribute substantially to an existing or projected air quality violation. Operation of the extended EMWD water service line to the Project site will not have any demonstrable air pollutant emissions.

With incorporation of standard regulatory compliance of applicable SCAQMD rules, implementation of the Project will not 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. Any impacts will be less than significant, and no mitigation is required.

*c) Would the Project expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations?*

***Less Than Significant Impact***

The SCAQMD has two primary measures of impacts to sensitive receptors, Localized Significance Thresholds (LSTs) and Health Risk Assessments (HRAs) for Toxic Air Contaminants (TACs).

Local Significance Thresholds (LSTs)

The SCAQMD has established Local Significance Thresholds (LSTs) to determine if any local sensitive receptors would be significantly impacted by short- or long-term air pollutants emitted by construction of or operations on a neighboring site. LSTs represent the maximum emissions from

a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. LSTs are developed based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 26 – Temecula Valley. The closest existing sensitive receptor is the residential use located approximately 203 feet (62 meters) west of the Project site, so the 50-meter threshold was used.

**Construction.** The *AQ/GHG/TAC/EI Study* used Project-specific construction parameters to compare CalEEMod reported emissions against the localized significance threshold lookup tables. Air quality emissions were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-up Tables. **Table 6-4, *Localized Construction Emissions***, summarizes the construction-related localized emissions compared to the SCAQMD LST thresholds.

**Table 6-4**
**Localized Construction Emissions**

| Maximum Daily Emissions (lbs./day)[1] | | | | |
|---|---|---|---|---|
| **Activity** | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| Total of Overlapping Phases[2] | 27.11 | 32.76 | 1.39 | 1.30 |
| SCAQMD Construction Threshold | 302.0 | 2,178.0 | 40.0 | 10.0 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Perris Valley Receptor Area (SRA 24). Project is 5.71 net acres.

[1] At the closest sensitive receptor.
[2] Includes site preparation, grading, building construction, paving, and architectural coatings.

As shown in **Table 6-4**, the emissions will be below the SCAQMD thresholds of significance for localized construction emissions. Construction LST impacts will be less than significant with implementation of applicable SCAQMD rules regarding grading and dust generation.

**Operation.** Project-related operational air emissions result from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. **Table 6-5, *Localized Operational Emissions***, shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating onsite and the calculated emissions thresholds.

**Table 6-5**
**Localized Operational Emissions**

| Maximum Daily Emissions (lbs./day)[1] | | | | |
|---|---|---|---|---|
| **LST Pollutants** | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| Total Onsite Emissions[2] | 0.90 | 5.85 | 1.18 | 0.32 |
| SCAQMD Operation Threshold | 302.0 | 2,178.0 | 10.0 | 3.0 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres.

1 At the closest sensitive receptor.

2 Includes area sources, energy sources, and vehicular emissions. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. Energy usage consists of emissions from on-site natural gas usage. Onsite vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.

**Table 6-5** demonstrates that the ongoing operations of the proposed Project would not exceed SCAQMD local operational thresholds of significance. Therefore, the ongoing operations of the Project would create a less than significant operations-related impacts to local air quality due to onsite emissions and no mitigation is required.

Toxic Air Contaminants (TACs)

The greatest potential for toxic air contaminant emissions from the Project would be related to diesel particulate matter (DPM) emissions associated with heavy diesel equipment used during construction. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology.

**Construction.** The greatest potential for toxic air contaminant emissions would be diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments to provide guidance on how to prepare a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited number of heavy-duty construction equipment and the 11-month construction schedule, the proposed Project would not result in a long-term substantial source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the Project.

**Operation.** The CARB Air Quality and Land Use Handbook provides an advisory recommendation that a 50-foot separation be provided between sensitive receptors and typical gasoline dispensing facilities. The Project includes the construction and operation of a 16-fuel pump gas station which

is not anticipated to exceed 4 million gallons of throughput annually. The closest sensitive receptors to the proposed gas station – as opposed to the closest overall receptor at 260 feet - is located at a distance of approximately 280 feet (~85 meters) from the gas station canopy.

The fuel pump-portion of the Project will be permitted by SCAQMD, and fuel-related emissions will be regulated by the SCAQMD Rule 461 and be required to obtain a Permit To Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. Assuming 4 million gallons per year of throughput for this gasoline-dispensing facility, using the SCAQMD Risk Assessment Procedures for Rules 1401, 1401.1 and 212 and the SCAQMD Permit Application Package "N" and a downwind distance of 75 meters, to be conservative, in the Riverside/Lake Elsinore area, the residential cancer risk for the closest residential receptors is 5.15 in a million compared to an established significance standard of 10.0 in a million.

In addition, the fugitive VOC emissions from the gasoline-dispensing facility were calculated with the use of a throughput of 4 million gallons and the emissions factors for loading, breathing, refueling, hose permeation, and spillage identified in Table X-1 of the SCAQMD Risk Assessment Procedures for Rules 1401, 1401.1 and 212. The calculated VOC emissions from the gasoline-dispensing facility is approximately 8.17 pounds per day. As shown in **Table 6-3**, even with incorporation of the VOC emissions generated by the gasoline-dispensing facility, the proposed Project would not exceed the SCAQMD thresholds for VOCs. As such, the Project will not be a significant source of TACs or fugitive VOC emissions and sensitive receptors would not be exposed to toxic sources of air pollution. Therefore, the Project will not result in significant localized operational emissions-related impacts.

Carbon Monoxide Hot "Spots"

Carbon Monoxide (CO) is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards. To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service (LOS) E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

The Traffic Impact Analysis shows that for the opening year (2023) with project scenario, the lowest level of service, LOS C would occur at the intersections of Winchester Road (SR-79) at Route 74 (EW) and Winchester Road at Domenigoni Parkway. The project would not contribute to any high

traffic volume intersections with a Level of Service (LOS) E or worse Therefore no CO "hot spot" modeling is necessary and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed Project.

Asbestos

Based on the California Division of Mines and Geology General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, naturally occurring asbestos, found in serpentine and ultramafic rock, has not been shown to occur within in the vicinity of the Project site. Therefore, the potential risk for naturally occurring asbestos (NOA) during Project construction is small. However, in the event NOA is found on the site, the Project will be required to comply with the National Emission Standard for Hazardous Air Pollutants (NESHAP) standards. An Asbestos NESHAP Notification Form shall be completed and submitted to the CARB immediately upon discovery of the contaminant. The Project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal. A person certified in asbestos removal procedures will be required to supervise on-site activities. By following the required asbestos abatement protocols, the Project impact is less than significant.

Cumulative Impacts

Cumulative projects include local development as well as general growth within the Project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature. The Project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin.

The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The Project does not exceed any of the thresholds of significance and therefore its impacts are considered to be less than significant on a cumulative basis.

*d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

***Less Than Significant Impact***

Land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. The proposed self-storage project does not contain land uses that would typically be associated with significant odor emissions.

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

The Project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402 which requires that a person may not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Project related odors are not expected to meet the criteria of being a nuisance. The Project's operation would result in less than significant odor impacts.

**Mitigation:** No mitigation is required.

**Monitoring:** No mitigation monitoring is required.

| **BIOLOGICAL RESOURCES** Would the Project: | | | | |
|---|---|---|---|---|
| **7. Wildlife & Vegetation**<br>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 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 State or 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):** *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, Conditional Use Permit 200001, Winchester, Riverside County, California,* prepared by Searl Biological Services, 6-3-2021 (*MSHCP Analysis*, **Appendix C**); Ordinance No. 810.2 (An Ordinance of the County of Riverside Amending Ordinance No.

810 to Establish the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee); and Ordinance No. 633 (An Ordinance of the County of Riverside Amending Ordinance No. 663 Establishing The Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan Fee Assessment Area and Setting Mitigation Fees).

**Findings of Fact:**

*a) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?*

***Less Than Significant with Mitigation Incorporated***

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the following information reflects the consistency analysis prepared for the Project. This analysis was prepared to determine if the proposed Project is consistent with the goals and objectives of the MSHCP. A biological assessment of the property was conducted which included archival research, field surveys, and a search of governmental databases. The entire Project site supports vegetation classified as "disturbed, distrurbed grassland, ruderal, or ornamental" with few no native plants present. The only native plants present were scattered in the southern portion of the site and consisted of California buckwheat (*Eriogonum fasciculatum*) with a few scattered brittle bush (*Encelia farinosa*) and deerweed (*Acmispon glaber*) plants present which are remnants of coastal sage scrub (CSS) that long ago covered the area. Due to the level of past and ongoing human disturbance on the site, it also does not support native wildlife other than species of reptiles, mammals, and birds that are tolerant of human activity. The central portion and far northern boundary of the site do contain a number of trees, primarily eucalyptus and Peruvian pepper, which may provide roosting or nesting opportunities for various bird species including raptors. The site also does not contain any drainage channels or features that fall under the jurisdiction of federal or state resource agencies. No hydric, clay, or saline-alkali soils were identified on the site. The planned extension of a water service line to the Project site will be within already established and disturbed rights-of-way so there will be no impacts to biological resources in this regard.

Although the Project site is disturbed and vacant, the MSHCP designates assessment areas for the following specific resources which are analyzed in detail below:

- *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools* (Section 6.1.2).
- *Protection of Narrow Endemic Plant Species* (NEPS) – the Project site is not located within an NEPS Assessment Area (Section 6.1.3).
- *Guidelines Pertaining to the Urban/Wildlands Interface* (Section 6.1.4).
- *Additional Survey Needs and Procedures for Criteria Area Plant Species (CAPS)* Assessment Area No. 5 (Section 6.3.2).
- *Burrowing Owl* (*Athene cunicularia*) (BUOW) (Section 6.3.2).
- *Criteria Area Plant Species (CAPS)* - the Project site is not located within a CAPS Assessment Area (Section 6.3.2).
- *Amphibians* - the Project site is not located within an Amphibian Assessment Area (Section 6.3.2).
- *Mammals* - the Project site is not located within a Mammal Assessment Area.
- *Delhi Sands Flower Loving Fly* - The Project is not located in an area with Delhi sands.

- *Species Not Adequately Conserved* - No species listed in MSHCP Table 9-3 were detected on or near the Site.

Burrowing Owl (BUOW)

The Project site is located within a MSHCP-designated assessment area for BUOW which is a priority 2 California Species of Special Concern (SSC) and is a Covered species under the MSHCP. Habitat for the BUOW primarily consists of open grasslands, but it can also occur in disturbed areas including agriculture. BUOW most often utilize burrows of other animals, mainly California ground squirrel (*Spermophilus beecheyi*) but can also use larger mammal burrows. Per the MSHCP guidelines, the Project site and adjacent lands within a 500-foot radius around the site were evaluated for BUOW habitat.

The MSHCP-designated BUOW Assessment Area (within 500-feet of the Project site) supported 18.3 acres of suitable habitat, including 4.19 acres of low-quality habitat on the Project site. The onsite habitat consisted primarily of dense non-native grasses and was confined by a stand of ornamental trees with disturbed rural residential lots to the west and Winchester Road to the east. A stand of ornamental trees was also present along the northern border of the site. The high-quality habitat north of the Project site consisted of a dry detention basin and small hills with numerous rock outcroppings. The low-quality habitat to the north was an active agricultural field planted with wheat (*Triticum aestivum*). The low-quality habitat northeast of the intersection of Winchester Road/Newport Road was a maintained vacant lot. The moderate-quality habitat east of Winchester Road was a mowed, manufactured slope.

The focused protocol BUOW surveys found no BUOW or BUOW sign, BUOW are considered absent within 500 feet of the Project. Despite these negative results, the *MSHCP Analysis* recommended a pre-construction BUOW survey due to the species ability to quickly inhabit disturbed land. With implementation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, potential impacts to BUOW will be reduced to less than significant levels.

Riparian/Riverine/Vernal Pool Resources

The *MSHCP Analysis* included a habitat assessment for riparian/riverine areas, Vernal Pools, and the three listed fairy shrimp species (MSHCP Section 6.1.2). The assessment found no historical or current riparian, riverine, or vernal pool resources or listed/sensitive species associated with those resources on the Project site. This includes least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo associated with riparian/riverine areas as well as the three listed species of fairy shrimp associated with vernal pools under the MHSCP. It should also be noted the MSHCP Analysis determined there were no drainage or wetland areas on or near the Project site which was supported by mapping data from the National Wetlands Inventory.

Urban/Wildlands Interface

MSHCP Section 6.1.4 provides recommendations and guidelines to minimize potential "edge effects" resulting from development projects being located next to MSHCP Reserve Assembly or MSHCP conserved resources. Edge effects include adverse direct and indirect effects to species, habitats and vegetation communities along the natural urban/wildlands interface, predation by native and non-native predators, invasion by exotic species, noise, lighting, urban runoff and other human-related impacts such as trampling of vegetation, trash and toxic materials dumping. Physical

measures such as buffers and/or barriers are typically installed to control drainage, toxics, lighting, noise, and invasive species.

The Project site is not located within or close to a Criteria Cell, so the Project will not have adverse edge effects on any MCHCP Criteria Cell or ARL. Therefore, compliance with MSHCP Section 6.1.4 is not required for the Project. However, the MCHP Analysis recommended the Project implement applicable Best Management Practices (BMPs) to reduce both short- and long-term water quality. BMPs are included in County standard conditions of approval (COAs). These standard COAs are generally applicable to all development, therefore, they are not considered unique mitigation for CEQA implementation purposes.

MSHCP Conservation Goals

In addition to evaluating various specific MSHCP requirements (see above), the *MSHCP Analysis* also evaluated the underlying designation of the Project site and surrounding area to meet the overall conservation goals and structure of the MSHCP.

The Project site is located in the south-central portion of the HVWAP which occupies approximately 32,181 acres (50 square miles) in western Riverside County. The HVWAP includes two MSHCP Subunits although the Project was not located in or proximate to either of the two Subunits. In addition, the Project site is not located within an MSHCP Criteria Cell – the closest is Criteria Cell #4980 located approximately 2.6 miles south of the site. Therefore, a Reserve Assembly Analysis is not required and was not performed for the Project. The Project is also not classified as Public Quasi-Public (PQP) Land and will not directly or indirectly impact any PQP Lands. The closest PQP Lands ss a Bureau of Land Management (BLM) parcel located approximately 1,100 feet southwest of the site.

MSHCP Covered Activities

The MSHCP Analysis indicates the majority of the Project site is located within the southern tip of the Community and Environmental Transportation Acceptability Process (CETAP) SR-79 (Hwy 79) Re-alignment Alternatives. Winchester Road (SR-79N) was a Covered Road designated as an "Expressway" and Newport Road was designated as a "Major" road according to the RCA's MSHCP Information Application (Regional Conservation Authority, 2020). The Project proposes 0.21-acre of improvements within the Right-of-Way (RW) of Newport Road for ingress/egress. The Project does not entail the construction of, or improvements to, a Covered Public Access Facility. Therefore, there are no impacts and no mitigation required.

MSHCP Mitigation Fee

Section 6 of the MSHCP requires:

> "*Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Federal Endangered Species Act, and California Endangered Species Act for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife and/or any other appropriate participating regulatory agencies and as set forth in the Implementing Agreement for the MSHCP*."

The MSHCP Mitigation Fee has been established to provide mitigation for biological impacts from projects within the MSHCP area. The County implements it as a standard condition of approval, so it is considered regulatory compliance and not unique mitigation under CEQA.

Stephens' Kangaroo Rat HCP

The Riverside County Habitat Conservation Agency (RCHCA) adopted a Habitat Conservation Plan (HCP) for the federally endangered Stephens' kangaroo rat (SKR) prior to approval of the MSHCP. The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. However, the proposed Project is not located within the SKR HCP area, so it is not required to comply with applicable provisions of this plan, specifically, payment of fees.

**Summary of Impacts.** In conclusion, the proposed Project is consistent with all applicable sections of the MSHCP. Adherence to standard conditions and implementation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2** regarding burrowing owl will ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (i.e., impacts are less than significant).

*b) Would the Project 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)?*

***Less Than Significant with Mitigation Incorporated***

The *MSHCP Analysis* evaluated all of the listed and sensitive species of plants and animals covered by the MSHCP that could potentially be impacted by the proposed Project as discussed in Threshold 7.a. While some of these species have been observed in the surrounding area in the past, the Project site does not contain or support any of these species due to its historical and ongoing level of disturbance and human activity. As part of the MSHCP Analysis, the Project biologist conducted a query of both the California Natural Diversity Database (CNDDB) and the USFWS Carlsbad Fish and Wildlife Office (CFWO) "Species Occurrence Data" GIS data for listed or otherwise sensitive species occurring within five miles of the Project site.

**Listed or Otherwise Sensitive Resources**

There are a number of special status plant species that are: (a) listed as state and/or federal Threatened, Endangered, or Candidate species; (b) required to be reviewed under the Narrow Endemic Plant Species (NEPS) section of the Western Riverside MSHCP; or (c) listed as 1B.1 plants on the CNPS Rare Plan Inventory. Under the MSHCP, the Project site is not within a NEPS survey area. No special-status plant species were detected on the Project site during the field survey as part of the MSHCP Consistency Analysis. In addition, none of the special-status plant species found in the surrounding region are expected on the Project site due to a lack of suitable habitat. A number of sensitive vegetation habitats also have the potential to occur in the general area. However, none of these sensitive habitats were found to occur within or adjacent to the Project site.

Of the animal species listed as state and/or federal Threatened, Endangered, Candidate, CDFW Species of Special Concern (SSC), or CDFW Watch List (WL), within the Project vicinity there is potential for only the following species to be present onsite or in the immediate Project area: coastal whiptail (*Aspidoscelis tigris stejnegeri*); California horned lark (*Eremophila alpestris actia*); and coast horned lizard (Phrynosoma blainvillii). However, each of the species is covered by the Western Riverside MSHCP so they are considered adequately evaluated and/or conserved.

**Migratory/Nesting Birds**

In addition to species covered by the MSHCP, nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act (MBTA) of 1918 which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey.

The Project site and surrounding areas contain trees, shrubs, and grasslands that provide suitable nesting habitat for a number of migratory bird species known to nest in the Project area. Impacts to nesting bird species must be avoided at all times. The period from approximately February 1 to August 31 is the expected breeding season for bird species occurring in the Project area. Under **Mitigation Measure MM-BIO-3**, if Project activity or vegetation removal must be initiated during the breeding season, a qualified biologist will check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers will need to be established and observed. With the implementation of **Mitigation Measure MM-BIO-3**, impacts to nesting birds will be less than significant.

In summary, implementation of the proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any endangered or threatened species as discussed in Threshold 7.a. above and the following Thresholds 7.c., 7.d, and 7.e. With the incorporation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, impacts to listed or otherwise sensitive species that have the potential to occur on the site will be reduced to less than significant levels. The Project will be required to pay applicable MSHCP Mitigation Fees pursuant to Ordinance No. 810.2. These are standard fees and are not considered unique mitigation under CEQA. Any impacts will be reduced to less than significant levels.

c) *Would the Project 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?*

***Less Than Significant with Mitigation Incorporated***

Discussion is referenced in Threshold 7.a above and the following Thresholds 7.d, 7.e., and 7.f. Based on this data, the Project will not 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. Mitigation Measures related to burrowing owl (**MM-BIO-1** and **MM-BIO-2**) and nesting birds (**MM-BIO-3**), as well as standard conditions for payments of applicable MSHCP and SKR HCP fees, will ensure all impacts remain at less than significant levels.

*d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

***Less Than Significant with Mitigation Incorporated***

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. A number of resident and migratory birds utilize the general Project area, and the site itself contains a number of trees and bushes which can support nesting birds, although the site is disturbed. However, lands in the immediate vicinity of the Project contain trees, shrubs, and grasslands that may provide potential suitable nesting habitat for migratory bird species.

The Project site is not located within any MSHCP Criteria Cell, Cell Group, Assemblage Area, or Constrained Linkage areas. The purpose of assembling a Constrained Linkage is to form "a constricted connection expected to provide for movement of identified Planning Species between Core Areas, where options for assembly of the connection are limited due to existing patterns of use." Due to its location and level of disturbance, the site contains no native wildlife nursery sites, and the site itself is not identified as being part of or functions as a migratory wildlife corridor for any fish or wildlife species.

Impacts to nesting bird species must be avoided at all times. The period from approximately February 1 to August 31 is the expected breeding season for bird species occurring in the Project area, including raptors. Under **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, if Project activity or vegetation removal is initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 300 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented. With the implementation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, impacts to nesting birds (including burrowing owl) will be less than significant.

*e) Would the Project 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?*

***No Impact***

The *MSHCP Analysis* documented that the Project site does not contain, nor will it impact, any potential riparian/riverine or vernal pool areas, and the existing overall hydrologic flow regime will remain unchanged. Therefore, the Project will not 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. No impact will occur, and no mitigation is required.

*f) Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

***No Impact***

The *MSHCP Analysis* concluded that the Project site contains no habitat meeting the criteria of a wetlands or vernal pool was detected on the Project site. Therefore, no impacts to vernal pools will occur with Project implementation. In addition, no suitable habitat for fairy shrimp was detected on the Project site. Therefore, the Project will not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact will occur, and no mitigation is required.

*g) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

***Less Than Significant Impact***

The Project site contains several dozen large tree species, mainly Peruvian pepper tree (*Schinus molle*). Blue gum (*Eucalyptus globulus*) and silk oak (*Grevillea robusta*) which is not a true oak, so it is not covered by the County's Oak Tree Management Guidelines. Those guidelines define an "oak tree" as an individual plant of the genus *Quercus*, including in Riverside County the species *Q. agrifolia*, *Q. chrysolepis*, *Q. engelmannii, Q. kelloggii, Q. morehus,* and *Q. wislezenii*. The provisions of County Ordinance No. 559 would also not apply since the Project site is not above 5,000 feet in elevation. No other tree preservation or other local policy or ordinance relative to biological resources apply to the Project site. Therefore, the proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts will be less than significant, and no mitigation is required.

**Mitigation Measures:**

**MM-BIO-1** **Preconstruction Survey for Burrowing Owl.** A 30-day preconstruction survey for burrowing owl is required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to confirm the presence or absence of burrowing owl on the Project site. The survey shall be conducted by a qualified biologist no more than 30 days prior to ground disturbance in accordance with MSHCP survey requirements to avoid direct take of burrowing owl. If burrowing owl are determined to occupy the Project site or immediate vicinity, the County will be notified, and avoidance measures will be implemented, as appropriate, pursuant to the MSHCP, the California Fish and Game Code, the Migratory Bird Treaty Act, and the mitigation guidelines prepared by the CDFW (2012).

The following measures are recommended in the California Department of Fish and Wildlife (CDFW) guidelines to avoid impacts on an active burrow:

- No disturbance shall occur within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season.
- No disturbance shall occur within 75 meters (approximately 250 feet) of occupied burrows during the breeding season.

To prevent unavoidable impacts, passive or active relocation of burrowing owls shall be implemented by a qualified biologist outside the breeding season, in accordance with procedures set by the MSHCP and in coordination with the CDFW.

**MM-BIO-2** **Passive Relocation.** If active burrowing owl burrows are detected outside the breeding season (September through January) during the survey outlined in **MM-BIO-1**, or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFW and the United States Fish and Wildlife Service (USFWS). Construction activity may not occur within 500 feet of the active burrow. If active nests are identified onsite, the nests shall be avoided, or the owls actively or passively relocated to an appropriate offsite location to the satisfaction of the USFWS or the CDFW. To avoid active nests adequately, no grading or heavy equipment activity shall take place within 300 feet of an active nest during the breeding season (February 1 through August 31) and 160 feet during the non-breeding season. This measure shall be implemented to the satisfaction of the City Planning Department.

If active burrowing owl burrows are detected outside the breeding season, passive and/or active relocation may be undertaken following consultation with and approval by the CDFW and/or USFWS. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens. This measure shall be implemented to the satisfaction of the County Resource Conservation Authority (RCA).

**MM-BIO-3** **Nesting Bird Survey.** If grading is to occur during the nesting season (February 1 – August 31), a pre-construction nesting bird survey shall be conducted within a maximum of three (3) days prior to the start of onsite equipment mobilization and staging, clearing, grubbing, vegetation removal, or grading, whichever occurs first. This survey shall be conducted by a qualified biologist holding a Memorandum of Understanding (MOU) with Riverside County. The findings shall be submitted to the County of Riverside Planning Department for review and approval prior to issuance of any ground disturbing activity.

Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 300-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities.

If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt

construction activities within minimum exclusion buffer of 300 feet for songbird nests, and up to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation, or other non-human causes of nest failure).

**Monitoring:** Provide results of burrowing owl and nesting bird surveys to County of Riverside for review and approval.

| **CULTURAL RESOURCES** Would the Project: | | | | |
|---|---|---|---|---|
| **8. Historic Resources**<br>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, Section 15064.5? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Historical/Archaeological Resources Report Assessor's Parcel Number 466-050-019, -020, AND -021, Winchester Area,* prepared by CRM TECH, 6-25-2020 (*Archaeological Report,* **Appendix D1**); Public Resources Code (PRC) §5020.1(j); and 14 California Code of Regulations §15064.5(a)(1)-(3).

**Findings of Fact:**

*a) Would the Project alter or destroy a historic site?*

***Less Than Significant Impact***

For the purposes of responding to this specific question, the term "historic" refers to the time after European contact in California, around 1769. This term can be confusing because local Native Americans also refer to the history of their tribes and most of that occurred long before European contact. So as to not conflate the two concepts of "history", the discussion under Threshold 8 deals with European history in the Project area, while Threshold 9 deals with Native American resources and their history in this area, at least to the extent it is possible to separate the two topics.

Historic Era

An historical and archaeological resources report (*Archaeological Report*) was prepared for the Project site by CRM TECH in June of 2020. In California, the "historic period" began in 1769 when an expedition sent by the Spanish authorities in Mexico founded Mission San Diego, the first European outpost in Alta California. The first explorers, including Pedro Fages and Juan Bautista de Anza, traveled through the San Jacinto Plains as early as 1772-1774, however, no Europeans were known to have settled in the vicinity until the early 19th century.

During most of the Spanish and Mexican Periods in the history of Alta California, what is now the southwestern portion of Riverside County was generally considered part of the extensive land holdings of Mission San Luis Rey, which was established near present-day Oceanside in 1798. Beginning in 1834, during secularization of the mission system, all mission lands were surrendered

to the Mexican authorities in Alta California and were subsequently divided and granted to prominent citizens of the province. In the nearby Temecula and San Jacinto Valleys, a number of large land grants were created in the 1830s-1840s. The Winchester area, however, was not included in any of them, and thus remained public land when Alta California was annexed by the United States in 1848.

The first Euroamerican settlers began arriving in the San Jacinto Plains in the late 1860s, and settled mostly around San Jacinto, the oldest non-Indian community in the area. In the 1880s, during a land boom that swept through much of southern California, other settlements such as Perris, Hemet, and Valle Vista sprang up across the San Jacinto Plains. Closer to the Project area, the town of Winchester was founded in 1886 and by 1890 had a population of 200.

In 1893 the area was transferred from San Diego County to the newly created Riverside County. Winchester gradually developed into a small rural town serving the needs of farmers and ranchers in the vicinity. Although experiencing some suburban-style growth in the later part of the 20th century, Winchester remains rather sparsely populated, with a total population of 2,534 scattered over 7.7 square miles as of 2010.

Historical Resources

The *Archaeological Report* included the results of an archaeological records search at the Eastern Information Center (EIC) at the University of California at Riverside in order to assess previous archaeological studies and identify any previously recorded sites within the Project boundaries, or in the immediate vicinity.

The records search results indicate that the Project area was covered, either entirely or partially, by a series of six previous cultural resources studies completed between 2008 and 2017 for the widening and realignment of Winchester Road. Within the one-mile records search area, EIC records list more than 60 other previous studies on various tracts of land and linear features. Collectively, these studies covered more than 75% of the land within the scope of the records search and document the recordation of 87 cultural resources, including 74 historical/archaeological sites and 13 isolates (i.e., localities with fewer than three artifacts), within the one-mile radius area.

EIC records indicate there are 22 sites and two isolates that originated in the historic period within the one-mile radius area, including the segments of the Winchester Road and Newport Road passing just outside the project boundaries, which have been designated Sites 33-013871 and 33-020724, respectively. The rest of the historic-period resources include many buildings from the 1890s-1950s era, other roads, mining features, irrigation works, and scattered refuse items. However, none of the previously identified historic sites or isolates will be impacted by the proposed Project. In addition, the planned extension of a water service line to the Project site will be within already established and disturbed rights-of-way so there will be no impacts to any cultural resources in this regard.

The field survey found various structural remains such as concrete slab foundations, footings, and remnants of block walls or adjacent to the site. The *Archaeological Report* found that all of them resulted from modern development of the property consistent with post-1976 origins. Therefore, the *Archaeological Report* determined there were no existing buildings or facilities present on the Project site that represented significant historical resources. Based on available evidence, there is a low potential to disturb historical resources as defined by CEQA during grading, therefore, impacts

in this regard are less than significant and no mitigation is required.

It should be noted that the Pechanga Band of Luiseño Mission Indians (Pechanga Band) has indicated that this entire region contains cultural and historical resources relative to their tribe. Therefore, there is a potential to discover unanticipated tribal resources during grading on this site. Archaeological Resources are addressed in Threshold 9, and Tribal Cultural Resources are addressed in Initial Study Section 39 (Tribal Cultural Resources).

*b) Would the Project cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?*

***Less Than Significant Impact***

As discussed in Threshold 8.a, the proposed Project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. In addition, the Project site is not listed with the State Office of Historic Preservation or the National Register of Historic Places.

The Pechanga Band has previously indicated that tribal historical events have occurred in the past in this region, therefore, there is a potential to find unanticipated tribal resources during grading of this site. These impacts are addressed in Threshold 9 and Initial Study Section 39 (Tribal Cultural Resources).

Based on available evidence, the Project will not cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5. Any impacts will be less than significant.

**Mitigation**: No mitigation measures are required.

**Monitoring**: No mitigation monitoring is required.

| | | | | |
|---|---|---|---|---|
| **9. Archaeological Resources**<br>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? | ☐ | ☒ | ☐ | ☐ |

**Source(s):** *Historical/Archaeological Resources Survey Report Assessor's Parcel Number 476-010-060,* prepared by CRM TECH, 10-7-2020 (*Archaeological Report,* **Appendix D1**); *Phase II Archaeological Testing and Evaluation: Sites 36041 and 3663-1 (Temporary Designations), Diamond Valley Partners Self Storage Project, Winchester Area,* prepared by CRM TECH, 6-19-2021 (*Phase II Report,* **Appendix D2**); Public Resources Code (PRC) §5020.1(j); Health and Safety Code § 7050.5; and 14 California Code of Regulations §15064.5(a)(1)-(3).

**Findings of Fact:**

*a) Would the Project alter or destroy an archaeological site?*

***Less Than Significant with Mitigation Incorporated***

Brief Native American History

Native American tribal groups occupied southern California for thousands of years before European contact in 1769. The Winchester area has long been a part of the traditional territory of the Luiseño, a Takic-speaking people whose territory extended from present-day Riverside to Escondido and Oceanside, with the nearby Temecula Valley at its geographical center. The name Luiseño derives from Mission San Luis Rey which held jurisdiction over most of the Luiseño territory during the Mission Period. Prior to European contact, the Luiseño may have been known as *Puyumkowitchum* or "Western people." The Luiseño society was based on autonomous lineages or kin groups which represented the basic political unit among most southern California Indians. Each Luiseño lineage possessed a permanent base camp, or village, on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, usually located in sheltered canyons or near year-round sources of water, always in proximity to subsistence resources. Luiseño subsistence was defined by the surrounding landscape, exploiting nearly all of the resources available in a highly developed seasonal mobility system, including cultivating and gathering wild plants, fishing, and hunting.

As the landscape defined their subsistence practices, the tending and cultivation practices of the Luiseño helped shape the landscape. The practice of controlled burning of chaparral and oak woodland areas created an open countryside with more accessible foraging material for animals, which in turn led to more successful hunting. It also increased the ease with which plant foods could be gathered and prevented out-of-control wildfires by eliminating dead undergrowth before it accumulated to dangerous levels. Granitic outcroppings were used for pounding and grinding nuts and seeds, which left their mark in the resulting bedrock milling features, the most common archaeological remains found in the region.

CEQA Significance Thresholds

According to Public Resources Code (PRC) §5020.1(j), "'historical resource" includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or

represents the work of an important creative individual, or possesses high artistic values.

4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

Local Resources

**Archival Information.** The *Archaeological Report* included the results of an archaeological records search at the Eastern Information Center (EIC) at the University of California at Riverside in order to assess previous archaeological studies and identify any previously recorded sites within the Project boundaries, or in the immediate vicinity. The EIC records search results indicate that the Project area was covered, either entirely or partially, by a series of six previous cultural resources studies completed between 2008 and 2017 for the widening and realignment of Winchester Road. Within the one-mile records search area, EIC records list more than 60 other previous studies on various tracts of land and linear features. Collectively, these studies covered more than 75% of the land within the scope of the records search and document the recordation of 87 cultural resources, including 74 historical/archaeological sites and 13 isolates (i.e., localities with fewer than three artifacts), within the one-mile radius area.

The EIC records search indicates the Project site and surrounding area fall within the overall boundary of a prehistoric archaeological district which is comprised of more than 100 sites and isolates in and around two ridge systems lying to the southwest of Winchester which has been designated 33-014370 in the California Historical Resources Inventory. Because of the important archaeological data that these sites had yielded and held the potential to yield on prehistoric land use patterns, the district was previously determined to be eligible for listing in the California Register of Historical Resources.

**Onsite Field Survey.** Two surveys were conducted on the Project Site; the first as a Phase I survey in June of 2020, and a Re-Survey in November of 2020. In the southern portion of the Project site the *Archaeological Report* and *the Phase II Report* both found previously unknown prehistoric archaeological sites. The first site was recorded into the California Historical Resources Inventory System (CHRIS) and designated temporarily as Site CRM TECH 3363-1, pending the assignment of an official site number by the EIC. The site consists of a single bedrock milling feature with five grinding slicks on the surface. The granitic boulder, part of a small cluster of outcrops, is exposed from the soil at ground level. Other boulders in the group, lying offsite to the east, are also exposed at ground level. The second site was recorded into the California Historical Inventory System (CHRIS) and designated temporarily as Site CRM Tech 3604-1, pending the assignment of an official site number by the EIC. This site does not consist of any artifacts or additional milling features on the surface. Excavation at Site 3604-1 was limited by impenetrable sediments but included a prehistoric bedrock milling feature with a grinding slick.

Significance Determination

The *Archaeological Report* concluded that individually, both Site CRM TECH 3363-1 is an isolated, minor milling feature that does not appear to meet the criteria for listing in the California Register. Additionally, it was determined that Site CRM TECH 3604-1 had no evidence of artifacts or additional milling surfaces were found on the surface. No evidence of long-term occupation or of a substantial subsurface cultural deposit was found at either site. The report also acknowledges that, as a contributing element of 33-014370, they do appear to meet the statutory definition of a "historical resource." However, the report noted the archaeological data potential of the sites had

been largely exhausted through its recordation into the inventory, and it was unlikely to contain any consequential subsurface cultural deposits. Therefore, the *Archaeological Report* and the *Phase II Report* concluded that the potential impact of the proposed Project on Sites CRM TECH 3604-1 and 3363-1 would not constitute a "substantial adverse change" to the significance and integrity of 33-014370, pursuant to PRC §21084.1 and §5020.1(q), and that official (permanent) recordation of the CRM site would serve as adequate documentation. Impacts would be less than significant.

Native American Consultation

On March 18, 2020, the Project archaeologist submitted a written request to the State of California Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File. At the same time, tribal representatives with the nearby Soboba and Pechanga Bands of Luiseño Indians were notified of the upcoming archaeological fieldwork and were invited to participate. Following NAHC's recommendations and previously established consultation protocol, on April 30, 2021, the Project Archaeologist further contacted a total of seven tribal representatives in the region in writing for additional information on potential Native American cultural resources in the Project vicinity. Correspondence between the Project archaeologist and Native American tribal representatives is included in Appendix 2 of the *Archaeological Report*.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on March 30, 2020. No response was received from Colorado River Indian Tribes (CRIT), Morongo Band of Mission Indians, Ramona Band of Cahuilla, Rincon Band of Luiseño Indians.

Consultation was requested by the Agua Caliente Band of Cahuilla Indians, Soboba Band of Indians, Pechanga Band of Luiseno Indians, Cahuilla Band of Indians and the Pala Band of Mission Indians.

Consultation efforts and results are summarized further in Section 39., Tribal Cultural Resources.

Based on information provided by the consulting tribes this project will require a Native American Monitor to be present during ground disturbing activities. (**Mitigation Measure MM-CUL-1**) In addition, the bedrock milling features will be relocated to an area that will not be disturbed in the future (**Mitigation Measure MM-CUL-2**). The project will also 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 (**Mitigation Measure MM-CUL-3**)**.**

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities have been placed on this project (**Mitigation Measure MM-CUL-4**).

With the inclusion of these mitigation measures impacts will be less than significant.

*b) Would the Project cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?*

***Less Than Significant with Mitigation Incorporated***

As discussed in Threshold 9.a, it has been determined that there are no known significant archaeological resources as defined in California Code of Regulations, Section 15064.5 on or adjacent to the Project site. In addition, the loss of Site CRM TECH 3604-1 would not constitute a "substantial adverse change" to the significance and integrity of 33-014370. However, the Pechanga Band has indicated that tribal historical events have occurred in the past in this region, so there is a potential to find unanticipated tribal resources during grading of this site. In the event unanticipated resources are identified, **Mitigation Measures MM-CUL-1** through **MM-CUL-4** are recommended which provide procedures to adequately identify and protect any previously unknown cultural resources that may be unearthed during grading. With implementation of these measures, potential impacts that could cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5 will be reduced to less than significant levels.

*c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?*

***Less Than Significant with Mitigation Incorporated***

In order to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation County conditions of approval and State Law requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary.

Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Thus, compliance with the above-referenced state laws will reduce any Project impacts that could disturb any human remains, including those interred outside of formal cemeteries to less than significant levels.

To further ensure compliance with the above-referenced state laws, **Mitigation Measure MM-CUL-3** shall be implemented to reduce any Project impacts that could disturb any human remains, including those interred outside of formal cemeteries to less than significant levels.

**Mitigation**:

**MM-CUL-1 Native American Monitoring**

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

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, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement 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

**MM-CUL-2 Resource Relocation And Reburial Area**

Prior to issuance of grading permits: the developer/ applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area to be used for relocation of the bedrock milling features that cannot be avoided by this project. A permanent space within this area will be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading.

**MM-CUL-3 If Human Remains Found**

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.

**MM-CUL-4 Unanticipated Resources (CRMP)**

Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist meeting the Secretary of the Interior's standards (36 CFR 61). The Project Archaeologist shall conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the County, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility

of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the County as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the County, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project Archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; and

c. The protocols and stipulations that the contractor, County, Consulting Tribe(s) and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

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

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

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

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

| **ENERGY** Would the Project: | | | | |
|---|---|---|---|---|
| **10. Energy Impacts**<br>a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Winchester Rd & Newport Road Project,* prepared by KW Air Quality & Noise LLC, 8-23-2021 (*AQ/GHG/TAC/EI Study*, **Appendix B**)

**Note: Any tables or figures in this section are from the *AQ/GHG/TAC/EI Study*, unless otherwise noted.**

**Findings of Fact:**

*a) Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

***Less Than Significant Impact***

Energy consumption in the *AQ/GHG/TAC/EI Study* in terms of construction and operational energy demand. Construction energy demand accounts for anticipated energy consumption during construction facilitated by the Project, such as fuel consumed by construction equipment and construction workers' vehicles traveling to and from the construction site. Operational energy demand accounts for the anticipated energy consumption during operation of the Project, such as fuel consumed by vehicles traveling to and from the Project; natural gas consumed for heating building spaces; and electricity consumed for building power needs, including, but not limited to lighting, water conveyance, and air conditioning.

The California Emissions Estimator Model (CalEEMod) Version CalEEMod 2020.4.0 was used to estimate emissions resulting from the Project. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.
The following summarizes the Project's construction and operational energy demand and compares.

**Construction Energy Demand**

The construction schedule is anticipated to occur no sooner than April 2022 and the end of approximately March 2023 and be completed in one phase. Staging of construction vehicles and equipment will occur on-site. The approximately 11-month schedule is relatively short, and the Project site is approximately 5.71 net acres plus installation and extension of a water service line approximately 1,300 feet east of the Project site.

Electrical service will be provided by Southern California Edison. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project. Based on the 2017 National Construction Estimator, Richard Pray (2017)[2], the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.32. The Project plans to construct and operate 6,308 SF of gas station/convenience market/car wash and 81,432 SF of mini-warehouse; for a total of 87,812 SF of building space.

Based on the information provided in **Table 10-1, *Project Construction Power Cost and Electricity Usage***, the total power cost of the on-site electricity usage during the construction of the proposed Project is estimated to be approximately $2,240.96.

**Table 10-1**
**Project Construction Power Cost and Electricity Usage**

| Power Cost (per 1,000 square foot of building per month of construction) | Total Building Expansion Size (1,000 Square Foot) | Construction Duration (months) | Total Project Construction Power Cost |
|---|---|---|---|
| $2.32 | 87.812 | 11 | $2,240.96 |

**Construction Equipment Fuel Estimates**

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

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

Using the CalEEMod data input, the Project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2014 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. **Table 10-2, *Construction Equipment Fuel Consumption Estimates*** shows the results of the analysis of construction equipment.

[2] Pray, Richard. 2017 National Construction Estimator. Carlsbad : Craftsman Book Company, 2017.

As presented in **Table 10-2**, Project construction activities would consume an estimated 35,522 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

**Table 10-2**
**Construction Equipment Fuel Consumption Estimates**

| Phase | Number of Days | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor | HP hrs/day | Total Fuel Consumption (gal diesel fuel)[1] |
|---|---|---|---|---|---|---|---|---|
| Site Preparation | 10 | Rubber Tired Dozers | 3 | 8 | 247 | 0.4 | 2371 | 1282 |
| | 10 | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 1148 | 621 |
| Grading | 20 | Graders | 1 | 8 | 187 | 0.41 | 613 | 663 |
| | 20 | Rubber Tired Dozers | 1 | 8 | 247 | 0.4 | 790 | 854 |
| | 20 | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 | 754 | 815 |
| Building Construction | 230 | Cranes | 1 | 7 | 231 | 0.29 | 469 | 5,830 |
| | 230 | Forklifts | 3 | 8 | 89 | 0.2 | 427 | 5,311 |
| | 230 | Generator Sets | 1 | 8 | 84 | 0.74 | 497 | 6,182 |
| | 230 | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 | 754 | 9,370 |
| | 230 | Welders | 1 | 8 | 46 | 0.45 | 166 | 2,059 |
| Paving | 20 | Pavers | 2 | 8 | 130 | 0.42 | 874 | 944 |
| | 20 | Paving Equipment | 2 | 8 | 132 | 0.36 | 760 | 822 |
| | 20 | Rollers | 2 | 8 | 80 | 0.38 | 486 | 526 |
| Architectural Coating | 20 | Air Compressors | 1 | 6 | 78 | 0.48 | 225 | 243 |
| CONSTRUCTION FUEL DEMAND (gallons of diesel fuel) | | | | | | | | 35,522 |

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

*Construction Worker Fuel Estimates*

It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated Vehicle Miles Traveled (VMT), the construction worker trips would generate an estimated 255,633 VMT. Data regarding Project-related construction worker trips were based on CalEEMod 2020.4.0 model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analyses using information generated using CARB's 2021 EMFAC model. An aggregate fuel efficiency of 28.51 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. **Table 10-3, *Construction Worker Fuel Consumption Estimates*** shows that an estimated 8,966 gallons of fuel would be consumed for construction worker trips.

**Table 10-3**
**Construction Worker Fuel Consumption Estimates**

| Phase | Number of Days | Worker Trips/Day | Trip Length (miles)[1] | Vehicle Miles Traveled | Average Vehicle Fuel Economy (mpg) | Estimated Fuel Consumption (gallons) |
|---|---|---|---|---|---|---|
| Site Preparation | 10 | 18 | 14.7 | 2646 | 28.51 | 93 |
| Grading | 20 | 15 | 14.7 | 4,410 | 28.51 | 155 |
| Building Construction | 230 | 71 | 14.7 | 240,051 | 28.51 | 8,420 |
| Paving | 20 | 15 | 14.7 | 4,410 | 28.51 | 155 |
| Architectural Coating | 20 | 14 | 14.7 | 4,116 | 28.51 | 144 |
| Total Construction Worker Fuel Consumption | | | | | | 8,966 |

[1]Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

*Construction Vendor/Hauling Fuel Estimates*

**Table 10-4, *Construction Vendor Fuel Consumption Estimates (MHD Trucks)*** and **Table 10-5, *Construction Hauling Fuel Consumption Estimates (HHD Trucks)*** show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 19,974 VMT. Data regarding Project related construction worker trips were based on CalEEMod 2020.4.0 model defaults.

**Table 10-4**
**Construction Vendor Fuel Consumption Estimates (MHD Trucks)**

| Phase | Number of Days | Vendor Trips/Day | Trip Length (miles)[1] | Vehicle Miles Traveled | Average Vehicle Fuel Economy (mpg) | Estimated Fuel Consumption (gallons) |
|---|---|---|---|---|---|---|
| Site Preparation | 10 | 2 | 6.9 | 138 | 7.58 | 18 |
| Grading | 20 | 2 | 6.9 | 276 | 7.58 | 36 |
| Building Construction | 230 | 28 | 6.9 | 44,436 | 7.58 | 5,862 |
| Paving | 20 | 0 | 6.9 | 0 | 7.58 | 0 |
| Architectural Coating | 20 | 0 | 6.9 | 0 | 7.58 | 0 |
| Total Construction Worker Fuel Consumption | | | | | | 5,917 |

[1]Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during demolition or site preparation would use

medium to heavy duty vehicles with an average fuel consumption of 7.58 mpg for medium heavy duty trucks and 5.9 for heavy-heavy duty trucks. **Tables 10-4** and **10-5** show that an estimated 9,232 gallons of fuel would be consumed for vendor and hauling trips.

**Table 10-5**
**Construction Hauling Fuel Consumption Estimates (HHD Trucks)**

| Phase | Number of Days | Total Hauling Trips | Trip Length (miles)[1] | Vehicle Miles Traveled | Average Vehicle Fuel Economy (mpg) | Estimated Fuel Consumption (gallons) |
|---|---|---|---|---|---|---|
| Site Preparation | 10 | 0 | 20 | 0 | 5.9 | 0 |
| Grading | 20 | 978 | 20 | 19,560 | 5.9 | 3,315 |
| Building Construction | 230 | 0 | 20 | 0 | 5.9 | 0 |
| Paving | 20 | 0 | 20 | 0 | 5.9 | 0 |
| Architectural Coating | 20 | 0 | 20 | 0 | 5.9 | 0 |
| Total Construction Worker Fuel Consumption | | | | | | 3,315 |

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

Construction equipment used over the approximately 11-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

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

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

Compliance with these measures would avoid wasteful, inefficient, and unnecessary energy consumption. These are standard conditions and are not considered unique mitigation under CEQA.

**Operational Energy Demand**

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

*Transportation Fuel Consumption*

Using the CalEEMod output from the air quality and greenhouse gas analyses, it is assumed that an average trip for autos and light trucks was assumed to be 16.6 miles and 3- 4-axle trucks were assumed to travel an average of 6.9 miles.[3] As the project includes mini-storage uses, which are frequently utilized on weekends, and in order to present a worst-case scenario, it was assumed that vehicles would operate 365 days per year. **Table 10-6, *Estimated Vehicle Operations Fuel Consumption*** shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.[4]

**Table 10-6**
**Estimated Vehicle Operations Fuel Consumption**

| Vehicle Type | Vehicle Mix | Number of Vehicles | Average Trip (miles)[1] | Daily VMT | Average Fuel Economy (mpg) | Total Gallons per Day | Total Annual Fuel Consumption (gallons) |
|---|---|---|---|---|---|---|---|
| Light Auto | Automobile | 1,613 | 16.6 | 26768 | 29.01 | 922.72 | 336,791 |
| Light Truck | Automobile | 113 | 16.6 | 1878 | 23.89 | 78.63 | 28,700 |
| Light Truck | Automobile | 591 | 16.6 | 9815 | 23.23 | 422.51 | 154,217 |
| Medium Truck | Automobile | 314 | 6.9 | 2167 | 18.97 | 114.22 | 41,690 |
| Light Heavy Truck | 2-Axle Truck | 42 | 6.9 | 293 | 15.1 | 19.39 | 7,078 |
| Light Heavy Truck 10,000 lbs + | 2-Axle Truck | 16 | 6.9 | 111 | 14.46 | 7.69 | 2,809 |
| Medium Heavy Truck | 3-Axle Truck | 73 | 6.9 | 504 | 7.65 | 65.83 | 24,029 |
| Heavy Heavy Truck | 4-Axle Truck | 48 | 6.9 | 332 | 5.98 | 55.49 | 20,255 |
| Total | | 2,829 | -- | 41,868 | - | 1,686.49 | -- |
| Total Annual Fuel Consumption | | | | | | | 615,567 |

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

The proposed Project would generate an estimated average of 2,829 trips per day. The vehicle fleet mix was used from the CalEEMod output. **Table 10-6** shows that an estimated 615,567 gallons of fuel would be consumed per year for the operation of the proposed Project.

*Facility Energy Demands (Electricity and Natural Gas)*

[3] CalEEMod default distance for H-W (home-work) or C-W (commercial-work) is 16.6 miles; 6.9 miles for H-O (home-other) or C-O (commercial-other).

[4] Average fuel economy based on aggregate mileage calculated in EMFAC 2021 for opening year (2023). See Appendix B for EMFAC output.

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Southern California Edison) and natural gas (provided by Southern California Gas Company). The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality and greenhouse gas analyses and are provided in **Table 10-7, *Project Annual Operational Energy Demand Summary***.

**Table 10-7**
**Project Annual Operational Energy Demand Summary**

| Natural Gas Demand | kBTU/year[1] |
|---|---|
| Unrefrigerated Warehouse - No Rail | 14,036.0 |
| Other Non-Asphalt Surfaces | 0.0 |
| Parking Lot | 0.0 |
| Convenience Market With Gas Pumps | 163,678.0 |
| **Total** | **177,714.0** |

| Electricity Demand | kWh/year[1] |
|---|---|
| Unrefrigerated Warehouse - No Rail | 77,453.2 |
| Other Non-Asphalt Surfaces | 0.0 |
| Parking Lot | 5,600.0 |
| Convenience Market With Gas Pumps | 188,922.0 |
| **Total** | **271,975.2** |

[1]Taken from the CalEEMod 2020.4.0 annual output (Appendix B of the *AQ/GHG/TAC/EI*).

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

The Project would be subject to the energy conservation requirements of Part 6 of the CBC – the California Energy Code – which provides energy conservation standards building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances. The California Energy Code also provides guidance on construction techniques to maximize energy conservation during operation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls and ceilings. The California Energy Code emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures. These are standard conditions and are not considered unique mitigation under CEQA.

Because the Project would follow all local and state requirements, the Project would not result in potentially significant environmental effects from wasteful, inefficient, or unnecessary consumption of energy. Any impacts will be less than significant, and no mitigation is required.

*b) Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?*

***Less Than Significant Impact***

Regarding federal transportation regulations, the Project site is located in an already developed area. Access to/from the Project site is from existing roads. These roads are already in place so the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act because Southern California Association of Governments is not planning for intermodal facilities in the Project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

As shown above, the proposed Project would be consistent with the applicable strategies of the County's General Plan and the County CAP.

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Furthermore, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. The Project would not conflict with or obstruct a State or Local plan for renewable energy or energy efficiency. Any impacts will be less than significant, and no mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **GEOLOGY AND SOILS** Would the Project directly or indirectly: | | | | |
| **11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones**<br>a) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | ☐ | ☐ | ☐ | ☒ |

**Source(s):** *Map My County* (**Appendix A**); *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**); and Riverside County General Plan, Chapter 6, Safety Element, Figure S-2 *Earthquake Fault Study Zones*.

**Findings of Fact:**

*a) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

***No Impact***

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no active faults geologically mapped within or projecting toward the Project site. Furthermore, the Project site is not located within a County or State-mandated "fault hazard investigation zone."

Implementation of the Project does not propose any structures in the vicinity of a known earthquake fault; therefore, no potential impact from surface rupture is anticipated.

Based on the above, there would be no impact.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

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

**Source(s):** *Map My County* (**Appendix A**); *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**); *Infiltration System Design Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Winchester Area, Riverside County, California*, prepared by CW Soils, 12-5-2019 (*Infiltration Report*, **Appendix F2**); Riverside County General Plan, Chapter 6, Safety Element, Figure S-3 *Generalized Liquefaction*; and County of Riverside, Ordinance No. 457 (An Ordinance of the County of Riverside amending ordinance no.457 relating to building requirements and adopting

as amended, including any errata and supplements, the 2019 California administrative code, the 2019 California building code, the 2019 California residential code, the 2019 California electrical code, the 2019 California mechanical code, the 2019 California plumbing code, the 2019 California energy code, the 2019 California historic building code, the 2019 California green building standards code; declaring as a public nuisance all substandard buildings and portions thereof; implementing the procedures required by the state ord. 457.105 – page 2 housing law; and, incorporating the abatement cost recovery procedures of Riverside County Ordinance).

**Findings of Fact:**

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

***Less Than Significant Impact***

Liquefaction commonly occurs when three conditions are present simultaneously on-site:

(1) Relatively loose, cohesionless (sandy) soil;
(2) High groundwater; and
(3) Earthquake-generated seismic waves.

The presence of these conditions may cause a loss of shear strength and, in many cases, the settlement of subsurface soils. Subsurface exploration at the Project site was originally conducted on May 8, 2006, by CW Soils in conjunction with the *Geo Investigation*, and subsequently on December 5, 2019, by CW Soils in conjunction with the *Infiltration Report*.

With respect to the *Geo Investigation*, a backhoe was used to excavate five (5) test pits throughout the Project site with maximum depths varying from 5.0 to 15.0 feet. As set forth in the *Geo Investigation*, the three dominant soil types that are expected to be present at the Project site are:

1. Artificial Fill, Undocumented (Quf)

Undocumented artificial fill materials were mapped at the Project site. These materials are generally inconsistent, poorly consolidated fills.

2. Quaternary Old Alluvium (Qoal)

Quaternary old alluvium was encountered to a maximum depth of 13 feet. These alluvial deposits consist predominately of interlayered dark brown to olive brown, sandy silt, silt, and occasional silty sand. These deposits were generally noted to be in a slightly moist, loose to medium dense state. This unit is considered to correlate with the Quaternary old alluvial fan deposits (Qof).

3. Cretaceous Granodiorite to Tonalite (Kgd)

Cretaceous age plutonic rock consisting of granodiorite was mapped near the surface within the southwest portion of the site. The granitic rock was observed to be yellowish brown, coarse grained and in a dense to very dense state. This unit is considered to corollate with the Cretaceous granodiorite to tonalite of the Domenigoni Valley (Kdvg).

The bedrock described is common to this area. The granitic bedrock is generally massive and lacks significant structural planes. Foliation planes mapped generally strike northwest and dip

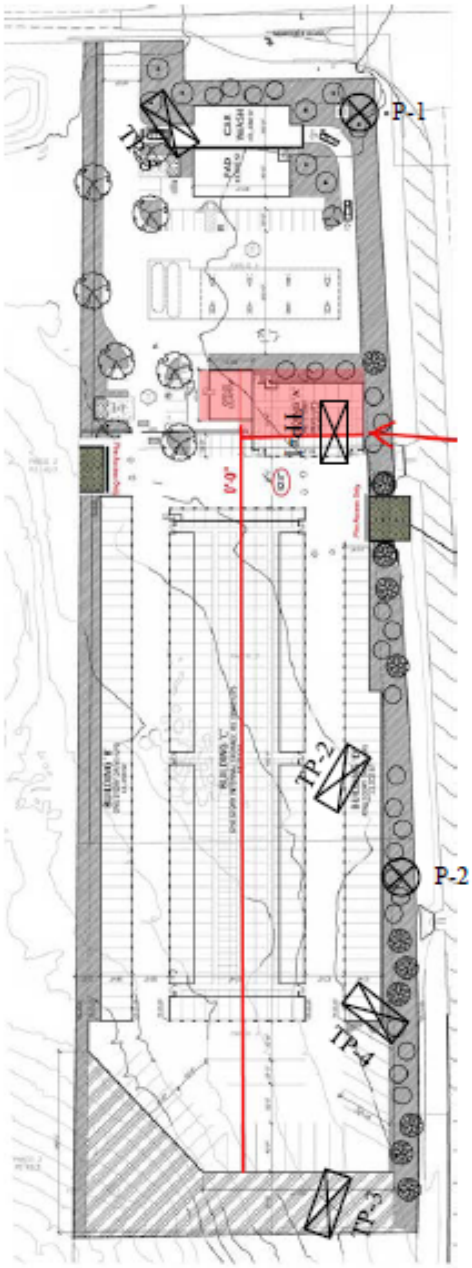
steeply to the northeast. The massive nature of the bedrock is favorable for the gross stability of the Project site and proposed Project development.

With respect to the *Infiltration Report*, two relatively shallow exploratory excavations to a maximum depth of three (3) feet in compliance with Aardvark Permeameter guidelines were conducted to evaluate the infiltration rates subsurface earth materials. The exploratory holes were excavated and logged (see Appendix B of the *Infiltration Report*).

The approximate locations of the exploratory Test Pit excavations (TP-1 thru TP-5) associated with the *Geo Investigation*, and the two infiltration test pits (P-1 & P-2) associated with the *Infiltration Report* are shown on **Figure 12-1, *Infiltration Location Map***. Groundwater was not observed at the Project site during exploration of any of the test pits or infiltration pits including TP-2 which was excavated to a maximum depth of fifteen (15) feet. According to the "Cooperative Well Measuring Program" maintained by the Western Municipal Water District, Watermaster Support Services and the San Bernardino Valley Water Conservation District, local groundwater depth measured in the EMWD well closest to the site (Ag. Well 06S/02W-050001E at Leon and Holland) as of March 2017 was 118 feet below ground surface.

**Figure 12-2, *Regional Geologic Map***, depicts the Project site and the surrounding geologic units, and **Figure 12-3, *Geotechnical Map***, shows the Project site's on-site soils and approximate locations of the four (4) test pits excavated on the site.

**FIGURE12-1**
**Infiltration Location Map**





**LEGEND**
Locations are Approximate

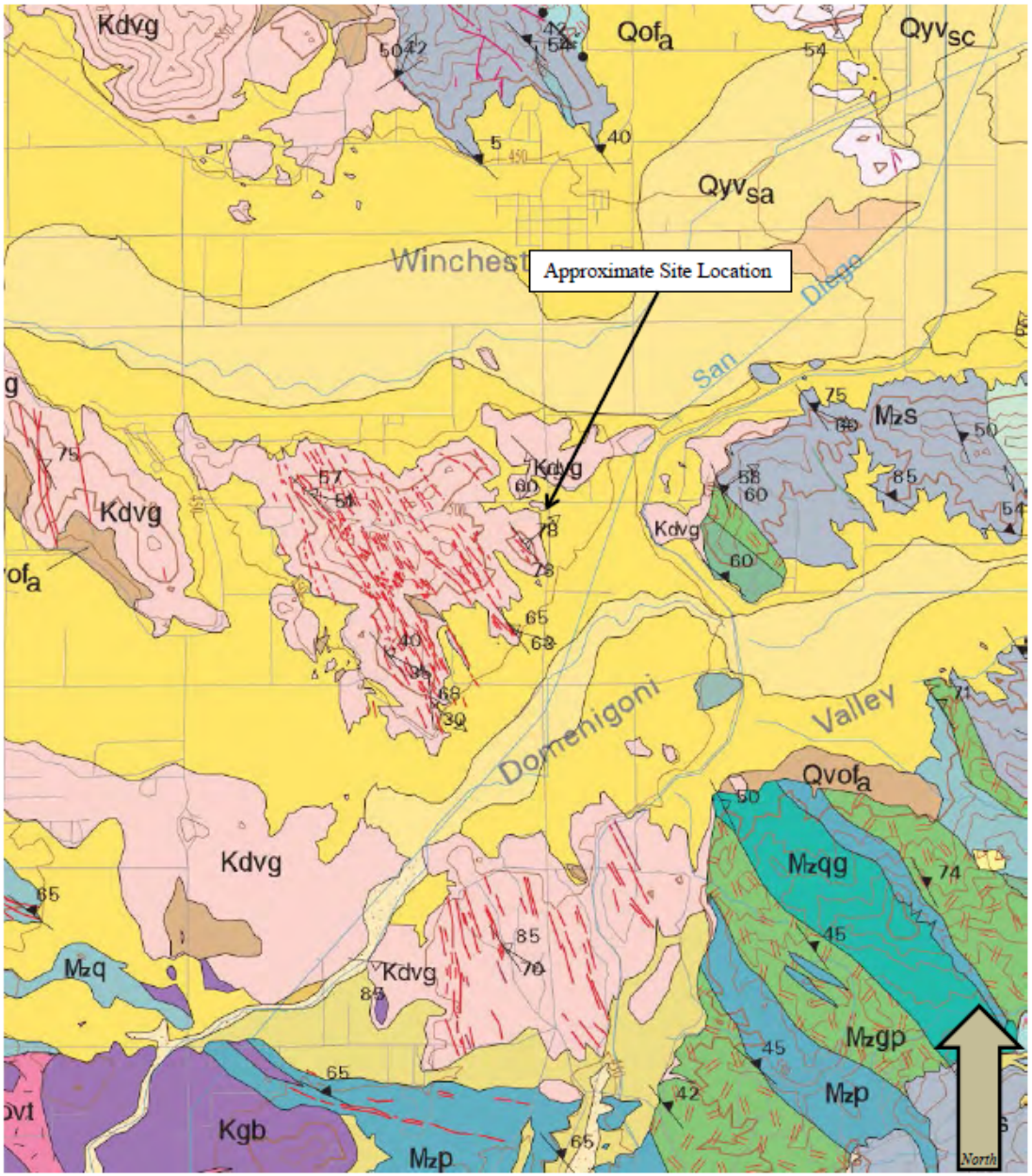
**Symbols**

P-2 – Infiltration Test

TP-5 – Exploratory Test Pit (THE Soils, 2006)

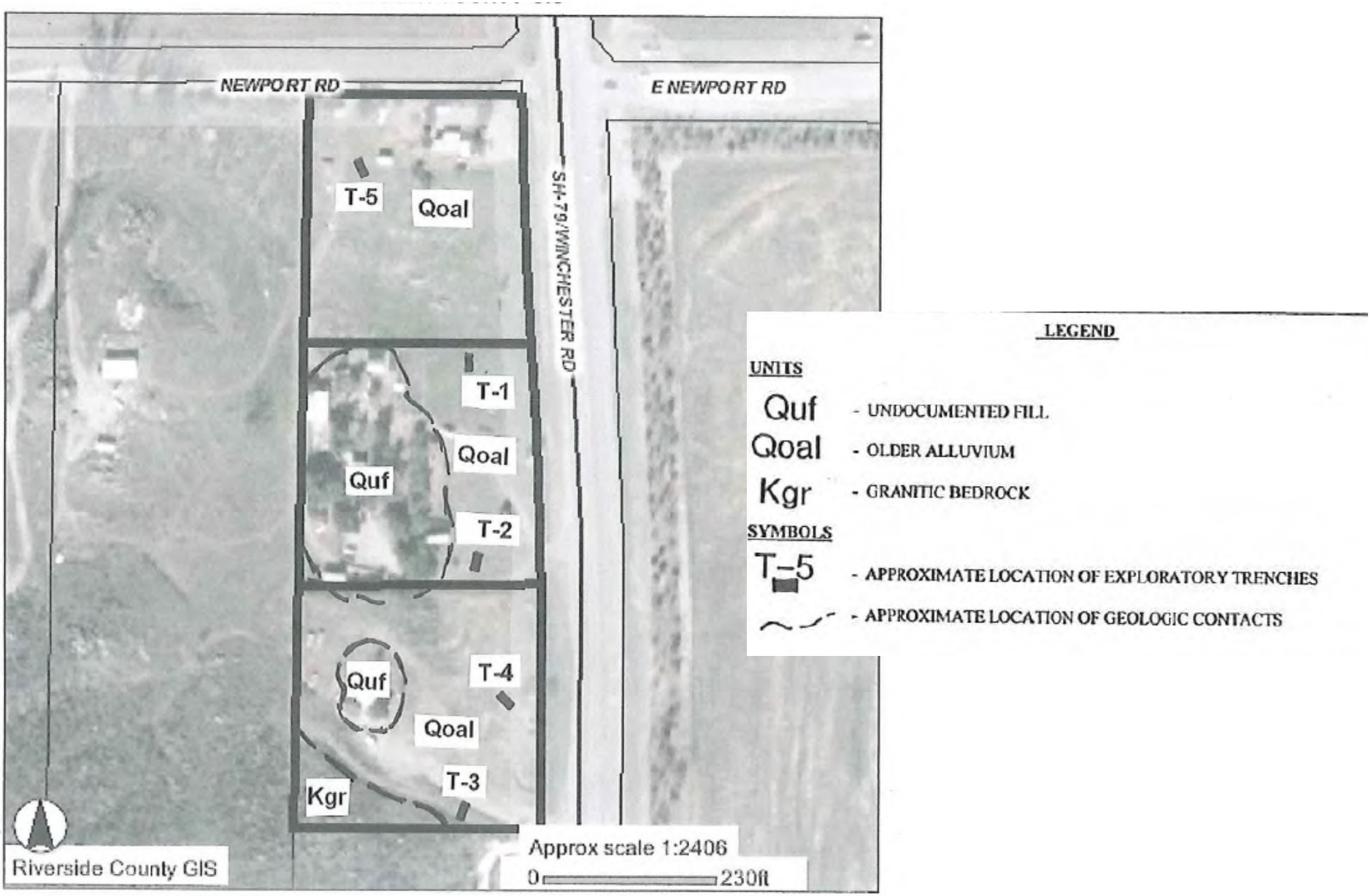
Source: Infiltration Report (**Appendix F2**)

**FIGURE12-2**
**Regional Geologic Map**




Source: Geo Report (**Appendix F1**)

**FIGURE12-3**
**Geotechnical Map**




Source: Geo Report (**Appendix F1**)

California Building Code (CBC) requirements pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that the proposed Project site structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the proposed Project site shall development complies with the *Geo Investigation*. This is also a standard condition and is not considered mitigation for CEQA implementation purposes.

With adherence to these standard conditions, any potential impacts to the Project from seismic-related ground failure, including liquefaction, will be reduced to less than significant level.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | | | | |
|---|---|---|---|---|
| **13. Ground-shaking Zone**<br>a) Be subject to strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Map My County* (**Appendix A**); *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**); Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map;" and Ordinance No. 457.

**Findings of Fact:**

*a) Be subject to strong seismic ground shaking?*

***Less Than Significant Impact***

The Project site, as well as the surrounding unincorporated Winchester area, is in a seismically active area and thus will likely be affected by regional ground shaking. In general, the entire southern California area is dominated by northwest-trending faults associated with the San Andreas fault system. The San Andreas accommodates most right-lateral relative motion between the Pacific and North American plates. The Project area is situated between two fault systems, namely the Elsinore system with the Temecula Section to the southwest, and the San Jacinto system with the San Jacinto Valley Section to the northeast.

As previously set forth in Threshold 11.a, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no active faults geologically mapped within or projecting toward the Project site. It is further noted, the Project site is not located within a County or State-mandated "fault hazard investigation zone."

The nearest known "active faults" are part of the San Jacinto system, the closest of which is identified as the San Jacinto Valley Section located approximately 8.5 miles northeast of the Project site and which according to the *Geo Investigation* is capable of producing horizontal ground accelerations of ~7.98.

The nearest known faults to the Project site are summarized below in **Table 13-1, *Regional Faults in the Vicinity of the Project Site that are Capable of Producing a Moment Magnitude Exceeding 6.0***.

The Project site could be subjected to moderate ground shaking in the event of a major earthquake on significant faults in the southern California and northern Baja California area.

**Table 13-1**
**Regional Faults in the Vicinity of the Project Site that are Capable of Producing a Moment Magnitude Exceeding 6.0**

| Fault – Section Name | Approximate Distance from Project Site | | Slip Rate Category | Slip Rate (Millimeters/ Year) | Probable Magnitude |
|---|---|---|---|---|---|
| | Miles | Kilometers | | | |
| *San Jacinto Fault* | | | | | 6.5 - 7.5 |
| Anza Section | 12.2 | 19.6 | >5.0 mm/yr. | 12.00 | -- |
| San Jacinto Valley Section | 9.7 | 15.6 | >5.0 mm/yr. | 12.00 | -- |
| San Bernardino Valley Section | 24.2 | 38.9 | >5.0 mm/yr. | 12.00 | -- |
| *Elsinore Fault* | | | | | 6.5 - 7.5 |
| Temecula Section | 11.1 | 17.9 | Btw 1.0 and 5.0 | 5.00 | -- |
| Julian Section | 20.6 | 33.2 | Btw 1.0 and 5.0 | 5.00 | -- |
| Glen Ivy Section | 11.5 | 18.5 | >5.0 mm/yr. | 5.00 | -- |
| *San Andreas Fault* | | | | | 6.8 - 8.0 |
| San Bernardino Mountains Section | 30.7 | 49.4 | >5.0 mm/yr. | 14 – 30 | -- |
| Coachella Section | 48.2 | 77.6 | >5.0 mm/yr. | 23 – 35 | -- |

Source(s):
1 Quaternary Fault and Fold Database of the United States, Earthquake Hazards Program, U.S. Geological Survey (USGS); https://earthquake.usgs.gov/hazards/qfaults/.
2 Caltech's Southern California Earthquake Date Center (SCEDC); http://scedc.caltech.edu/significant/sanandreas.html, http://scedc.caltech.edu/significant/sanjacinto.html, and http://scedc.caltech.edu/significant/elsinore.html.
3 Appendix F: Summary of Geologic Data and Development of A Priori Rupture Models for the Elsinore, San Jacinto, and Garlock Faults, USGS Open File Report 2007-1437F, CGS Special Report 203F, SCEC Contribution #1138F, Version 1.0, 2008, U.S. Department of the Interior, U.S. Geological Survey California Department of Conservation, California Geological Survey; https://pubs.usgs.gov/of/2007/1437/f/of2007-1437f.pdf.
4 Google Earth/KML Files for Quaternary Faults and Folds in the U.S.; https://earthquake.usgs.gov/learn/kml.php

Due to the absence of any active faults mapped faults across the Project site, no potential impact from surface rupture at the Project site is anticipated.

According to *Map My County*, the Project site is located within an area mapped by Riverside County as having a low potential for liquefaction; this is consistent with the *Geo Investigation* which states the potential for design level earthquake induced liquefaction and lateral spreading to occur beneath the proposed structures is considered very low to remote due to the recommended compacted fill, the dense nature of the deeper onsite soils, and the shallow bedrock.

Subsidence resulting from scarification and recompaction of bottom excavations is expected to be negligible to approximately 0.01 foot. Furthermore, in areas to receive compacted fill, the removal

of low density, compressible soils, such as upper alluvial materials and undocumented artificial fill, should continue until firm competent alluvium or bedrock is encountered.

California Building Code (CBC) requirements pertaining to new development and construction will minimize the impacts from strong seismic ground shaking by ensuring that the proposed Project site structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the proposed Project site shall development complies with the *Geo Investigation*. This is also a standard condition and is not considered mitigation for CEQA implementation purposes.

With adherence to these standard conditions, any potential impacts to the Project from strong seismic ground shaking, would be reduced to a less than significant level.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

| | | | | |
|---|---|---|---|---|
| **14. Landslide Risk**<br>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):** *Map My County* (**Appendix A**); Project Site Visit, by Matthew Fagan, 3-22-2021; *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**); *Supplemental Geotechnical Slope Stability Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 2-12-2020 (*Slope Stability Report*, **Appendix F3**); *Historical/Archaeological Resources Survey Report, Assessor's Parcel Numbers 466-050-019, -020, and -021*, prepared by CRM TECH, 6-25-2020 (**Appendix D1**); and Riverside County General Plan, Chapter 6, Safety Element, Figure S-5 *Regions Underlain by Steep Slope*.

**Findings of Fact:**

*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?*

***Less Than Significant Impact***

The Project site is located near the base of a series of rocky hills, generally known as the Winchester Hills that rise to the south and west of the site. The Project site area is located south of the town of Winchester and adjacent north of the Domenigoni Valley. Diamond Valley Lake is located one mile to the east/southeast.

According to the *Geo Investigation*, no geomorphic evidence of "recently active landsliding" was found. Google Earth aerial photographs from different time periods and various scales were utilized for the geologist's geomorphic interpretations including September 1996, May 2002, January 2006, June 2012, and August 2018.

The Project site was previously used for rural residential purposes; however, the previous residential improvements have been removed and the site is currently vacant. There is some perimeter fencing (4' metal stake w/ 5-strand barbed wire), graded dirt access roads, remnants of concrete foundations and block walls, several groupings and scattered non-native trees and shrubs.

- As set forth in the *Archaeo Report*, the Project site's "ground surface has been disturbed by past development and construction activities along the adjacent public roadways, especially Winchester Road, a local thoroughfare. Dirt roads, concrete foundations from demolished buildings, and remnants of block walls are found over much of the property, and large piles of construction and landscaping debris, mainly concrete fragments, are found in the southern half. Granitic outcrops dot the landscape in the southwest corner and the central portion."

With the exception of the sloping southwest corner, the Project site elevation varies from approximately 1,510 to 1,530 feet above mean sea level (AMSL). The small sliver of up slope at the southwest corner rises upwards from an elevation of approximately 1,540 to 1,580 feet AMSL. Except for the hillside in the southwest corner, the terrain is relatively level, with a gradual incline to the south/southeast.

More specifically, existing elevations at the Project site vary from approximately 1,505 feet above mean sea level (AMSL) at the northeast corner to approximately 1,585 feet AMSL at the southwest corner. The existing ground slopes downward toward the northeast corner of the site

The Project's proposed commercial development (Gas Station, Convenience Store, Tunnel Car Wash and Self-Storage Facility) would be spread across the entire site with the exception of the sloping southwest corner and a 50-foot wide Natural Landscape Area along the south property line to be protected in place.

The Project would maintain the existing minimum and maximum elevations. The Project proposes to cut into the existing natural slope at the south and west portions of the Project site with the construction of downdrains to manage hillside grading. The remainder of the Project site consisting of the commercial buildings, drive aisles and parking areas would slope gently at an average of less than 2% across the site. The Project grading will require approximately 21,584 cubic yards (CY) of cut and 29,407 CY of fill, requiring 7,823 CY of import. It is anticipated that the imported soil will come from a site within a 5-mile radius that has all environmental clearances.

The Project site is surrounded by mostly undeveloped land, with a sparsely populated rural neighborhood to the west (series of five ±10 acre partially improved rural residential parcels). The parcel contiguous west of the Project site (32901 Newport Road; APN 466-050-007) was used as a rock crushing site and stockpile yard in conjunction with the SR-79N/Winchester Road Widening Project according to public records (MMC; TUP00201 and 00203). This parcel's graded hillside located adjacent west of the Project site rises upwards roughly 30 to 45 feet to a smaller pad area (approximately 1-acre) at an elevation of approximately 1,555 to 1,560 feet AMSL.

There are no existing on-site cut or fill slopes greater than ten (10) feet in height or steeper than 2:1 (horizontal:vertical). Furthermore, with the exception of the proposed cut into the existing natural hillside at the south end and southwest corner (maximum 1.5:1) to accommodate additional parking and to maximize the pad area, the Project site development plan does not propose the creation of cut or fill slopes greater than ten (10) feet in height or steeper than 2:1 (horizontal:vertical).

The Project has been designed to minimize the limited potential for landslide hazards and/or rock fall hazards at the south-end and southwest corner of the site through building placement, construction of a 6-foot high retaining wall extending south from Storage Building 'B' and east long the south end of the proposed asphalt paved parking/storage area at the south end of the site (see Note 15, Preliminary Grading & Drainage Plan, Sheet C-01), and drainage improvements.

Based on the above, the Project would not 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. Any impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | | | | |
|---|---|---|---|---|
| **15. Ground Subsidence**<br>a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in ground subsidence? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Map My County* (**Appendix A**); *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**); Riverside County General Plan, Chapter 6, Safety Element, Figure S-7 *Documented Subsidence Areas Map*; and Ordinance No. 457.

**Findings of Fact:**

*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?*

***Less Than Significant Impact***

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes.
Subsidence typically occurs throughout a susceptible valley. In addition, differential displacement and fissures occur at or near the valley margin, and along faults. In the County of Riverside, the worst damage to structures as a result of regional subsidence may be expected at the valley margins. Alluvial valley regions are especially susceptible.

The three requirements for liquefaction to occur include seismic shaking, poorly consolidated cohesionless sands, and groundwater. Liquefaction results in a substantial loss of shear strength in loose, saturated, cohesionless soils subjected to earthquake induced ground shaking. Potential impacts from liquefaction include loss of bearing capacity, liquefaction related settlement, lateral movements, and surface manifestation in the form of sand boils.

The potential for design level earthquake induced liquefaction and lateral spreading to occur beneath the proposed structures on the Project site is considered very low to remote due to the recommended compacted fill, the dense nature of the deeper onsite soils, and the shallow bedrock.

CBC requirements pertaining to new development and construction will minimize the impacts from the Project being 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, by ensuring that the proposed Project site structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the proposed Project site shall development complies with the *Geo Investigation*. This is also a standard condition and is not considered mitigation for CEQA implementation purposes.

With adherence to these standard conditions, any potential impacts to the Project from being 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, will be reduced to less than significant level.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

| | | | | |
|---|---|---|---|---|
| **16. Other Geologic Hazards**<br>a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**); Google Earth; and **Figure 7, Aerial Photo**, provided in Section I of this IS.

**Findings of Fact:**

*a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?*

***Less than Significant Impact***

Seismically induced flooding is normally associated with a tsunami (seismic sea wave), a seiche (i.e., a wave-like oscillation of surface water in an enclosed basin that may be initiated by a strong earthquake) or failure of a major reservoir or retention system up gradient of the site. As a result of the Project site being at an elevation over 1,000 feet above mean sea level and being

approximately 30 miles inland from the nearest coastline of the Pacific Ocean, the potential for seismically induced flooding due to tsunamis is negligible.

The Project site is located approximately 1.1 mile west/northwest of the Diamond Valley Lake (DVL), the largest man-made reservoir in Southern California. The likelihood of induced flooding due to a seiche overcoming the dam's freeboard is considered remote. However, the Project site is within the mapped dam inundation area of Diamond Valley Lake. If one or more of the three DVL dams were to fail, the Project site could be inundated. While the impacts of such a failure are substantial, the likelihood of occurrence is very small, so the overall risk is considered less than significant. In addition, the City of Menifee General Plan EIR states the following…"At capacity fill, the three dams that impound the reservoir were each designed to withstand an earthquake of 7.5 magnitude along the San Jacinto Fault or an earthquake of 8.0 magnitude along the San Andreas Fault. Additionally, the Metropolitan Water District of Southern California carries out continuous automated monitoring of the dams and their foundations for deformation due to the weight of the dams, water pressure, and the effects of wetting of dam materials. The design and construction of the dams for earthquake resistance, in combination with monitoring of the dams, reduce risks of dam failure due to earthquakes."

Based on the above, implementation of the proposed Project would not be subject to significant risks or hazards from tsunami or seiche. In addition, there are no volcanic hazards in proximity of the Project site. Any mudflows associated with a volcanic hazard are therefore not applicable to the Project.

Therefore, the Project site is not subject to significant geologic hazards such as seiche, mudflow, or volcanic hazard. Impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | | | | |
|---|---|---|---|---|
| **17. Slopes** a) Change topography or ground surface relief features? | ☐ | ☐ | ☒ | ☐ |
| 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):** *Map My County* (**Appendix A**); *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**); Project Plans (**Appendix K**); *Historical/Archaeological Resources Survey Report, Assessor's Parcel Numbers 466-050-019, -020, and -021*, prepared by CRM TECH, 6-25-2020 (*Archaeo Report,* **Appendix D1**); and Ordinance No. 457.

**Findings of Fact:**

*a) Change topography or ground surface relief features?*

***Less Than Significant Impact***

The Project site was previously used for rural residential purposes; however, the previous residential improvements have been removed and the site is currently vacant. There is some perimeter fencing (4' metal stake w/ 5-strand barbed wire), graded dirt access roads, remnants of concrete foundations and block walls, several groupings and scattered non-native trees and shrubs. As set forth in the *Archaeo Report*, the Project site's "ground surface has been disturbed by past development and construction activities along the adjacent public roadways, especially Winchester Road, a local thoroughfare. Dirt roads, concrete foundations from demolished buildings, and remnants of block walls are found over much of the property, and large piles of construction and landscaping debris, mainly concrete fragments, are found in the southern half. Granitic outcrops dot the landscape in the southwest corner and the central portion."

With the exception of the sloping southwest corner, the Project site elevation varies from approximately 1,510 to 1,530 feet above mean sea level (AMSL). The small sliver of up slope at the southwest corner rises upwards from an elevation of approximately 1,540 to 1,580 feet AMSL. Except for the hillside in the southwest corner, the terrain is relatively level, with a gradual incline to the south/southeast.

More specifically, existing elevations at the Project site vary from approximately 1,505 feet above mean sea level (AMSL) at the northeast corner to approximately 1,585 feet AMSL at the southwest corner. The existing ground slopes downward toward the northeast corner of the site.

The Project's proposed commercial development (Gas Station, Convenience Store, Tunnel Car Wash and Self-Storage Facility) would be spread across the entire site with the exception of the sloping southwest corner and a 50-foot wide Natural Landscape Area along the south property line to be protected in place.

The Project will require approximately 21,584 cubic yards (CY) of cut and 29,407 CY of fill, requiring 7,823 CY of import. It is anticipated that the imported soil will come from a site within a 5-mile radius that has all environmental clearances.

The Project would maintain the existing minimum and maximum elevations. The Project proposes to cut into the existing natural slope at the south and west portions of the Project site with the construction of downdrains to manage hillside grading. The remainder of the Project site consisting of the commercial buildings, drive aisles and parking areas would slope gently at an average of less than 2% across the site.

The proposed finished floor elevations vary from 1,518.55 feet AMSL for the Gas Station/Convenience Store and Car Wash (north end of site), to a range of 1,518.0 to 1,521.1 feet AMSL for the four self-storage buildings (middle to south end of the site). This compares with the street grade elevation of approximately 1,510 feet AMSL along the Project site's Winchester Road frontage. The asphalt paved parking/storage areas would be at a similar grade to the finished floor level of the buildings.

Therefore, implementation of the Project would moderately change the existing topography and surface relief features. These changes would be required in order to re-contour the Project site's topography in a manner to accommodate the Project.

As designed, the changes to the topography and ground surface relief features would be in keeping with the existing and proposed physical developments adjacent to the Project site. Any impacts would be less than significant.

*b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?*

***Less Than Significant Impact***

There are no existing on-site cut or fill slopes greater than ten (10) feet in height or steeper than 2:1 (horizontal:vertical). Furthermore, with the exception of the proposed cut into the existing natural hillside at the south end and southwest corner (maximum 1.5:1) to accommodate additional parking and to maximize the pad area, the Project site development plan does not propose the creation of cut or fill slopes greater than ten (10) feet in height or steeper than 2:1 (horizontal:vertical).

CBC requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life due to geological constraints by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the Project will be required to comply with the Geo Investigation and the report's various recommendations.

The County of Riverside Building and Safety Department has standard conditions, as they apply to manufactured slopes, which require that the Project applicant plant and irrigate all manufactured slopes equal to or greater than 3 feet in vertical height with drought tolerant grass or ground cover; slopes 15 feet or greater in vertical height shall also be planted with drought tolerant shrubs or trees in accordance with the requirements of Ordinance 457 and the current CBC. Impacts will be less than significant.

*c) Result in grading that affects or negates subsurface sewage disposal systems?*

***No Impact***

The Project site consists of three assessor's parcels (APNs 466-050-019, 020 & 021) ranging from 1.77 to 2.04 acres and totaling 5.80 acres. The middle parcel (APN 466-050-020; 1.99 ac) and southerly parcel (APN 466-050-021) were previously improved in conjunction with the underlying Rural Residential zoning. The mobile home previously located on APN 466-050-020 was removed from the site in 2008/2009, and the mobile home previously located on APN 466-050-021 was removed in 2011/2012. The site is currently vacant of any building structures and/or related subsurface septic systems.

No portion of the proposed Project would result in grading that affects or negates subsurface sewage disposal systems. There would be no impact.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **18. Soils**<br>a) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| 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):** Project Site Visit, by Matthew Fagan, 3-22-2021; *Map My County* (**Appendix A**); *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**); *Infiltration System Design Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Winchester Area, Riverside County, California*, CW Soils, 12-5-2019 (*Infiltration Report*, **Appendix F2**); *Onsite Wastewater Treatment System Report, Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Winchester Area, Riverside County, California*, prepared by CW Soils, 5-21-2021 (*OWTS Report*, **Appendix F3**); and Ordinance No. 457.

**Findings of Fact:**

*a) Result in substantial soil erosion or the loss of topsoil?*

***Less Than Significant Impact***

Subsurface exploration at the Project site was originally conducted on May 8, 2006 by CW Soils in conjunction with the *Geo Investigation*, and subsequently on December 5, 2019 by CW Soils in conjunction with the *Infiltration Report*.

With respect to the *Geo Investigation*, a backhoe was used to excavate five (5) test pits throughout the Project site with maximum depths varying from 5.0 to 15.0 feet. As set forth in the *Geo Investigation*, the three dominant soil types that are expected to be present at the Project site are:

- Artificial Fill, Undocumented (Quf);
- Quaternary Old Alluvium (Qoal); and
- Cretaceous Granodiorite to Tonalite (Kgd).

With respect to the *Infiltration Report*, two relatively shallow exploratory excavations to a maximum depth of three (3) feet in compliance with Aardvark Permeameter guidelines were conducted to evaluate the infiltration rates subsurface earth materials. The exploratory holes were excavated and logged (see Appendix B of the *Infiltration Report*).

The approximate locations of the exploratory Test Pit excavations (TP-1 thru TP-5) associated with the *Geo Investigation*, and the two infiltration test pits (P-1 & P-2) associated with the *Infiltration Report* are shown below on **Figure 12-1, *Infiltration Location Map***. Groundwater was

not observed at the Project site during exploration of any of the test pits or infiltration pits including TP-2 which was excavated to a maximum depth of fifteen (15) feet.

**Figure 12-2, *Regional Geologic Map***, depicts the Project site and the surrounding geologic units and **Figure 12-3, *Geotechnical Map***, shows the Project site's on-site soils and approximate locations of the four (4) test pits excavated on the site.

Site grading will create the potential for the proposed Project to result in soil erosion or the loss of topsoil. The County of Riverside Building and Safety Department has standard conditions, as they apply to manufactured slopes.

In addition, wind erosion will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering.

Lastly, water erosion will be prevented through the County's standard, mandated, erosion control practices required pursuant to the CBC, and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags.

Therefore, based upon the required compliance with these regulations and County ordinances, impacts related to soil erosion are anticipated to remain less than significant.

b) *Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?*

***Less Than Significant Impact***

As set forth in the *Geo Investigation*, laboratory test results indicate that the Project's onsite soils exhibit a VERY LOW expansion potential as classified by the 2016 CBC Section 1803.5.3 (it should be noted that while the *Geo Report* references the 2016 CBC Section, and there is a more current version available dated 2019, the language in the 2019 and 2016 CBC Sections are identical) and ASTM D4829-03. Since the onsite soils exhibit expansion indices of 20 or less, the design of slab on grade foundations is exempt from the procedures outlined in Section 1808.6.1 or 1808.6.2. Consistent with Ordinance No. 457, each building pad will be evaluated for its expansive potential and foundation design parameters will be incorporated.

California Building Code (CBC) requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes.

The Project would not be located on expansive soil, as defined in Section *1803.5.3* of the California Building Code (2019), creating substantial risks to life or property; with adherence to listed regulations and County ordinances, any impacts would be less than significant.

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?*

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

***Less Than Significant Impact***

The Project is proposing an onsite water treatment system (OWTS). A total of eight (8) percolation tests were conducted on May 4 to 8, 2019 to evaluate the feasibility of utilizing leach fields for onsite wastewater treatment. As set forth in the *OWTS Report*, there is sufficient area on each lot to support an OWTS that will meet the current standards of the Department of Environmental Health and the Regional Water Quality Control Board.

Any impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation 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):** *Map My County* (**Appendix A**); Riverside County General Plan, Safety Element, Figure S-8, *Wind Erosion Susceptibility Map*; Ordinance No. 484 (An Ordinance of the County of Riverside for the Control of Blowing Sand); and Ordinance No. 457.

**Findings of Fact:**

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

***Less Than Significant Impact***

The Project site is located in an area designated as "Moderate Wind Eroding." Implementation of the proposed Project may be impacted by or result in an increase in wind erosion and blowsand, either on or off site.

All grading shall conform to the California Building Code, Ordinance No. 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department. This is a standard condition for the County of Riverside and is not considered mitigation for CEQA implementation purposes.

The Project will be required to implement a Storm Water Pollution Prevention Plan (SWPPP) to address wind erosion and blow sand during the construction process. The SWPPP is required by the California Regional Water Quality Board Order 2009-0009-DWQ and the NPDES General Permit Number CAS000002. As part of the SWPPP, the Project will implement construction BMPs per the California Stormwater Quality Association Construction BMP Handbook that are used to control wind erosion and blow sand, as well as stormwater runoff. This is a standard condition for the County of Riverside as well as compliance with required state regulations and is not considered mitigation for CEQA implementation purposes.

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

With the inclusion of these standard conditions, any impacts from implementation of the proposed Project related to an increase in wind erosion and blowsand, either on- or off-site, would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation 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):** *Winchester Road & Newport Road*, prepared by KW Air Quality & Noise LLC, 8-23-2021 (*AQ/GHG/TAC/EI Study*, **Appendix B**).

**Note: Any tables or figures in this section are from the *AQ/GHG/TAC/EI Study*, unless otherwise noted.**

**Findings of Fact:**

*a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

***Less Than Significant***

Riverside County adopted its Climate Action Plan (CAP) in December 2015, and updated it in December of 2019, in an effort to reduce community-wide GHG emissions. The purpose of the CAP is to adopt a plan that is consistent with and complementary to the GHG emissions reduction efforts being conducted by the State of California through the Global Warming Solutions Act (AB 32).

The implementation mechanisms for the CAP are the Screening Tables for New Development. The Screening Tables allow new development projects a streamlined option for complying with CEQA requirements for addressing GHG emissions. Additionally, Riverside County's CAP details policies to reduce emissions from municipal and community-wide sources, including emissions from existing buildings and new development.

Projects have the option of preparing a project-specific technical analysis to quantify and mitigate GHG emissions. A threshold level above 3,000 $MTCO_2e$ per year will be used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

The screening tables are set up similar to a checklist, with points allocated to certain elements that reduce GHG emissions. If a project garners 100 points (by including enough GHG reducing

elements), then the project is considered to be consistent with Riverside County's plan for reducing GHG emissions.

Furthermore, the Project will also be required to comply with several efficiency measures including compliance with Title 24 Part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 (Energy Code) to further reduce energy usage and GHG emissions through building design and operation. The Project will also be required to comply with several water and waste efficiency measures consistent with building code requirements and the County's landscaping standards and waste management agreements.

Construction Greenhouse Gas Emissions

Greenhouse gas emissions are estimated for on-site and off-site construction activity using CalEEMod. **Table 20-1, *Construction Greenhouse Gas Emissions*** shows the Project's construction-related greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are averaged over 30 years, are estimated at 16.56 metric tons of $CO_2e$ per year and will be added to the long term operational emissions, pursuant to SCAQMD recommendations.

**Table 20-1**
**Construction Greenhouse Gas Emissions**

| Activity | Emissions ($MTC0_2e$/yr.)[1] | | |
|---|---|---|---|
| | **On-site** | **Off-site** | **Total** |
| Site Preparation | 16.9 | 1.0 | 17.8 |
| Grading | 26.3 | 30.2 | 56.5 |
| Building Construction | 268.1 | 129.3 | 397.4 |
| Paving | 20.2 | 1.3 | 21.5 |
| Architectural Coating | 2.6 | 1.2 | 3.30 |
| **Total** | 334.0 | 162.9 | 496.9 |
| **Amortized over 30 years[2]** | 11.0 | 5.0 | 16.56 |

[1] $MTCO_2e$/yr. = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide)
[2] The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations

Operational Greenhouse Gas Emissions

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown in **Table 20-2, *Opening Year Project-Related Greenhouse Gas Emissions***.

**Table 20-2**
**Opening Year Project-Related Greenhouse Gas Emissions**

| Category | Greenhouse Gas Emissions (Metric Tons/Year)[1] | | | | | |
|---|---|---|---|---|---|---|
| | **Bio-CO2** | **NonBio-$CO_2$** | **$CO_2$** | **$CH_4$** | **$N_2O$** | **$CO_2e$** |
| Area Sources[2] | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 |
| Energy Usage[3] | 0.00 | 57.72 | 57.72 | 0.00 | 0.00 | 58.02 |
| Mobile Sources[4] | 0.00 | 1,902.43 | 1,902.43 | 0.12 | 0.11 | 1,937.11 |
| Solid Waste[5] | 15.54 | 0.00 | 15.54 | 0.92 | 0.00 | 38.49 |
| Water[6] | 6.03 | 44.07 | 50.10 | 0.62 | 0.02 | 70.16 |
| Construction[7] | 0.00 | 16.35 | 16.35 | 0.00 | 0.00 | 16.56 |
| **Total Emissions** | 21.56 | 2,020.57 | 2,042.13 | 1.67 | 0.12 | **2,120.35** |
| **Riverside County CAP and SCAQMD Draft Screening Threshold** | | | | | | **3,000** |
| **Exceeds Threshold?** | | | | | | **No** |

Notes:
[1] Source: CalEEMod Version 2020.4.0
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the $CO_2$ and $CH_4$ emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30-year amortization rate.

As shown in **Table 20-2**, the Project's GHG emissions are 2,120.35 metric tons of $CO_2e$ per year and will be below the County's GHG emissions threshold of 3,000 $MTCO_2e$.

The Project-related long-term GHG impacts are less than significant, and no mitigation is required.

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

***Less Than Significant***

The proposed Project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Appendix D of the Riverside County CAP Update also states that projects that do not exceed the CAP's screening threshold of 3,000 $MTCO_2e$ per year are considered to have less than significant GHG emissions and are in compliance with the County's CAP Update. Projects that do not exceed emissions of 3,000 $MTCO_2e$ per year are also required to include the following efficiency measures:

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

At a level of 2,120.35 $MTCO_2e$ per year, the Project's GHG emissions do not exceed the Riverside County CAP's screening threshold. Therefore, the Project is in compliance with the reduction goals of the goals of the County of Riverside CAP, AB-32, and SB-32. Furthermore, the Project will comply with efficiency measures detailed above, applicable Green Building Standards and County of

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

Riverside's policies regarding sustainability (as dictated by the County's General Plan). Therefore, impacts will be less than significant, and no mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| **HAZARDS AND HAZARDOUS MATERIALS** Would the Project: | | | | |
|---|---|---|---|---|
| **21. Hazards and Hazardous Materials**<br>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, 6-Acre Site Located Adjacent to the Southwest Corner of Highway 79 and Newport Road, Riverside County, , California,* prepared by Petra Geotechnical, 4-23-2019 (*Phase I ESA*, **Appendix G1**); *Limited Phase II Assessment; 6-Acre Site Located Adjacent the Southwest Corner of Highway 79 and Newport Road, Riverside County, California*, prepared by Petra Geotechnical, 12-17-2020 (*Phase II ESA*, **Appendix G2**); Project Plans (**Appendix K**); Hemet Unified School District website; GEOTRACKER website; and The Department of Toxic Substances Control EnviroStor website.

**Findings of Fact:**

*a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

***Less Than Significant Impact***

The proposed Project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials.

The Project site is located in the relatively rural unincorporated community of Winchester located west of the city of Hemet and east of the City of Menifee in western Riverside County. The proposed Project

does not place housing near any hazardous materials facilities. The former rural residences onsite have been relocated – the site is currently vacant, and no new housing is proposed.

The routine use, transport, or disposal of hazardous materials is primarily associated with industrial or commercial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project proposes a commercial gas station and convenience store with a car wash on the northern portion of the site and a self-storage facility on the central and southern portions of the site. The gas station activity would involve the use, routine transport, or disposal of hazardous substances as part of its vehicle fueling operation, primarily several grades of gasoline but possibly also diesel fuel.

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

The Project involves operation of a gas station which presents an incremental increased risk of fire hazards on or near the site due to the storage, handling, transport, and dispensing of gasoline and possibly diesel fuel for vehicles. The handling of gasoline and diesel vehicle fuels is extensively regulated by various federal and state agencies. According to the U.S. Environmental Protection Agency (EPA), operation of gas stations requires the transport, storage, and use (dispensing) of various grades of gasoline and possibly diesel fuel, all of which are considered hazardous materials. In addition, the on road transport of vehicle fuels is regulated by the U.S. Department of Transportation (DOT). Gas stations are very common throughout the County and the transport and use of commercial hazardous materials such as vehicle fuels is not considered a substantial health or safety risk to the community. Compliance with established federal, state, and local (County) regulations for hazardous materials, specifically gasoline and diesel fuels, will reduce potential risks to less than significant levels.

In addition to various federal and state regulations, the proposed Project will be required to comply with the County's local regulations and requirements addressing the proper use, storage, collection, and disposal of hazardous materials. Local businesses that handle such materials must file a business plan with the Riverside County Fire Department to document how the materials will be safely stored in underground fuel tanks which are inspected and certified, and how the fuels will be handled or dispensed using certified equipment.

In addition, the Riverside County Department of Environmental Health (DEH) is responsible for tracking hazardous materials handlers to ensure appropriate reporting and compliance. DEH regulates facilities that handle and store onsite specified types and quantities of hazardous and acutely/ extremely hazardous materials through permitting, routine facility inspections, and development of detailed site plans indicating where hazardous materials are stored.

The proposed Project will not place housing near any hazardous materials facilities, although there are some existing rural residences west of the Project site. Other commonly used hazardous materials at commercial facilities include cleaners, pesticides, and food waste. The remnants of these and other products are disposed of as household hazardous waste that are prohibited or discouraged from being disposed of at local landfills.

Based on the preceding analysis, construction and operation of the proposed Project will have less than significant impacts related to the routine transport, use, or disposal of hazardous materials with adherence to existing federal, state and local regulations.

b) *Would the Project 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?*

***Less Than Significant with Mitigation Incorporated***

The *Phase I ESA* conducted for the Project site in 2019 found evidence of the following recognized environmental condition (REC) or concern in connection with the Project site:

> *"One rusted 55-gallon steel drum was observed within the west-central portion of the site, the contents of which are unknown but appear to be waste oil. Dark staining of the soils was observed around the 55-gallon steel drum which is a potential hydrocarbon spill. It is recommended that the 55-gallon steel drum be removed from the site in accordance with current regulations. Testing of the surrounding soils should then be completed to determine the limits of soil that has been contaminated."*

As a result of the recommendation in the *Phase I ESA* regarding RECs, a limited Phase II soil investigation was conducted in the vicinity of the rusted 55-gallon drum for total petroleum hydrocarbons (TPH) and heavy metals. The Phase II ESA revealed the underlying soils contained concentrations of TPH contaminants above their respected Environmental Screening Level (ESL). This is a potentially significant impact that must be mitigated.

The *Phase II ESA* also concluded that detected levels of barium, chromium, cobalt, copper, lead, vanadium and zinc were below their respective Regional Screening Levels (RSLs) for residential use soil. Therefore, this potential impact is less than significant.

The Phase I report also noted the following "site considerations":

(1) *"Due to the age of the former structures and the absence of known sewer lines in the area, it is likely that the former onsite structures used onsite sewage disposal systems. Rural residential septic systems and those associated with small agricultural plots do not typically represent a potential environmental concern. Septic systems encountered onsite during demolition and grading should be removed and abandoned in accordance with County of Riverside Health Department guidelines. In the event unusual noxious odors or staining is encountered during removal, the area should remain undisturbed until an experienced environmental professional has had an opportunity to observe the area and make appropriate findings and recommendations if needed."*

(2) *"With redevelopment of any historically developed agricultural property, a certain amount of unknown conditions in the subsurface should be anticipated (i.e., buried debris and foundations, tree stumps, utility conduits, etc.). Any discolored soils or unanticipated buried objects should be left in place until an experienced environmental professional has had the opportunity to evaluate the conditions and provide recommendations if needed."*

Based on the results of the Phase I and II ESA reports, there is at least some potential risk of upset regarding the discovery of buried materials during grading. It is most likely these materials are not

hazardous and do not represent a significant risk to public health or safety. However, out of an abundance of caution, this is considered a potentially significant impact that requires mitigation. **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** are required to help reduce potential impacts related to upset or accident conditions during grading of the site to less than significant levels.

During construction, there is also a potential for accidental release of petroleum products from vehicles and equipment to pose a significant hazard to people and the environment. Impacts may occur during construction, however, with the incorporation of standard County conditions of approval, such as a Storm Water Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP), any impacts will remain less than significant. These standard conditions are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes.

The Project involves operation of a gas station which presents an incremental increased risk of fire hazards on or near the site due to the storage, handling, transport, and dispensing of gasoline and possibly diesel fuel for vehicles. However, compliance with established federal, state, and local (County) regulations for hazardous materials, specifically gasoline and diesel fuels, will reduce potential risks to less than significant levels.

Other hazardous materials typically used in commercial facilities include cleaning products and other petroleum-based chemicals. These types of materials are not potentially hazardous to large numbers of people, especially at the scale they would be stored in and used at a gas station and self-storage facility. Some use of potentially hazardous materials, such as herbicides, may be used for the maintenance of the drainage facilities and ornamental landscaped areas. The use of such materials will be in accordance with state and federal regulations pertaining to their use. Therefore, the Project will not 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. Impacts will be less than significant.

*c) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?*

***Less Than Significant Impact***

The Project proposes to construct a commercial gas station, convenience store, car wash, and self-storage facility and associated improvements. A limited potential exists to interfere with an emergency response or evacuation plan during construction, primarily on Winchester Road (SR-79N). Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to lessen and abate any construction circulation impacts. This is a standard condition applicable to all development, therefore, it is not considered mitigation for CEQA implementation purposes.

Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project. Therefore, implementation of the Project will not impair implementation of, or physically interfere, with an adopted emergency response plan or an emergency evacuation plan. Impacts will be less than significant.

*d) Would the Project 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?*

***No Impact***

The Project site is located within the Hemet Unified School District (HUSD). The closest existing school to the Project site is the Western Center Academy (grades 6-12) located at 2345 Searl Parkway in the City of Hemet. There are no existing or proposed schools located within one-quarter mile of the Project site.

Based on this information, the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impacts will occur.

*e) Would the Project 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?*

***No Impact***

The California State Waterboards GEOTRACKER website provides information regarding Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, Waste Discharge Requirement (WDR) Sites, Permitted Underground Storage Tank (UST) Facilities, Monitoring Wells, Department of Toxic Substances Control (DTSC) Cleanup Sites and DTSC Hazardous Waste Permit Sites.

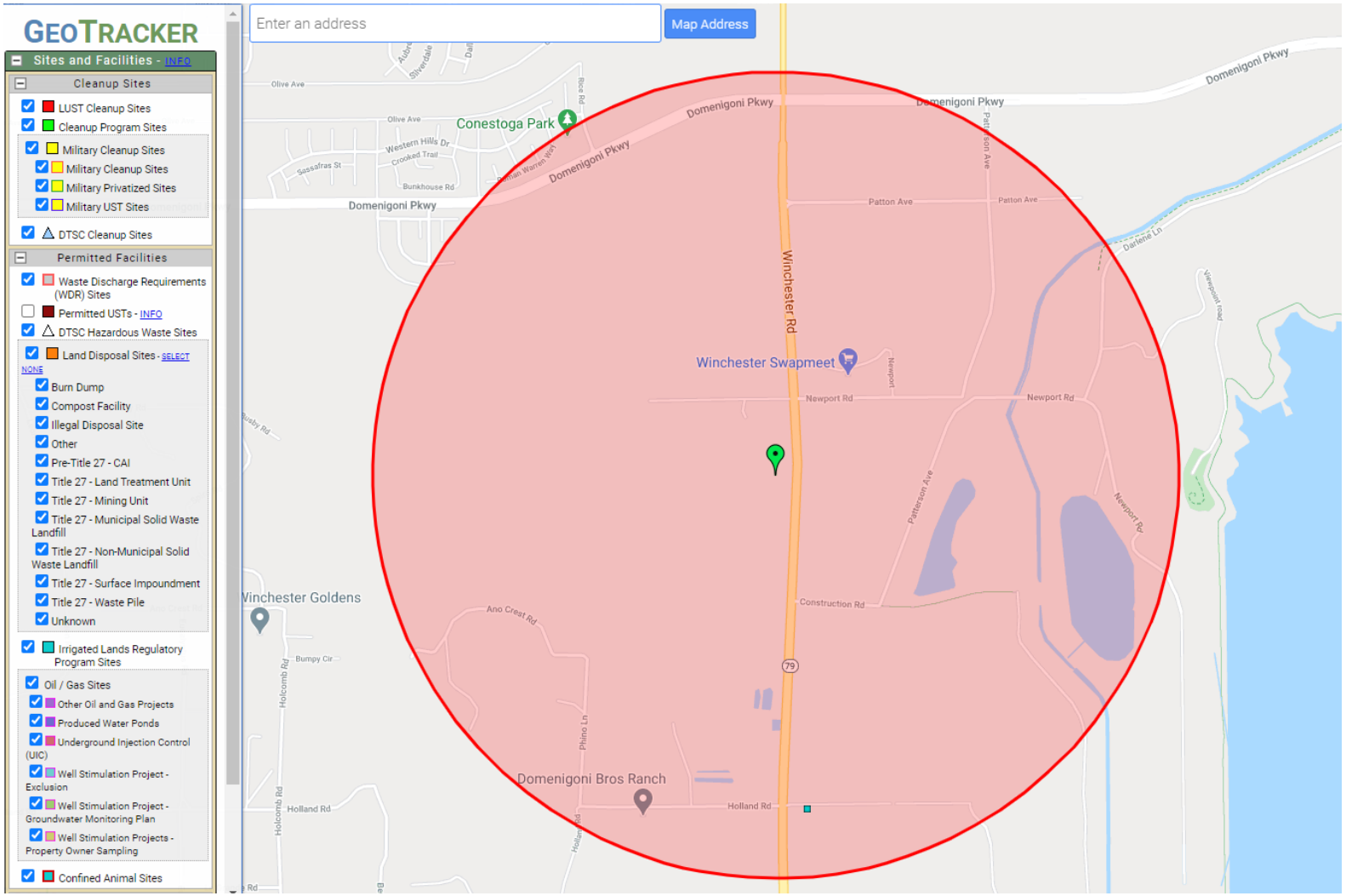
According to the GEOTRACKER site, there are no active or open cases involving Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, WDR Sites, Permitted UST Facilities, Monitoring Wells, DTSC Cleanup Sites and DTSC Hazardous Waste Permit Sites on the proposed Project site, or within two (2) miles of the Project site. Detailed information is shown on **Figure 21-1, *Geotracker Site***.

Likewise, the DTSC's EnviroStor site does not show any active Hazardous Waste and Substances Sites located within a 2-mile radius of the proposed Project site. This information was verified at the web-link cited in the sources, and shown on **Figure 21-2, *EnviroStor Site***.

These conclusions are supported by the information contained in the *Phase I ESA.* The Project is not 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.

Based upon the available data, there is no evidence to support that hazardous wastes or contamination would be present on the site. No impacts will occur.

**FIGURE 21-1**
**GeoTracker Site**



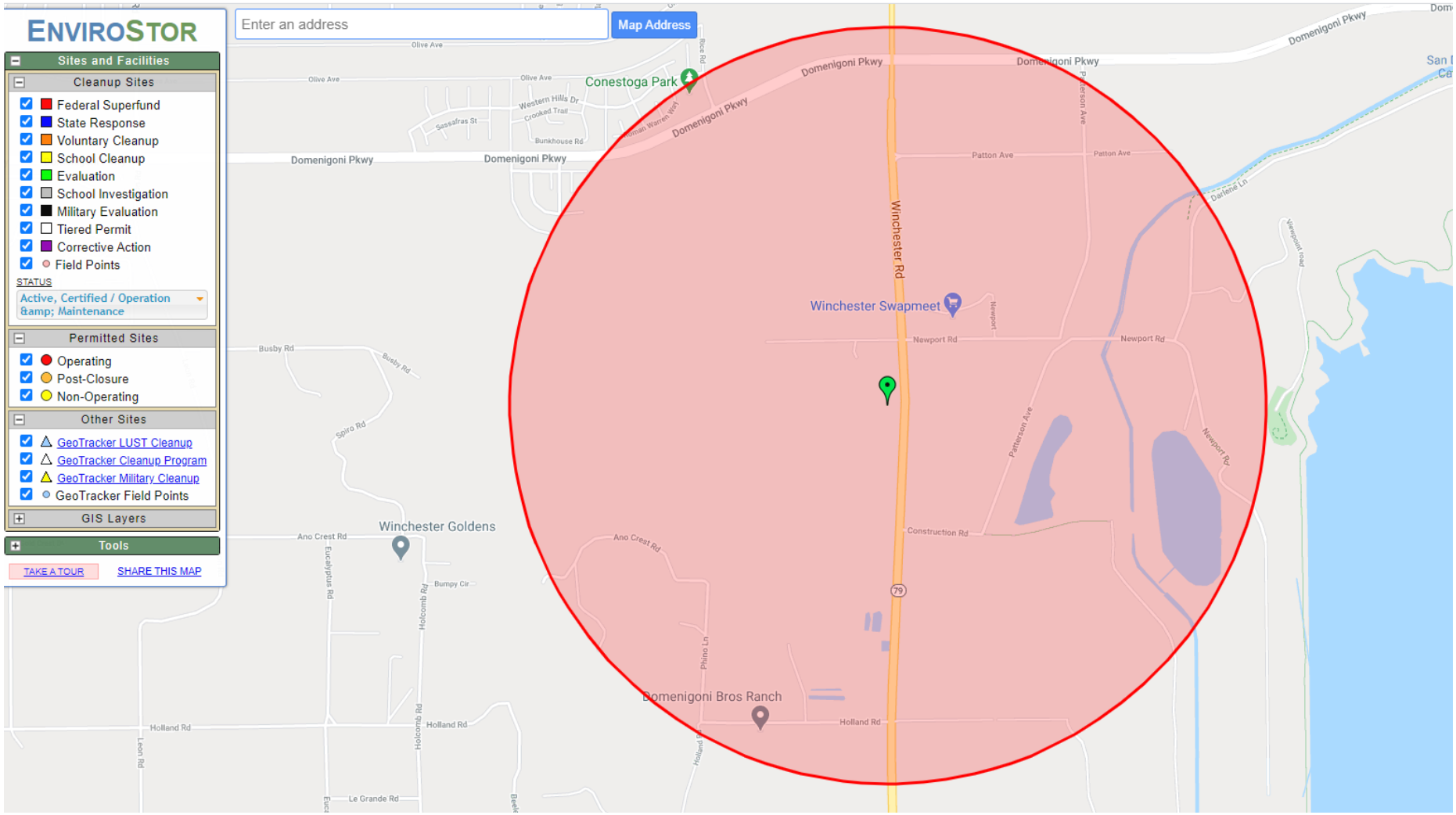

Source: GeoTracker https://geotracker.waterboards.ca.gov/map/

SITE and 1 Mile Radius

**SITES FOUND IN SEARCH RADIUS** — 3 SITES LISTED

| SITE NAME | GLOBAL ID | STATUS | ADDRESS |
|---|---|---|---|
| DOMENIGONI BROTHERS RANCH, LP - DOMENIGONI BROTHERS RANCH, LP | AGL020028783 | ENROLLED | 33011 HOLLAND ROAD |
| DOMENIGONI BROTHERS RANCH, LP - DOMENIGONI BROTHERS RANCH, LP AND WEST COAST TURF | AGL020028780 | ENROLLED | 33011 HOLLAND ROAD |
| DOMENIGONI BROTHERS RANCH, LP - DOMENIGONI BROTHERS RANCH, LP AND WEST COAST TURF | AGL020028781 | ENROLLED | 33011 HOLLAND ROAD |

**FIGURE 21-2**
**Envirostor Site**




Source: Envirostor https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=winchester%2C+ca

SITE and 1 Mile Radius

**Mitigation:**

**MM-HAZ-1** **Soil Remediation.** Prior to the start of grading, the applicant shall retain an environmental contractor licensed in accordance with current regulations to remove the 55-gallon steel drum identified in the Phase I ESA and Phase II ESA reports prepared for the Project site. In addition, the licensed environmental contractor (LEC) shall remove the stained soils (i.e., elevated total petroleum hydrocarbon contaminants or TPH associated with the 55-gallon drum) as identified in the Phase II ESA report. The contaminated soils shall be excavated and removed from the subject property by the LEC. The soil removal excavation shall extend a width of 10 x 10 feet and to a depth of 1-foot below the ground surface and/or refusal in bedrock. The excavated soils shall be placed in steel drums and sealed for proper disposal. Once the excavation is completed, confirmation sidewall and bottom samples shall be collected for TPH testing to verify removal of hydrocarbon soil residues. The excavation shall be monitored by the LEC to identify stained soils and noxious odors and to collect the confirmation samples for laboratory analysis. If the laboratory testing indicates no further contamination above the appropriate Environmental Screening Levels (ESLs), the LEC shall prepare a brief written report of the remediation and disposal action and submit it to the County Department of Environmental Health for review and approval. No grading of the site shall occur until the LEC's report has been approved by the County.

**MM-HAZ-2** **Monitoring of Grading.** Prior to the start of any ground-disturbing activities (except those identified in HAZ-1), the applicant shall retain a qualified environmental professional (QEP) to monitor all clearing and grading activities on the site in the event unexpected and potentially hazardous materials are found. If any potentially hazardous materials are found during grading, work shall be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required to effectively characterize the materials.

If laboratory testing reveals that soils are contaminated at levels that are only slightly in excess of applicable commercial standards, the QEP shall exercise professional discretion and have the option to coordinate with the grading contractor.

Remediated areas must be retested to assure potential contaminant levels are below applicable commercial standards. The results of any testing shall be provided to the County. Any contaminated soil or materials found onsite must be removed by a licensed environmental contractor and hauled to a landfill approved for such materials.

The QEP shall prepare a brief written report including the disposition of any hazardous materials found onsite during grading and submit it to the County Department of Environmental Health for review and approval. No certificate of occupancy for the Project shall be issued until the QEP's report has been approved by the County.

**Monitoring:** **MM-HAZ-1** shall be monitored and completed prior to issuance of a grading permit. **MM-HAZ-2** shall be monitored during grading and appropriate action taken if hazmat is found.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **22. Airports**<br>a) Result in an inconsistency with an Airport Master Plan? | ☐ | ☐ | ☐ | ☒ |
| 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):** *Map My County* (**Appendix A**); Riverside County General Plan (*General Plan*), Figure S-20 "Airport Locations," and *HV/WAP*, Figure 5, *Harvest Valley/Winchester Area Plan - Airport Influence Area*; AirNav.com website; and Google Earth.

**Findings of Fact:**

*a) Would the Project result in an inconsistency with an Airport Master Plan?*

***No Impact***

The Project site is not located in an area which is governed by an airport master plan. The closest airport is the Hemet-Ryan Airport which is located approximately 4½ miles northeast of the Project site, followed by the French Valley Airport which is located approximately 7½ miles south/southwest of the Project site. Therefore, implementation of the Project would not result in a safety hazard for people residing or working in the proposed Project area. No impacts will occur.

*b) Would the Project require review by the Airport Land Use Commission?*

***No Impact***

Please reference the discussion in Threshold 22.a. The Project site is not located in an area which is governed by an airport land use plan; therefore, review by an airport land use commission is not required. The closest airport is the Hemet-Ryan Airport which is located approximately 4.5 miles northeast of the Project site, followed the French Valley Airport which is located approximately 7.5 miles south/southwest of the Project site. This criterion is not applicable to the Project. No impacts will occur.

*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?*

***No Impact***

The Project site is not located in an area which is governed by an airport master plan. The closest airport is the Hemet-Ryan Airport which is located approximately 4.5 miles northeast of the Project

site, followed the French Valley Airport which is located approximately 7.5 miles south/southwest of the Project site. Therefore, this criterion is not applicable to the Project. No impacts will occur.

*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?*

***No Impact***

The closest private airstrip is the Billy Joe Airport - 37CA which is located approximately 12 miles south of the Project site; the closest heliport is at the Loma Linda University Medical Center (40CN) located at 28062 Baxter Road in the City of Murrieta, approximately 7 miles to the southwest of the Project site. These distances are out of the immediate vicinity of the Project site.

Therefore, implementation of the Project would not result in a safety hazard for people residing or working in the Project area from a private airstrip, or heliport. No impacts will occur.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| **HYDROLOGY AND WATER QUALITY** Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **23. Water Quality Impacts**<br>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? | ☐ | ☐ | ☒ | ☐ |
| 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) Impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |
| h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to Project inundation? | ☐ | ☐ | ☒ | ☐ |
| i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Report*, **Appendix F1**); *Preliminary Drainage Study for Cup 200001, 30003 Winchester Road, Riverside County, California*, prepared by Blue Peak Engineering, 1-13-2022 (*Drainage Study*, **Appendix H1**); *Project Specific Water Quality Management Plan, Project Title: 30003 Winchester Road,* prepared by Blue Peak Engineering, 2-2022 (*WQMP*, **Appendix H2);** *Onsite Wastewater Treatment System Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California,* prepared by CW Soils, 6-9-2021 *(OWTS,* **Appendix H3)**; *Infiltration System Design Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Winchester Area, Riverside County, California,* prepared by CW Soils, 12-5-2019 (*Infiltration Report*, **Appendix F2**); *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, Conditional Use Permit 200001, Winchester, Riverside County, California,* prepared by Searl Biological Services, 6-3-2021 (*MSHCP Analysis*, **Appendix C**); FEMA website; Eastern Municipal Water District *2020 Urban Water Management Plan* (*EMWD 2020 UWMP*); Metropolitan Water District *2020 Regional Urban Water Management Plan* (*2020 RUWMP*); Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program); Ordinance No. 754 (As Amended through 754.2 (An Ordinance of the County of Riverside Amending Ordinance No. 754 Establishing Stormwater/Urban Runoff Management and Discharge Controls); Riverside County General Plan, Safety Element, Figure S-9 *Special Flood Hazard Areas*, and Figure S-10 *Dam Failure Inundation Zone*; Riverside County General Plan, Southwest Area Plan, Figure 12, *Southwest Area Plan Seismic Hazards*; Department of Water Resources Adjudicated Areas Interactive Map Website; Project Plans (**Appendix K**); and *Map My County* (**Appendix A**).

**Findings of Fact:**

*a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

***Less Than Significant Impact***

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program. A project would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body.

For the purpose of this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into storm water drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

The Project site is located in the Santa Margarita Region Watershed and encompasses an area of approximately 750 square miles, most of which (±550 sq. mi; 73%) is located in Southwest Riverside County and the balance (±200 sq. mi; 27%) located in northern San Diego County. The Santa Margarita Watershed basin includes the Riverside County areas of Temecula, Murrieta, Wildomar, and a small portion of southern Menifee, while the areas within San Diego County include Fallbrook and Camp Pendleton.

The Project site drains toward Warm Springs Creek to the south which extends approximately 9.5 miles westerly (generally) of the Project site to its confluence with Murrieta Creek, just west of Interstate 15 (I-15). From there, storm water flows south/southeast approximately 7.3 miles within Murrieta Creek along the eastern foothills of the Santa Ana Mountains to the Santa Margarita River, through the Santa Ana Mountain Range (aka the "Rainbow Gap") and Camp Pendleton before discharging into the Pacific Ocean. Runoff from the Project site can affect the water quality of four distinct receiving bodies of water. **Table 23-1, *Local Receiving Bodies and Pollutants of Concern*** shows the four downstream receiving bodies and the various pollutant(s) or contaminant(s) that contribute most to their classification by the U.S. Environmental Protection Agency (EPA) as "impaired water bodies" under Section 303(d) of the federal Clean Water Act.

**Table 23-1**
**Local Receiving Bodies and Pollutants of Concern**

| Receiving Waters | EPA Approved 303(d) List Impairments |
|---|---|
| Warm Springs Creek | Chlorpyrifos |
| Murrieta Creek | Chlorpyrifos, Copper, Iron, Manganese, Nitrogen, Toxicity |
| Santa Margarita River (Upper) | Toxicity |
| Santa Margarita River (Lower) | Enterococcus, Fecal Coliform, Phosphorous, Nitrogen |

Source: Table A.1, *WQMP* 2021

All new development in the County of Riverside is required to comply with provisions of the NPDES program, including Waste Discharge Requirements (WDR), and the 2013 Santa Margarita MS4 Permit (amended 2015), as enforced by the San Diego Regional Water Quality Board (SDRWQCB). It should be noted that due to the physical constraints on and adjacent to the site, the drainage plan and water quality improvements to the site are integral to each other so the following sections describe the Project drainage plans in detail so the reader will be better able to understand its water quality benefits.

The Project proposes the construction and operation of a self-storage facility, gas station with canopy and eight fueling stations, a convenience store, future commercial pad, and a car wash on 5.8 gross acres. The Project will construct the proposed facilities and supporting landscaping, hardscape/parking, street improvements, utility infrastructure, storm drain, porous pavers, subsurface systems, and a box culvert. Two underground detention basins will be utilized for water quality treatment, one in the northwest corner of the site and the other in the central portion of the site. In general, onsite drainage flows traverse the site towards the north end of the Project site towards two drainage swales. The first drainage swale will take the on-site flows on the western portion of the Project site to an underground detention basin in the northwest corner of the site that will outlet via two storm drains; one of which will outlet to the easterly gutter, which carries the flow to the leach field in the central portion of the Project site; the other of these storm drains will outlet the overflow drainage through a headwall on the eastern property line. The eastern portions of the Project site will drain toward an underground detention basin in the central portion of the Project site, which outlets via a storm drain to Winchester Road.

The Project is proposing to develop the southerly portion of the Project site as a self-storage facility with a subsurface detention basin, while the northerly portion of the site is proposed to be developed with the self-storage office building, car wash, and gas station, including a parking area. The street improvements will incorporate landscaped areas adjacent to the right-of-way that are designated as self-retaining areas, with a series of parkway drains to allow low-flows to enter. Due to the lack of available space, other types of Best Management Practices (BMPs) besides the volume-based BMPs as shown on the site plan are not feasible to implement.

The *Drainage Study* indicates the onsite storm drain system has been designed to convey the peak 100-year flow rate for the Project site. In general, the street improvements will drain into the existing drainage system in Winchester Road. The *Infiltration Report* indicated there were shallow in-situ soils within the subject property which have somewhat consistent percolation properties and the recommended infiltration design rate is 0.6 inches per hour.

According to the *WQMP*, the construction and grading activity necessary for implementation of the Project is the entire site (net 248,902 square feet) - approximately 77,200 square feet (31 percent) of the Project will be landscaped and the rest will be buildings or hardscape. **Figure 23-1, *Preliminary Drainage Plan***, identifies the proposed on-site drainage system and water quality improvements for the Project site.

According to the MSHCP Analysis, the Project site's existing topography slopes down from northeast to southwest at a grade of about 4 percent. The proposed Project development will utilize low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible and a combination of the landscaped areas and infiltration trenches are included in the Project design. As set forth in the *Drainage Study*, the ten-year storm runoff (Q10) for the existing site is estimated to be 6.2 cubic feet per second (cfs) while the post-development runoff would be 4.8 cfs (-23 percent). Similarly, the 100-year storm runoff (Q100) for the existing site is estimated to be 11.3 cubic feet per second (cfs) while the post-development runoff would be 5.7 cfs (-49.5 percent).

The existing drainage pattern sheet flows onto Winchester Road and into a County storm drain system. The Project drainage and BMPs will maintain the existing drainage pattern by continuing to outlet to Winchester Road. The *Drainage Study* demonstrates that post-development drainage (runoff) condition will be substantially less than the pre-development conditions. Therefore, the proposed storm drain system has adequate capacity to convey the expected 100-year peak flow from the Project site.

The Project grading will require approximately 21,584 cubic yards (CY) of cut and 29,407 CY of fill, requiring 7,823 CY of import. It is anticipated that the imported soil will come from a site within a 5-mile radius that has all environmental clearances.

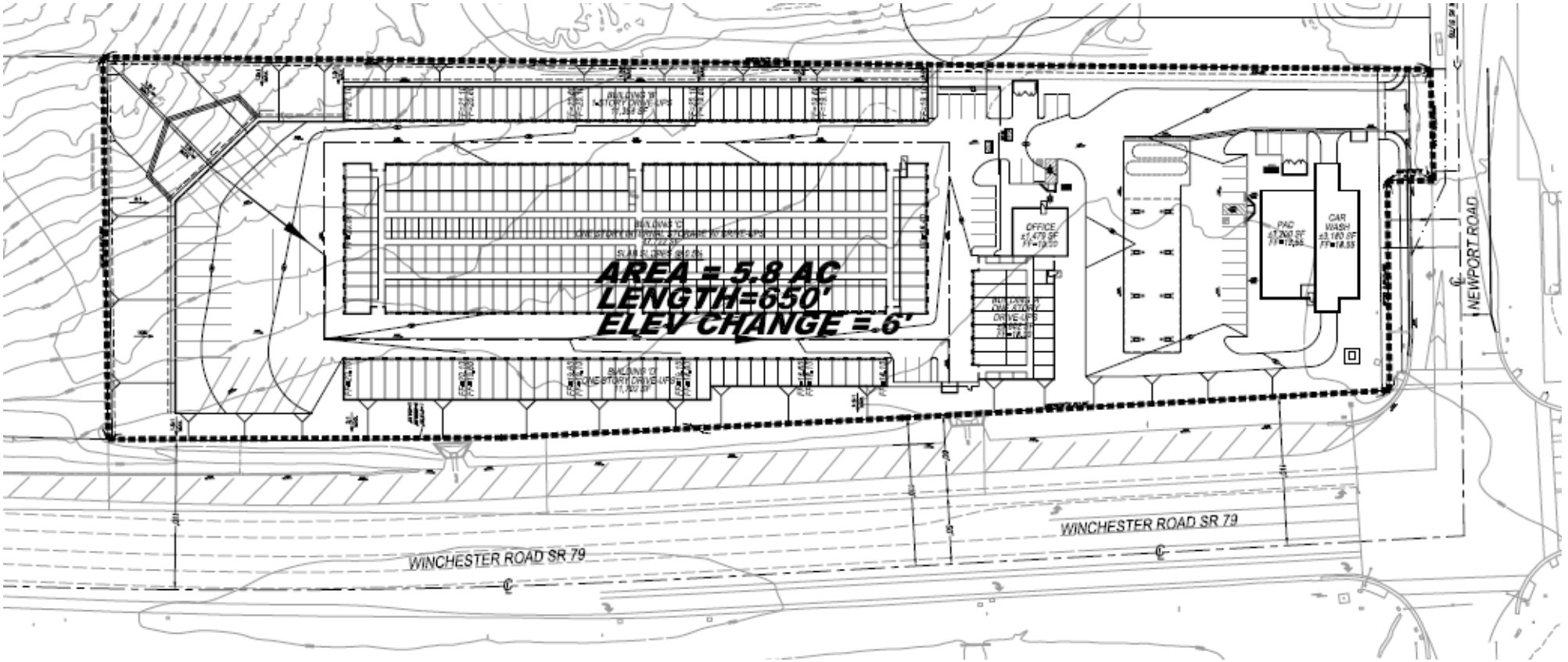
It should be noted the fire protection requirements for this site require installation of a separate water tank with a capacity of approximately 400,000 gallons and a diameter of 48 feet to serve the two proposed fire hydrants and the requiring building fire sprinkler system. This fire suppression system must be kept totally independent of the potable water system for onsite uses.

The Project site clearing and grading phases would disturb surface soils, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, bare soil may be subject to wind and water erosion. However, the Project proposes to landscape approximately 77,200

square feet or 31 percent of the Project site which will help control potential post-development erosion impacts.

Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the County and will ensure applicable water quality standards are appropriately maintained during construction of the proposed Project. These are standard conditions of approval for the County of Riverside and are not considered unique mitigation for CEQA implementation purposes.

**FIGURE 23-1**
**Preliminary Drainage Plan**




Source: Drainage Study (**Appendix H1**)

The proposed Project has been reviewed and conditioned by the Riverside County Flood Control and Water Conservation District (RCFC&WCD), the County Building Department, and the County Transportation Department to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES. These are standard conditions of approval for the County of Riverside and are not considered unique mitigation for CEQA implementation purposes.

Implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, the proposed Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts will be less than significant, and no mitigation is required.

b) *Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?*

***Less Than Significant Impact***

The *Infiltration Report* for water quality treatment areas on the Project site in conjunction with the proposed development indicated an infiltration rate of approximately 0.6 inches per hour. Infiltration areas have been spread out to utilize as much infiltration capacity as feasible on the Project site. Impervious areas have been designed with minimal widths and roofs have been designed to drain into adjacent landscaping.

No component of the proposed Project will directly utilize or deplete groundwater supplies. The Project design, as depicted on the Project Plans and *WQMP*, will allow for water to percolate back into the ground and allow for groundwater recharge. This will help to offset any potential effects on groundwater recharge from other non-pervious elements of the proposed Project.

Therefore, implementation of the proposed Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). Impacts are considered less than significant.

c) *Would the Project 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?*

***Less Than Significant Impact***

Please refer to the hydrology discussion set forth under Threshold 23.a. The proposed Project development will utilize low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible and a combination of the landscaped areas and infiltration trenches are included in the Project design.

The proposed Project drainage and water quality system meet the requirements and criteria established by the County of Riverside and will include flood control protection by providing the

necessary Best Management Practices to treat the runoff generated by the Project in a manner that meet the requirements outlined in the Water Quality Management Plan Guidance Document.

The post-Project drainage pattern will remain essentially the same as in the pre-Project condition. As set forth in the *Drainage Study*, the ten-year storm runoff ($Q_{10}$) for the existing site is estimated to be 6.2 cubic feet per second (cfs) while the post-development runoff would be 4.8 cfs (-23 percent). Similarly, the 100-year storm runoff ($Q_{100}$) for the existing site is estimated to be 11.3 cubic feet per second (cfs) while the post-development runoff would be 5.7 cfs (-49.5 percent).

The proposed Project has been reviewed and conditioned by the RCFC&WCD, the County Building Department, and the County Transportation Department to mitigate any potential impacts as listed above through site design including preparation of a WQMP and adherence to the requirements of the NPDES. These are standards conditions of approval for the County of Riverside and are not considered unique mitigation for CEQA implementation purposes**.**

There are no identified streams or drainage courses on or adjacent to the Project site. The *Drainage Study* demonstrates the Project will not 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. Any impacts will be less than significant.

*d) Would the Project result in substantial erosion or siltation on-site or off-site?*

***Less Than Significant Impact***

Refer also to Thresholds 18.a and 19.a, pertaining to the potential for erosion to occur with Project implementation.

Existing and proposed drainage conditions are summarized under Threshold 23.c. Furthermore, as stated in Threshold 23.c, the post-Project drainage pattern will remain essentially the same as in the pre-Project condition, and post-development flows will be reduced from existing conditions. The County will require the Project to implement appropriate Best Management Practices (BMPs) for water quality and erosion control through conditions of approval. These conditions are standard for most developments and are not considered unique mitigation under CEQA. Implementation of the Project as proposed would therefore not result in substantial erosion on-site or off-site.

Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a Project-specific SWPPP. Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the County and will ensure applicable water quality standards are appropriately maintained during construction of the proposed Project.

The proposed Project has been reviewed and conditioned by the RCFC&WCD, the County Building Department, and the County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES. These are standards conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes.

The Project will not result in substantial erosion or siltation on-site or off-site. Any impacts will be less than significant.

*e) Would the Project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?*

***Less Than Significant Impact***

A detailed description of the post-Project storm drain system design is included in Thresholds 23.a and 23.b. The Project has been designed such that there will be no increase in surface runoff with Project implementation (i.e., post-development conditions).

The proposed Project's site plan layout incorporates the County's low impact development (LID) standards, green elements, hydromodification elements, and permeable hardscapes. The overall drainage patterns are preserved in the proposed condition by matching existing condition discharge points, dispersing impervious area flows to permeable areas, and includes infiltration areas to mitigate increases in peak storm runoff quantities by largely covering over the site with impermeable surfaces.

These design features help mitigate the proposed increases in the imperviousness over the existing conditions while allowing for the installation of all the proposed impervious elements. Using this type of treatment control plan, the Project design has minimized the proposed impervious area footprint as much as feasible without sacrificing design and use elements.

The Project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site. Any impacts from implementation of the Project will be less than significant.

*f) Would the Project 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?*

***Less Than Significant Impact***

A detailed description of the post-Project storm drain system design is included in Thresholds 23.a and 23.b. **Figure 23-1, *Preliminary Drainage Plan***, provided in Threshold 23.b, identifies the proposed on-site drainage system for the Project site. The *Drainage Study* indicates the post-Project drainage pattern will remain essentially the same as in the pre-Project condition in terms of direction and will actually decrease post-development flows from existing conditions. Therefore, Project implementation would not result in an increase in the volume or rate of runoff from the Project site underdeveloped conditions.

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES. The incorporation of BMP's during construction and operation would ensure that the Project does not result in substantial additional sources of polluted runoff.

These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial

additional sources of polluted runoff. Impacts would be less than significant, and no mitigation is required.

*g) Would the Project impede or redirect flood flows?*

***Less Than Significant Impact***

Based on a review of the FEMA Flood Rate Insurance Map (FIRM) website and FIRM Map Panel 06065C2090G, the Project site is located within FEMA Flood Zone X, Areas of Minimal Flood Hazard; reference **Figure 23-2, *FEMA Firmette Map***. In addition, Riverside County's Geographical Information System shows this outside the 100-year floodplain. The post-Project on- and off-site drainage plan has been designed such that the Project would not impede or redirect runoff during high flow events. Any impacts will be less than significant.

*h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to Project inundation?*

***Less Than Significant Impact***

The FEMA Flood Rate Insurance Map (FIRM) website and FIRM Map Panel 06065C2090G, indicates the Project site is located within FEMA Flood Zone X, Areas of Minimal Flood Hazard; reference **Figure 23-2, *FEMA Firmette Map***. In addition, Riverside County's Geographical Information System shows this outside the 100-year floodplain.

The Project site is located approximately 28 miles northeast of the nearest Pacific Ocean coastline, therefore, the risk associated with tsunamis is negligible.

The Project site is located in proximity to the largest man-made body of water in southern California, the Diamond Valley Lake (DVL). A seiche is a run-up of water within an enclosed body of water like a lake or bay which is triggered by an earthquake or landslide-induced ground displacement. the Project site is within the mapped dam inundation area of DVL. If one or more of the three DVL dams were to fail, the Project site could be inundated depending on how much water was actually released. While the impacts of such a failure are substantial, the likelihood of occurrence is very small, so the overall risk is considered less than significant. In addition, the City of Menifee General Plan EIR states the following…"At capacity fill, the three dams that impound the reservoir were each designed to withstand an earthquake of 7.5 magnitude along the San Jacinto Fault or an earthquake of 8.0 magnitude along the San Andreas Fault."

"Additionally, the Metropolitan Water District of Southern California carries out continuous automated monitoring of the dams and their foundations for deformation due to the weight of the dams, water pressure, and the effects of wetting of dam materials. The design and construction of the dams for earthquake resistance, in combination with monitoring of the dams, reduce risks of dam failure due to earthquakes."

Based on the above, implementation of the proposed Project would not be subject to significant risks or hazards from flooding, tsunami. or seiche. Any impacts would be less than significant, and no mitigation is required.

**FIGURE 23-2**
**FEMA Firmette Map**


Source: FEMA https://msc.fema.gov/portal/home

*i) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

***Less Than Significant Impact***

(Surface) Water Quality Plan

The Project *WQMP* has been prepared specifically to comply with the requirements of Riverside County for County Ordinance No. 754 (Riverside County Water Quality Ordinance) which includes the requirement for the preparation and implementation of a Project-Specific WQMP. The Project site is located in the Santa Margarita Region Watershed, within the jurisdiction of the San Diego Regional Board, where discharges are regulated through the Regional Municipal Separate Sewer System (MS4) Permit (Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100, NPDES No. CAS0109266) pursuant to section 402(p) of the Federal Clean Water Act.

Groundwater Management

According to the current EMWD website, the State's Sustainable Groundwater Management Act (SGMA) of 2014 was passed to "achieve sustainable groundwater management in a manner that prevents significant and unreasonable impacts to groundwater basins in California". Under the SGMA, each high and medium priority basin identified by the California Department of Water Resources (DWR) is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). The Project site is within the Santa Margarita River Watershed (SMRW) and groundwater in this area is managed by the SMRW Watermaster based on an adjudication of the SMRW groundwater basin in 1986.

According to the DWR Adjudicated Areas Interactive Map Website, the physical Project area is not currently covered by a sustainable groundwater basin management plan. The SGMA was passed into law in 2014 and requires that medium and high priority groundwater basins designated by the Department of Water Resources (DWR) be managed by Groundwater Sustainability Agencies. The Santa Margarita River Watershed groundwater basin is not deemed a high priority basin and the GSA is required to develop a GSP by 2022 and implement it by 2042. The GSP will document basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP. In addition, the previous analysis in Threshold 10.b concluded that the Project site would not have a significant impact on groundwater quantity or quality.

With adherence to, and implementation of the conclusions and recommendations set forth in the Project *WQMP,* Project site development will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Any impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **LAND USE/PLANNING** Would the Project: | | | | |
| **24. Land Use**<br>a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |
| b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? | ☐ | ☐ | ☐ | ☒ |

**Source(s):** *Map My County* (**Appendix A**); Harvest Valley / Winchester Area Plan (HV/WAP), **Figure 8, *General Plan Land Use Designations***, **Figure 9, *Zoning Classifications*** and **Figure 4, *Change of Zone***, all provided in Section I of this Initial Study.

**Findings of Fact:**

*a) Would the Project 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?*

***Less Than Significant Impact***

The Project site is located in the Harvest Valley / Winchester Area Plan (HV/WAP), one of nineteen (19) planning areas within the County of Riverside's General Plan. As set forth in the HV/WAP, *Map My County*, and **Figure 7, *General Plan Land Use Designations***, the Project site's underlying General Plan land use designation is almost entirely Commercial Retail (CR) with the exception of the very southwest corner of APN 466-060-021 which is designated Rural Mountainous (RM).

As shown on **Figure 9, *Zoning Classifications***, the entire Project site is currently zoned Rural Residential (R-R). As further shown on **Figure 4, *Change of Zone***, the Project proposes a change of zone (CZ) from R-R to General Commercial (C-1/C-P) to accommodate the planned Gas Station/Convenience Store with Off-Sale Beer and Wine (ABC License Type 20), Drive-Through Tunnel Car Wash, and Self-Storage use.

The General Plan land use and Zoning designations for properties located adjacent to the north, south, east, and west of the Project site are summarized as follows:

| | General Plan | Zoning |
|---|---|---|
| • North: | Open Space Recreation | Specific Plan (SP) |
| • South: | Medium Density Residential & Rural Mountainous | Rural Residential (R-R) |
| • East: | Commercial Tourist | Light Agriculture, 20-acre minimum (A-1-20) |
| • West: | Medium Density Residential & Rural Mountainous | Rural Residential (R-R) |

The Project includes a Conditional Use Permit (CUP200001) and a Change of Zone (CZ2000004) to accommodate the proposed Gas Station/Convenience Store with Off-Sale Beer and Wine (ABC License Type 20), Drive-Through Tunnel Car Wash, and Self-Storage Facility use:

- The proposed Project is consistent with the existing CR General Plan land use designation and policies of the General Plan;
- The Project site's existing CR General Plan land use designation and current R-R zoning are inconsistent;
- Upon Project approval, the Project site's CR General Plan land use designation and C-1/C-P zoning designation would be consistent;
- The Project site's proposed self-storage (aka mini-warehouse) use and Gas Station/Convenience Store, with Off-Sale Beer and Wine (ABC License Type 20), use are permitted under the C-1/C-P zoning designation pursuant to the approval of a conditional use permit (CUP), as set forth under Title 17 (Zoning Ordinance), Chapter 17.72.010.D which states:
    - The following uses are permitted provided a conditional use permit has been granted pursuant to the provisions of Chapter 17.200:
        9. Mini-warehouse structures;
        14. Convenience stores, including the sale of motor vehicle fuel;
        15. Gasoline service stations with the concurrent sale of beer and wine for off-premises consumption.

It is further noted that the Project's proposed Car Wash use is included as a permitted use under Chapter 17.72.010.A (Permitted Uses) of the C-1/C-P zoning ordinance.

It should be noted that in Census Tract 427.37, Alcoholic Beverage Control (ABC) allows for one (1) off-sale license and there are currently none issued. Therefore, the addition of this license would not necessitate a Finding of Public Convenience and Necessity.

The Project, as designed, meets the C-1/C-P standards of development in terms of building heights, setbacks, lot coverage, parking and landscaping requirements.

The Project's proposed development plan is consistent with the existing CR General Plan land use designation, the proposed C-1/C-P zoning designation and is also compatible with the existing and proposed land use along the SR-79 corridor and surrounding area.

The Project site is not located within a specific plan or a HV/WAP general plan overlay zone. The Project site is located within the Highway 79 Policy Area which addresses density requirements for residential projects. As the Project proposes only commercial uses, there would be no Highway 79 Policy Area impact.

Based on the above information, implementation of the proposed Project would not 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. Any impacts would be less than significant.

*b) Would the Project disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?*

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

***Less Than Significant Impact***

The Project site is situated in a historically rural area that is transitioning to suburban development. The proposed Project is consistent with the existing General Plan land use designation, the proposed zoning, and adjacent uses. There is no low-income or minority community on the Project site or surrounding vicinity; therefore, this issue is not applicable.

Based on this information, the proposed Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). There would be no impact.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| **MINERAL RESOURCES** Would the Project: | | | | |
|---|---|---|---|---|
| **25. Mineral Resources**<br>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):** *Map My County* (**Appendix A**); *General Plan*, *Multipurpose Open Space Element*, Figure OS-6, *Mineral Resources Area*; mindat.org website; and Project Site Visit, by Matthew Fagan, 3-22-2021.

Findings of Fact:

*a) Would the Project 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?*

***No Impact***

The State Mining and Geology Board has established Mineral Resources Zones (MRZ) using the following classifications:

- MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
- MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence or

absence of mineral deposits.

As shown on *General Plan Multipurpose Open Space Element*, Figure OS-6, "*Mineral Resources Area*," the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposits is undetermined). The Project site has not been used for mining. Therefore, implementation of the Project is not expected to result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. No impacts will occur.

*b) Would the project 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?*

***No Impact***

As stated in Threshold 25.a, the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposits is undetermined). The Project site has not been used for mining. Therefore, implementation of the Project would not 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. No impacts will occur.

*c) Would the Project potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?*

***No Impact***

Based on a site visit, it was observed that the Project is not located on, or adjacent to, an existing or abandoned quarry or mine. The closest identified mine (historic) in proximity to the Project site is the Leon Mine, located approximately 3.5 miles southwest of the Project site.

Therefore, implementation of the Project would not expose people or property to hazards from proposed, existing or abandoned quarries or mines. No impacts will occur.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| **NOISE** Would the Project result in: | | | | |
|---|---|---|---|---|
| **26. Airport Noise**<br>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? | ☐ | ☐ | ☐ | ☒ |

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

**Source(s):** *Map My County* (**Appendix A**); **Figure 7, *Aerial Photo***, provided in Section I of this Initial Study; Riverside County General Plan (*General Plan*), Figure S-20, *Airport Locations*, and *HV/WAP*, Figure 5, *Harvest Valley/Winchester Area Plan - Airport Influence Area*; AirNav.com website; and Google Earth.

**Findings of Fact:**

*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?*

***No Impact***

The Project site is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The closest airport is the Hemet-Ryan Airport which is located approximately 5 miles northeast of the Project site, followed by the French Valley Airport which is located approximately 8 miles south/southwest. Therefore, implementation of the Project would not expose people residing or working in the Project area to excessive noise levels. No impacts will occur.

*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?*

***No Impact***

Based on a review of an aerial photo of the Project site and its immediate environs (reference **Figure 7, *Aerial Photo***, provided in Section I of this IS), the Project site is not located within the vicinity of a private airstrip or heliport. The closest private airstrip is the Billy Joe Airport - 37CA which is located approximately 12 miles south of the Project site and the closest heliport is at the Loma Linda University Medical Center (40CN; 28062 Baxter Road, Murrieta), located approximately 7 miles to the southwest of the Project site. Therefore, implementation of the Project would not expose people residing or working in the Project area to excessive noise levels. There would be no impact.

**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 Plans (**Appendix K**); and *Winchester Road and Newport*

*Road Project Noise Impact Analysis, County of Riverside, CA*, prepared by KW Air Quality and Noise, LLC, 12-7-2021 (*Noise Analysis*, **Appendix I**)

**Note: Any tables or figures in this section are from the *Noise Analysis*, unless otherwise noted.**

**Findings of Fact:**

*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?*

***Less Than Significant Impact***

**Noise Characteristics**

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters which describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound wave. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of sound pressure ratio to the faintest sound detectable by a keen human ear is called a decibel (dB).

Because sound or noise can vary in intensity by over one million times within the range of human hearing, decibels are on a logarithmic loudness scale similar to the Richter Scale used for earthquake magnitude. Since the human ear is not as equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting" written as "dBA." Any further reference to decibels written as "dB" should be understood to be A-weighted values.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called Leq), or, alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL). In some jurisdictions, the day-night level (called "Ldn") is used for noise exposure planning as it is functionally equivalent to CNEL.

CNEL or Ldn-based standards apply to noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.). Since local jurisdictions cannot regulate the noise generator, they exercise land use planning authority on the receiving property. Uses that are amenable to local control are generally considered "stationary sources." Local jurisdictions generally regulate the level of noise that one use may impose upon another.

One noise source associated with land use intensification governed by local regulation is noise from construction activities (see below).

**Project Noise Setting**

The Project site is located within the Harvest Valley / Winchester Area Plan (HV/WAP) of the Riverside County General Plan and is zoned Rural Residential (R-R).

Existing general plan land use designations surrounding the site include Open Space-Recreation within Specific Plan No. 288 (SP288) to the north, Medium Density Residential (MDR) and Rural Mountainous (RM) to the south, Commercial Tourist (CT) uses to the east, and Medium Density Residential (MDR) to the west. Specific land uses in the surrounding area include undeveloped lands and farmlands. There are two low-density residential properties to the west. Noise sources in the Project area include traffic on Winchester Road as well as Newport Road.

**Riverside County Noise Standards**

The noise standards set forth in the Riverside County General Plan Program EIR have been adopted for use for the Project. These standards are intended to ensure the compatibility of a proposed land use with the ambient acoustic environment and to similarly minimize excessive noise transmission from one land use to another. This policy is strongly enforced when dealing with noise-sensitive uses such as residences, schools, medical facilities, libraries or places of worship. The proposed Project (gas station / convenience store / storage facility) is classified as a commercial facility.

For off-site Project generated noise, increases in ambient noise along affected roadways due to Project generated vehicle traffic is considered substantial if they result in an increase of at least 3 dBA CNEL in rural settings (5 dBA CNEL in urban settings), and: (1) the existing noise levels already exceed the applicable land use compatibility standard for the affected sensitive receptors set forth in the Noise Element of the County's General Plan; or (2) the Project increases noise levels by at least 5 dBA CNEL and raises the ambient noise level from below the applicable standard to above the applicable standard.

Noise environments of less than 70 dB CNEL are considered normally acceptable for commercial uses and conditionally acceptable from 75 dB CNEL. Noise levels above 75 dB considered normally unacceptable. The *Noise Analysis* of the identified Project traffic noise impacts at future build-out as being 72.9 dB CNEL at the intersection of Winchester Road and Newport Road, which is up from 72.7 dB CNEL without the Project. Since the increase is .2 dB CNEL and the overall CNEL with the Project is less than 75 dB along both roadways, traffic noise impacts of the proposed Project are considered to be less than significant.

**Construction Noise Impacts**

Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by earth-moving sources, then by foundation and roadway paving, and finally for finish construction.

The County of Riverside has not adopted a numerical significance threshold for construction noise impacts. The Project *Noise Analysis* states the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) criteria was therefore used to establish significance thresholds. The FTA provides reasonable criteria for assessing

construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr); and the nighttime noise threshold is 70 dBA Leq (8-hr). For commercial uses, the daytime and nighttime noise threshold is 85 dBA Leq (8-hr). In compliance with the County's Ordinance 847, it is assumed that construction would not occur during the noise-sensitive nighttime hours." Therefore, the construction noise analysis was based on the more-stringent FTA 80 dBA Leq 8hr threshold compared to the less stringent NIOSH 85 dBA Leq 8hr standard for offsite construction impacts.

County of Riverside Ordinance 847 prohibits construction activities other than between the hours of 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity. Construction noise is generally exempted from County Ordinance 847 requirements during the hours from 7:00 a.m. to 6:00 p.m. on weekdays. Construction activities are not expected to occur outside these allowed hours on weekdays or at any time on Sundays and holidays. Compliance with Ordinance 847 is a standard condition and is not considered unique mitigation under CEQA.

The *Noise Analysis* further stated that, "assuming a usage factor of 40 percent for each of the rubber-tired dozers and tractor/loader/backhoes, unmitigated noise levels at 360 feet have the potential to reach 68.3 dBA Leq at the nearest sensitive receptors during site preparation. Noise levels for the other construction phases would be lower and range between 56.9 to 67.8 dBA Leq. The *Noise Assessment* concluded that the highest construction noise level would not exceed the FTA threshold of 80 dBA Leq for an 8-hour period at the closest residential use and will not occur outside of permissible hours. To ensure that construction noise impacts remain at less than significant levels, the Project will comply with the Construction Noise Reduction Measures outlined in the *Noise Analysis* (as outlined in **Project Design Feature PDF-NOI-1** shown below). The *Noise Analysis* also demonstrates that, due to the type of equipment involved and the intervening distances to sensitive receptors, Project-related construction noise impacts are not expected to exceed the 85 dBA Leq 8-hour standard established by the National Institute of Occupational Safety and Health (NIOSH).

The *Noise Analysis* recommended standard construction noise reduction measures (also known as **Project Design Features**) to reduce construction noise. Adherence to the **Project Design Feature PDF-NOI-1** (outlined below) will ensure that noise impacts from Project construction will remain at less than significant levels and will help minimize annoyance in the surrounding community. The following construction **Project Design Feature** is considered standard operating procedure and is not considered unique mitigation under CEQA.

**PDF-NOI-1** All Project-related clearing, grading and construction shall adhere to the following noise restrictions:

- Construction should occur during the permissible hours as defined in County of Riverside Ordinance No. 847.
- All construction equipment shall be equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment shall be turned off when not in use.

- All staging areas, generators and stationary construction equipment shall be located as far as practical from the west property lines (i.e., closest sensitive receptors).
- Idling equipment should be turned off when not in use.
- Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

This measure shall be monitored as appropriate by County inspectors to the satisfaction of the County Planning Department. Failure to abide by these restrictions may result in issuance of a temporary stop work order until the failure is remedied.

Therefore, the *Noise Analysis* demonstrates Project impacts from construction-related noise are less than significant with implementation of the recommended **Project Design Feature**.

**Operation Noise Impacts**

The Project involves construction of a new convenience store, gas station, and RV storage area. The nearest sensitive receptors that may be affected by Project operational noise include the residential uses located approximately 203 feet (62 meters) west of the Project site.

Onsite stationary noise must comply with the County of Riverside Department of Public Health Requirements for Determining and Mitigating, Non-Transportation Noise Source Impacts to Residential Properties, which states that "Facility-related noise, as projected to any portion of any surrounding property containing a "habitable dwelling, hospital, school, library or nursing home", must not exceed the following worst-case noise levels Reference **Table 27-1, *County of Riverside Stationary Source Noise Standards***.

**Table 27-1**
**County of Riverside Stationary Source Noise Standards**

| Time | Exterior Standards |
|---|---|
| 10:00 p.m. to 7:00 a.m. | 45 Leq (10 minute) |
| 7:00 a.m. to 10:00 p.m. | 65 Leq (10 minute) |

Traffic in parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 44 to 63 dBA at a distance of 50 feet and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly Leq metric, which are averaged over the entire duration of a time period. Actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above. Parking lot noise would occur at the few parking spaces for the storage facility (located approximately 250 feet from the closest receptor to the west of the site) and at the small parking lot adjacent to the convenience mart/gas station (located approximately 385 feet (measured from the middle of the parking lot.) from the closest receptor to the west of the site). At these distances, the noise levels from parking lot activities would be approximately 49 dBA and 45 dBA respectively; not

accounting for any attenuation from vegetation or barriers (such as fences or retaining walls). Furthermore, the closest receptor is elevated approximately 45 feet above the level of the proposed parking lot area and the edge of the berm that the receptor is located on will partially block the line-of-sight between the proposed parking area and the receptor. Parking lot noise would be intermittent in nature, consistent with the existing noise in the vicinity of the closest receptor (50.5 dB Leq and 71.6 dB Lmax) and would also be partially masked by background noise from traffic along Newport Road and Winchester Road. Access to the storage facility will be from 9:30 am to 6:30 pm, with customer access available from 5:00 pm to 10:00 pm via a coded keypad, so there would not be any nighttime activities at the closest parking lot location. Noise associated with parking lot activities is not anticipated to exceed the County's residential daytime noise standard of 65 dBA hourly leq, 45 dBA hourly Leq at night, at the closest receptor location during operation. Therefore, noise impacts from parking lots would be less than significant.

In order to determine the noise created by a rooftop heating, ventilation, and air conditioning (HVAC) unit, a reference noise measurement of 59.5 dBA Leq at 10 feet was utilized. The closest sensitive receptor is located west of the site, approximately 220 feet from the closest proposed on-site building. At that distance, the noise level from an HVAC unit would be approximately 32.7 dBA. Therefore, as the noise level would not exceed either the Riverside County daytime (65 dBA) or nighttime (45 dBA) residential noise standards. Impacts are considered to be less than significant, and no mitigation is required.

In order to determine the noise created by a rooftop heating, ventilation, and air conditioning (HVAC) unit, a reference noise measurement of 59.5 dBA Leq at 10 feet was utilized. The closest sensitive receptor is located west of the site, approximately 220 feet from the closest on-site building. At that distance, the noise level from an HVAC unit would be approximately 32.7 dBA.

According to the *Noise Analysis*, the proposed car wash will be completely enclosed. No specifics were available on the type of equipment proposed for the car wash, so reference noise levels were used to estimate the operational noise levels at the closest receptor location. The car wash drying system is the loudest noise source associated with the car wash tunnel and would be located closest to the exit way to the carwash which faces west. Although the exact type of equipment is unknown, the equipment will be similar in design and noise level to that commonly used at many express car wash facilities and the blower is anticipated to generate a noise level of approximately 75 dBA at a distance of 10 feet from the blowers. The closest sensitive receptor, the residential use to the west of the site, is located approximately 360 feet from the exit tunnel of the carwash. At this distance, the noise level from the blowers would be approximately 43.9 dBA. Therefore, the noise generated by the intermittent use of the carwash by patrons will not exceed the 65 dBA Leq daytime or 45 dBA leq nighttime thresholds at the closest receptor location. It should also be noted the typical hours of use of automated car washes is approximately 8 am to 5 pm, Monday through Sunday. The County has a standard condition of approval (COA) limiting the hours of car washes which will be applied to this project. The standard COA is considered regulatory compliance and not unique mitigation under CEQA.

Based on the design of the project and the *Nosie Analysis*, anticipated noise levels will not exceed either the Riverside County daytime (65 dBA) or nighttime (45 dBA) residential noise standards. Therefore, impacts are considered to be less than significant, and no mitigation is required.

**Figure 27-1, *Noise Monitoring Locations***, shows the locations of these four noise monitoring sites around the Project site.

**FIGURE 27-1**
**Noise Monitoring Locations**


Source: Noise Analysis (**Appendix I**)

In order to comply with the Riverside County Noise Standards and reduce potential project impacts to less than significant levels, the *Noise Analysis* recommended standard construction noise reduction measures (see previously outlined **Project Design Features**, above) to help reduce the potential Project noise impacts on the surrounding sensitive land uses and community.

Operational noise levels at the nearest sensitive receptor are not expected to exceed the County's exterior daytime noise threshold of 65 dBA Leq nor the nighttime noise threshold of 45 dBA Leq. Project operational noise levels would be considered less than significant. No mitigation is required.

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

***Less Than Significant Impact***

The *Noise Analysis* included an assessment of vibration impacts using referenced vibration levels and methodology set forth in the Caltrans Transportation and Construction Induced Vibration Guidance Manual. To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structure. For the proposed Project, the closest sensitive receptors are residential homes located approximately 203 feet west of the site. For purposes of assessing structural impacts from vibration, the nearest sensitive receptors are considered "new residential structures" and no historical or fragile buildings are known to be located within the vicinity of the site.

The construction of the proposed Project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the Project would be from bulldozer activity during site preparation and grading, loading trucks during excavation, and vibratory rollers during paving.

The estimated vibration noise levels at the nearest sensitive receptors are compared to the Caltrans Vibration Manual thresholds. The "worst case" vibratory impact from the site is estimated to be 0.009 PPV (in/sec) at the residential structures to the west. The *Noise Analysis* concluded that the annoyance potential of vibration from construction activities would be "barely perceptible" and no potential damage is expected to residential structures and modern commercial/industrial buildings in the nearby vicinity. Therefore, potential vibration impacts from construction or operation of the Project will be less than significant and no mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **PALEONTOLOGICAL RESOURCES:** | | | | |
| **28. Paleontological Resources**<br>a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** Riverside County General Plan (*General Plan*), Figure OS-8, *Paleontological Sensitivity*; *Map My County* (**Appendix A**); and *Update Geotechnical Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California*, prepared by CW Soils, 4-4-2019 (*Geo Investigation*, **Appendix F1**);

**Findings of Fact:**

a) *Would the Project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?*

***Less Than Significant Impact***

According to *Map My County*, the Project site has a "High B" Sensitivity due to the potential for occurrence of fossils at a specified depth below the surface. The High B Category indicates that fossils are likely to be encountered at or below four feet in depth and may be impacted during excavation by construction activities.

According to the *Geo Investigation*, some areas of undocumented artificial fill (Quf) were found on the site, while Cretaceous Granodiorite to Tonalite (Kgd), a Cretaceous age plutonic rock consisting of granodiorite, was found near the surface in the southwest portion of the site. However, the majority of the site is underlain by Quaternary Old Alluvium (Qoal) to a maximum depth of 13 feet. This geologic unit has a high potential to contain significant nonrenewable paleontological resources and is known to have yielded significant fossil remains elsewhere in Riverside County.

While no fossil deposits were found onsite or within the surrounding area, per the *General Plan,* Figure OS-8, many vertebrate fossil deposits have been found in the surrounding region in similar alluvial soil units (i.e., huge numbers of megafauna fossils were found during grading for the Diamond Valley Lake reservoir). Any earth-moving activities in the northeastern and southwestern portions of the Project area may therefore potentially disrupt or adversely affect paleontological resources.

The County has a Standard Condition of Approval (COA) that it requires be implemented when there is a potential for impacts to paleontological resources such as with the proposed Project. Therefore, the County will require the proposed Project to implement this standard COA which requires the applicant to retain a qualified paleontologist approved by the County of Riverside to create and implement a Project-specific plan for monitoring site grading/earthmoving activities. This Project paleontologist shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project paleontologist in a PRIMP which must be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

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

Pursuant to CEQA, a standard COA is considered regulatory compliance and is not considered mitigation. Therefore, implementation of the proposed Project with this standard COA will result in less than significant impacts that would directly or indirectly destroy a unique paleontological resource, or site, or unique geologic features, and no mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| **POPULATION AND HOUSING** Would the Project: | | | | |
|---|---|---|---|---|
| **29. Housing**<br>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):** *Map My County* (**Appendix A**); Project Plans (**Appendix K**); and Riverside County General Plan, (*General Plan*), *Housing Element*.

**Findings of Fact:**

*a) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

***No Impact***

The Project proposes the commercial development of a Gas Station, Convenience Store, Tunnel Car Wash. and Self-Storage Facility on a vacant site consisting of approximately 5.8 acres. Therefore, implementation of the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

*b) Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?*

***No Impact***

Implementation of the Project would not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income. The Project proposes the commercial development of a Gas Station, Convenience Store, Tunnel Car Wash. and Self-Storage Facility on a vacant site consisting of approximately 5.8 acres. Implementation of the Project would not generate any impacts to require additional housing. No impacts will occur.

*c) Would the Project 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)?*

***Less Than Significant Impact***

The Project proposes the commercial development of a Gas Station, Convenience Store, Tunnel Car Wash. and Self-Storage Facility on a vacant site consisting of approximately 5.8 acres. The Project does not include a housing component and has been designed pursuant to and in compliance with the existing Commercial Retail general plan land use and proposed General Commercial (C-1/C-P) zoning designation. Any direct increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by the Southern California Association of Governments for the County of Riverside General Plan. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Any impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

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

**Source(s):** County of Riverside General Plan - Draft Environmental Impact Report No. 521 (GP-DEIR No. 521), February 2015, Section 4.17, *Public Facilities*, Subsection 4.17.2, *Fire Protection Services*; Ordinance No. 659 (*An Ordinance of the County of Riverside Establishing a Development Impact Fee Program*); and Google Earth.

**Findings of Fact:**

*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 fire services?*

***Less Than Significant Impact***

The Project site, along with the surrounding unincorporated Southwest Riverside County area, is served by the Riverside County Fire Department/CAL Fire. The closest station is the Winchester Fire Station #34 located at 32655 Haddock Street, Winchester, CA 92596, approximately 1.25 miles north/northwest of the Project site.

As part of the Project approval(s), standard conditions would be assessed on the Project to reduce impacts from the proposed Project to fire services. Funding for the Riverside County Fire Department (RCFD) is obtained from various sources, including the County's general fund, city

general and benefit assessment funds, and other sources. RCFD capital funding is mostly provided by Development Impact Fees (DIF) collected by Riverside County or by the cities in which the specific project is located, pursuant to Ordinance No. 659. DIF for fire protection shall be paid prior to the issuance of a certificate of occupancy. Payment of DIF is a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Impacts from implementation of the proposed Project that would 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 fire services, are considered incremental, and less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| 31. Sheriff Services | ☐ | ☐ | ☒ | ☐ |
|---|---|---|---|---|

**Source(s):** GP-DEIR No. 521, February 2015, Section 4.17, Public Facilities, Subsection 4.17.3, Law Enforcement Services; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); and Google Earth.

**Findings of Fact:**

*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 sheriff services?*

***Less Than Significant Impact***

The proposed Project would have law enforcement services available from the County Sheriff's Department and the California Highway Patrol. The California Highway Patrol has jurisdiction over both the north and south bound sides of Winchester Road (SR-79) at the Project site and as it extends through the unincorporated French Valley and Winchester areas from Thompson Road to Domenigoni Parkway. [It is noted, SR-79N jurisdiction is shared between the CHP (North Bound) and the City of Murrieta (South Bound) south of the Project site, between Thompson Rd/Max Gillis Blvd and south of Murrieta Hot Springs Rd as it extends along the City of Murrieta boundary]. The closest station is the Southwest Sheriff's Station located at 30755-A Auld Road approximately 7 miles south/southwest of the Project site.

As part of the Project approval(s), standard conditions would be assessed on the proposed Project to reduce impacts from the proposed Project on sheriff services. The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Furthermore, the Project must comply with County Ordinance No. 659 to prevent any potential effects to sheriff services from rising to a level of significance. County Ordinance No. 659 establishes the utilities and public services mitigation fee applicable to all projects to reduce

incremental impacts to sheriff services. Payment of DIF is a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Impacts from implementation of the proposed Project that would 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 sheriff services would be incremental and less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**32. Schools** ☐ ☐ ☒ ☐

**Source(s):** *Map My County* (**Appendix A**); GP-DEIR No. 521, February 2015, Section 4.17, *Public Facilities*, Subsection 4.17.5, *Schools*; Hemet Unified School District website; and Google Earth.

**Findings of Fact:**

*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 schools?*

***Less Than Significant Impact***

The Project site is located in the southwest portion of the Hemet Unified School District (HUSD) boundary. The closest school is HUSD's Winchester Elementary School located at 28751 Winchester Road, Winchester, 92596, approximately 1 mile north of the Project site.

The Project proposes commercial development of a Gas Station, Convenience Store, Tunnel Car Wash, and Self-Storage Facility and does not include a residential component. As such, implementation of the Project would not directly create a source of school-aged children, but it would indirectly affect schools by providing a very modest source of employment that would have the potential to draw new residents into the area.

The Project would be required to pay school fees to the Hemet Unified School District (based on Project square footage) at the time of building permit issuance in order to mitigate any incremental impacts to school facilities. This is a standard condition and is not considered unique mitigation under CEQA. With payment of the applicable school fees, any impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **33. Libraries** | ☐ | ☐ | ☒ | ☐ |

**Source(s):** GP-DEIR No. 521, February 2015, Section 4.17, *Public Facilities*, Subsection 4.17.6, *Libraries*; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Riverside County Library System website; and Google Earth.

**Findings of Fact:**

*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 libraries?*

***Less Than Significant Impact***

The County of Riverside operates a system of thirty-five (35) libraries and two (2) bookmobiles to serve unincorporated populations. The library system manages a library catalog consisting of 1.3 million items in the library system and the annual checkout of over 3.5 million books, audios and videos. The closest library is the Romoland Branch Public Library located at 26001 Briggs Road, Menifee 92585, approximately 5 miles northwest of the Project site.

Library impacts are typically attributed to residential development as reflected in Ordinance No. 659. The Project proposes commercial development of a Gas Station, Convenience Store, Tunnel Car Wash, and Self-Storage Facility; there is no residential component associated with the proposed Project. As such, the proposed commercial use would result in a very limited impact on library services.

Implementation of the Project would not result in the expansion of the existing library system or require any new construction of library facilities. The Project site's proposed commercial development will result in an incremental, but not significant increase the demand of library services.

The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

With payment of the DIF, any impacts from implementation of the proposed Project that would 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 library services, would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **34. Health Services** | ☐ | ☐ | ☐ | ☒ |

**Source(s):** GP-DEIR No. 521, February 2015, Section 4.17, *Public Facilities*, Subsection 4.17.7, *Medical Facilities*; and Google Earth.

**Findings of Fact:**

*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 health services?*

***No Impact***

Implementation of the Project's proposed commercial use would not result in the need to alter any existing health service facilities or result in the need to construct new facilities. The closest health service facility is the Loma Linda University Medical Center, located at 28062 Baxter Road, Murrieta, approximately 7 miles to the southwest of the Project site.

No housing component, which could increase the demand for health services, is being proposed in conjunction with the Project. No impacts will occur.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation 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) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| 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):** *Map My County* (**Appendix A**); Project Plans (**Appendix K**); Ordinance No. 460, Section 10.35 (*Regulating the Division of Land – Park and Recreation Fees and Dedications*); Ordinance No. 659 (*Establishing Development Impact Fees*); and Parks & Open Space Department Review.

**Findings of Fact:**

*a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

***No Impact***

The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The Project proposes commercial development of a Gas Station, Convenience Store, Tunnel Car Wash, and Self-Storage Facility; the proposed uses do not create impacts to recreational facilities. No impacts will occur.

*b) Would the Project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

***No Impact***

The proposed Project does not 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. As discussed in Threshold 35.a, the proposed commercial uses do not create impacts to parks and recreational facilities. No impacts will occur.

*c) Would the Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?*

***No Impact***

The Project's proposed commercial use would not create impacts to a CSA or recreation and park district with a Community Parks and Recreation Plan (Quimby fees), based on the commercial nature of the Project. No impacts will occur.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

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

**Source(s):** County of Riverside General Plan (*General Plan*), *HV/WAP*, Figure 9, *Harvest Valley/Winchester Area Plan Trails and Bikeway System;* and Project Plans (**Appendix K**).

**Findings of Fact:**

*a) Would the Project include the construction or expansion of a trail system?*

***Less Than Significant Impact***

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

According to *HV/WAP*, Figure 9, *Harvest Valley/Winchester Area Plan Trails and Bikeway System*, a "Community Trail" shall be located along Newport Road extending past the Project site. The Project Plans acknowledge the Project's requirement to contribute to the referenced Community Trail and includes a note which reads "Trail to be provided along Newport Road outside of the public right-of-way per Planning Department requirements." The Project would include the construction or expansion of this trail system, which would occur during construction of the Project site improvements. Any impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| **TRANSPORTATION** Would the Project: | | | | |
|---|---|---|---|---|
| **37. Transportation**<br>a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ |
| 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):** *Diamon Traffic Impact Analysis, County of Riverside,* prepared by Kunzman Associates, 7-12-2021 (*Traffic Study*, **Appendix E1**); *Vehicle Miles of Travel Screening Memo,* prepared by Kunzman Associates, 8-12-2021 (*VMT Memo*, **Appendix E2**); *General Plan*; HV/WAP, Figure 9, Harvest Valley/Winchester *Area Plan Trails and Bikeway System*; Ordinance No. 348; *Map My County* (**Appendix A**); Riverside Transit Agency (RTA) website; Riverside County Transportation Commission website; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Ordinance No. 824 (An Ordinance of the County of Riverside Authorizing Participation in the Western Riverside County Transportation Uniform Mitigation Fee Program); Ordinance No. 461 (County of Riverside, State of California Road Improvement Standards and Specifications); *Email from Phayvanh Nanthavongdouangsy with TLMA* dated 2-20-2020 (**Appendix M**); and Project Plans (**Appendix K**).

**Findings of Fact:**

*a) Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

***Less Than Significant Impact***

**Overview.** Although the vehicle miles traveled (VMT) methodology is now applied in evaluating potential transportation impacts of a project, the County's General Plan identifies standards for maintaining an adequate level of service (LOS) for County streets and intersections not only to minimize congestion but also to help protect public health and safety. To evaluate Project consistency with the General Plan Circulation Element, a *Traffic Study* was prepared for the Project by Kunzman Associates in July 2021.

To be consistent with the 2020 CEQA Guidelines, LOS analysis is no longer required for purposes of this Initial Study impact analysis. However, the LOS analysis provided in the *Traffic Study* will be considered by the County's decision-makers when making General Plan consistency findings for the Project. In addition, a *VMT Memo* has been prepared for this Project (see Threshold 37.b).

**Transit.** Bus service in western Riverside County is provided by the Riverside Transit Authority (RTA). The Project is currently served by RTA Routes 28, 74, and 79 along Winchester Road (SR-79), Domenigoni Parkway, Pourroy Road, and Route 74). The closest bus stop to the Project site a present is on Domenigoni Parkway north of the Project site for Routes 74 and 79.

**Bicycle and Pedestrian Trails.** According to HV/WAP Figure 9, *Harvest Valley/Winchester Area Plan Trails and Bikeway System,* a "Community Trail" is eventually planned along Domenigoni Parkway north of the Project site and connecting to other County regional trails planned to the west and east. An email from County TLMA staff indicates this Project has no trail requirements along its Newport Road frontage. Therefore, impacts will be less than significant. There are currently no sidewalks on Winchester Road or Newport Road adjacent to the Project site but are eventually planned when the roadways are ultimately improved. According to the ultimate cross section for Winchester Road, there is space planned for both sidewalks and Class II bike lanes within the right-of-way.

**Roadways.** Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs in the region are consistent with the Regional Transportation Plan. The RCTC's current Congestion Management Program includes Winchester Road adjacent to the Project site in the CMP.

The RCTC CMP does not require traffic impact assessments for development proposals. However, local agencies are required to maintain the minimum level of service (LOS) thresholds included in their respective general plans. If a street or highway segment included as part of the CMP falls below the adopted minimum level of service of E, a deficiency plan is required. The Project could conflict with the CMP if the Project were to cause the CMP facility to operate at an unacceptable LOS.

The Project will also be required to pay its Transportation Uniform Mitigation Fee (TUMF), Development Impact Fees (DIF), and Traffic Signal Mitigation Fee assessed on all new development which collectively help reduce overall impacts to the transportation system (i.e., roads and intersections).

The *Traffic Study* estimates the Project will generate 285 AM peak hour trips, 319 PM peak hour trips, and 2,829 total daily trips or average daily traffic (ADT). The Traffic Study concluded the Project

would meet the County's General Plan LOS standards with implementation of planned improvements, payment of TUMF, DIF and Traffic Signal Mitigation Fees, and fair share contributions to offsite improvements to Winchester Road (SR-79) at Domenigoni Parkway (estimated at $340,000).

Some of the vehicle trips generated by the development on the Project site will connect to the CMP network. While the Project does represent an increase in trips to the CMP network, this increase is not considered cumulatively considerable due to the relatively small percentage increase in regional trips it represents, and all Project-level impacts are mitigated to less than significant levels.

**Summary.** Based on this information, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and the County General Plan. Any impacts will be less than significant, and no mitigation is required.

*b) Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

***Less Than Significant Impact***

In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact. A separate VMT analysis was prepared for this Project (KA 2021).

In the County of Riverside, any project that is local-serving, is presumed to cause a less-than-significant impact to the local vehicle miles of travel. In the County of Riverside, any warehouse buildings less than 208,000 square feet, are presumed to cause a less-than-significant impact to the local vehicle miles of travel. In order for a project to increase the local vehicle miles of travel it has to either generate or attract new trips that are greater than the average vehicle miles of travel for the average trip generator or attracter in the area. The *AQ/GHG/TAC/EI Study* for the Project indicates it will produce less than 3,000 MTCO2e on an annual basis which means it meets the VMT exemption screening threshold for small projects according to the County's transportation (VMT) report guidelines.

In order for a trip generator to increase the local vehicle miles of travel, it must require that the vehicle trips emanating from it are greater in length than the average vehicle miles of travel for the average trip generator in the area. An example of a development that would increase the average local vehicle miles of travel is a large housing development located miles outside of town. In order for an attracter to increase the local vehicle miles of travel, it must draw trips in from outside the local area that are greater in length than the average vehicle miles of travel for the average trip attractor in the area. An example of a development that would increase the average local vehicle miles of travel is a regional shopping center.

The proposed Project will be developed with a 16-fueling position Gasoline/Service Station with Convenience Market and an 81,432 square foot Mini-Warehouse. This Project site is considered an attractor, but both the Gasoline/Service Station with Convenience Market and Mini-Warehouse uses are local-serving. A gas station is utilized by the local area and a majority of a gas station's vehicle

trips come from vehicles passing by it. The remaining gas station vehicle trips are a diverted link, and a gas station will typically decrease the vehicle miles of travel within the study area. A storage facility is also utilized by the local area and will typically decrease the vehicle miles of travel within the study area. Therefore, the proposed Project will not increase the vehicle miles of travel within the study area. Impacts will be less than significant, and no mitigation is required.

*c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

***Less Than Significant Impact***

The *Traffic Study* indicates the Project will be required to construct Winchester Road (SR-74) from Newport Road to the south Project boundary at its ultimate half-section width as an Expressway (220-foot right-of-way) including landscaping and parkway improvements. The Project will also construct Newport Road from the west Project boundary to Newport Road at its ultimate half-section width as a Major Roadway (118-foot right-of-way) including landscaping and parkway improvements. Sufficient onsite parking must also be provided that meets the County of Riverside parking code requirements. Sight distances at the project access points and must meet the California Department of Transportation/County of Riverside standards. The Project plans must demonstrate compliance with these requirements in conjunction with final grading, landscaping, and street improvement plans. Compliance with site plan recommendations in project traffic studies are standard conditions of approval of the County. They are considered regulatory compliance and not unique mitigation under CEQA.

Any proposed roadway improvements will be installed in conformance with Ordinance No. 461 and will be installed concurrently with other Project utilities or infrastructure facilities. Conditions of approval have been added to the Project to implement Ordinance No. 461. Therefore, implementation of the proposed Project will not create any roadways or road improvements that could increase hazards to a circulation system design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Any impacts are considered less than significant.

*d) Would the Project cause an effect upon, or a need for new or altered maintenance of roads?*

***Less Than Significant Impact***

The development of the Project site would have an incremental effect upon and result in a minor increase in new or altered maintenance of roads since the Project will make half-width improvements to Winchester Road and Newport Road which will widen the existing roadways adjacent to the site and result in a small increase in maintenance of those roads when needed. No new roads or other modified roads are being constructed as part of the Project. Therefore, impacts will be less than significant, and no mitigation is required.

*e) Would the Project cause an effect upon circulation during the Project's construction?*

***Less Than Significant Impact***

Project construction work on Winchester Road and Newport Road will only occur adjacent to the site frontage on those roads. Compliance with Ordinance No. 457 regulating construction hours of

operation and other County of Riverside Transportation Department procedures and permits will ensure that the safety of the traveling public is protected during construction. In addition, control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project.

Therefore, the Project will not cause any short-term adverse effects upon circulation during the Project's construction. Any impacts will be less than significant, and no mitigation is required.

*f) Would the Project result in inadequate emergency access or access to nearby uses?*

***No Impact***

The Project site is adjacent to Winchester Road and south of Domenigoni Parkway and so has excellent regional and local access for emergency vehicles.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., water) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). In addition, compliance with Ordinance No. 457 regulating construction hours of operation and other County of Riverside Transportation Department procedures and permits will ensure that the safety of the traveling public is protected during construction. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project.

The Project will not cause inadequate emergency access or access to nearby uses. The County of Riverside Fire Prevention Department has reviewed and conditioned the proposed Project without requiring additional emergency access or secondary access through other uses. Therefore, no impacts will occur.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | | | | |
|---|---|---|---|---|
| **38. Bike Trails**<br>a) Include the construction or expansion of a bike system or bike lanes? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** HV/WAP Figure 9, *Harvest Valley/ Winchester Area Plan Trails and Bikeway System;* and Project Plans (**Appendix K**); and *Email from Phayvanh Nanthavongdouangsy with TLMA* dated 2-20-2020 (**Appendix M**).

**Findings of Fact:**

*a) Would the Project include the construction or expansion of a bike system or bike lanes?*

***Less Than Significant Impact***

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

According to HV/WAP Figure 9, *Harvest Valley/Winchester Area Plan Trails and Bikeway System*, a "Community Trail" is eventually planned along Domenigoni Parkway north of the Project site and connecting to other County regional trails planned to the west and east. An email from County TLMA staff indicates this Project has no trail requirements along its Newport Road frontage. Therefore, impacts will be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation 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**<br>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)? | ☐ | ☒ | ☐ | ☐ |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.) | ☐ | ☒ | ☐ | ☐ |

**Source(s):** Native American Consultation with County of Riverside; and Assembly Bill (AB) 52.

**Findings of Fact:**

***Less Than Significant Impact with Mitigation Incorporated***

*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)?*

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the Project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends

Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

CEQA defines the term "tribal cultural resource" and delineates restrictions on the meaning of the term "cultural landscape." Pursuant to Public Resources Code section 21074(a), "tribal cultural resources" consist of either of the following:

> (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
>
> (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources,
>
> (B) Included in a local register of historical resources as defined in subdivision (k) of [Public Resources Code] Section 5020.1;
>
> (2) At the discretion of the lead agency, and if supported by substantial evidence, a tribal cultural resource may also be determined 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 Section 5024.1 for the purposes of this paragraph, *the lead agency shall consider the significance of the resource to a California Native American tribe. (Emphasis added.)*

Regarding the term "cultural landscape", above, Public Resources Code section 21074(b), limits its definition such that "[a] cultural landscape that meets the definition of [Public Resources Code section 21074] subsection (a) is a tribal cultural resource *to the extent that the landscape is geographically defined in terms of the size and scope of the landscape*." (Emphasis added.) Accordingly, if an area that may potentially be considered a "cultural landscape" is *not* geographically defined in terms of the size and scope of the landscape, it cannot be found to be a "tribal cultural resource" even if it otherwise meets the qualifications for such in Public Resources code section 21074(a).

Regarding the lead agency's consideration of whether a resource is significant to a California Native American Tribe in (2) above, Section 5024.1(c), provides the criteria to be considered:

> If [the resource] meets any of the following National Register of Historic Places criteria:
> (1) Is [the resource] associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
> (2) Is [the resource] associated with events that have made a significant contribution to the broad patters of California's history and cultural heritage.
> (3) [Does the resource] (e)mbod(y) the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
> (4) Has [the resource] yielded, or may be likely to yield, information important in prehistory or history.

Public Resources Code section 5024.1(c) clarifies: [a] historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be

a tribal cultural resource if it is included or determined to be eligible for inclusion in the California Register of Historical Resources.

In compliance with Assembly Bill 52 (AB52), notices regarding this Project were mailed to all requesting tribes on March 30, 2020. No response was received from Colorado River Indian Tribes (CRIT), Morongo Band of Mission Indians, Ramona Band of Cahuilla, Rincon Band of Luiseño Indians.

Consultation was requested by the Agua Caliente Band of Cahuilla Indians, Soboba Band of Indians, Pechanga Band of Luiseno Indians, Cahuilla Band of Indians and the Pala Band of Mission Indians.

The Pala Band of Mission Indians requested to consult in an email dated April 30, 2020. The cultural reports and the conditions of approval were provided to the Tribe and consultation was concluded on September 16, 2020.

The Agua Caliente Band of Cahuilla Indians responded in an email letter dated April 23, 2020. The cultural report and the conditions of approval were provided to the Tribe. A meeting was held on August 20, 2020, in which this Project was discussed. Agua Caliente provided information that ethnographic sources indicate that there was a Cahuilla village in the vicinity and the Project area is likely part of the village complex. Agua Caliente recommends that a Cahuilla Monitor be present during ground disturbing activities. Consultation was concluded on September 15, 2020.

The Cahuilla Band of Indians responded in an email letter dated April 2, 2020. The cultural report and the conditions of approval were provided to the Tribe. Cahuilla recommended that a monitor from the Cahuilla Band be present during any ground disturbing activities. Consultation was concluded on July 21, 2021.

The Pechanga Band of Luiseno Indians responded in an email letter dated April 16, 2020. The cultural report and the conditions of approval were provided to the Tribe. A meeting was held on August 11, 2020, in which this Project was discussed. Pechanga did not provide any TCR information but did indicate that the Project is situated within an Archaeological District consisting of mainly bedrock milling features. A meeting was held on July 15, 2021, during which consultation was concluded.

The Soboba Band of Indians responded in an email letter dated March 31, 2020. The cultural report and the conditions of approval were provided to the Tribe. On September 23, 2020, a meeting was held in which this Project was discussed. Soboba recommended that the bedrock milling features that cannot be avoided be relocated to an area within the Project that will not be disturbed in the future. Consultation with Soboba was concluded on July 21, 2021.

No Tribal Cultural Resources were identified by any of the consulting Tribes however, all of the consulting Tribes expressed concerns that the Project has the potential for as yet unidentified subsurface tribal cultural resources. The Tribes request that a Native American monitor be present during ground disturbing activities so any unanticipated finds will be handled in a timely and culturally appropriate manner.

Based on information provided by the consulting tribes this project will require a Native American Monitor to be present during ground disturbing activities. (**Mitigation Measure MM-CUL-1**) In

addition, the bedrock milling features will be relocated to an area that will not be disturbed in the future (**Mitigation Measure MM-CUL-2**). The project will also 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 (**Mitigation Measure MM-CUL-3**).

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities have been placed on this project (**Mitigation Measure MM-CUL-4**).

With the inclusion of these mitigation measures impacts will be less than significant.

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

***Less Than Significant Impact with Mitigation Incorporated***

Please reference the discussion in Threshold 39.a. The proposed Project would not 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, 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 Cultural Native American tribe, and that is 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. As stated above, in the event unanticipated resources are identified, **Mitigation Measures MM-CUL-1** through **MM-CUL-4** are required for the Project, with the procedures to be followed in the event that unanticipated resources are identified during ground disturbing activities. Impacts to tribal cultural resources will be less than significant with mitigation incorporated.

**Mitigation**:

**MM-CUL-1 Native American Monitoring**

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

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, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological

Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement 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

**MM-CUL-2 Resource Relocation And Reburial Area**

Prior to issuance of grading permits: the developer/ applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area to be used for relocation of the bedrock milling features that cannot be avoided by this project. A permanent space within this area will be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading.

**MM-CUL-3 If Human Remains Found**

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.

**MM-CUL-4 Unanticipated Resources (CRMP)**

Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist meeting the Secretary of the Interior's standards (36 CFR 61). The Project Archaeologist shall conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the County, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the County as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the County, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project Archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; and

c. The protocols and stipulations that the contractor, County, Consulting Tribe(s) and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

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

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

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

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **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):** *SAN 53 – Will Serve – WS 20200001094 APN: 466-050-019 THRU -021,* prepared by Development Services Department, Eastern Municipal Water District (EMWD), 11-23-2020 (*SAN 53 – Will Serve,* **Appendix J**); *Onsite Wastewater Treatment System Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California,* prepared by CW Soils, 6-9-2021, (*OWTS Report*, **Appendix H3)**; *Preliminary Drainage Study, CUP200001, 30003 Winchester Road*, Blue Peak Engineering, Inc., 1-13-2022 (*Drainage Study*, **Appendix H1**); *Infiltration System Design Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -020, & -021, Winchester Area, Riverside County, California*, CW Soils, 12-5-2019 (*Infiltration Report*, **Appendix F2**); *Project Specific Water Quality Management Plan (PWQMP), 30003 Winchester Road, CUP200001*, Blue Peak Engineering, Inc., 2-2022 (*WQMP*, **Appendix H2**); Project Plans (**Appendix K**); County of Riverside, General Plan Amendment No. 960, Environmental Impact Report No. 521, *Section 4.19, Water Resources*, February 2015; Eastern Municipal Water District *2020 Urban Water Management Plan* (*2020 UWMP*); and Metropolitan Water District *2020 Regional Urban Water Management Plan* (*MWD 2020 RUWMP*).

**Findings of Fact:**

*a) Would the Project 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?*

***Less Than Significant Impact***

Water

The Project site is located within the water service boundary of the Eastern Municipal Water District (EMWD). Water service to the Project site's former rural residential use was provided by domestic water wells. According to the *Map My County:* 1) Well Water Permit WP0021951 (Well Abandonment), which pertains to APN 466-050-021, was approved on September 13, 2011; 2) Well Water Permit WP0008383, which pertains to APN 466-050-19, was previously approved on August 9, 2001; and 3) the report is silent as to the well which formerly served APN 466-050-020.

Currently, there is no EMWD water infrastructure adjacent to the Project site. According to EMWD (*SAN 53 – Will Serve)*, the nearest EMWD water line connection point is located approximately 1,300 feet east of the Project site along Newport Road, adjacent to the east property line of APN 465-190-030, partially improved with the Winchester Swap Meet. As further set forth in EMWD *SAN*

*53 – Will Serve,* EMWD "has no plans to construct water system improvements in the vicinity of the Project site and such improvements would need to be sponsored by the Project site owner/developer, the cost of which is unknown and would need to be determined by the contractor/owner." The EMWD indicated they understood the Project was proposing to extend district water service to the Project site, however, they questioned why the Project Plans did not show any proposed water line location(s).

The fire protection requirements for this site require installation of a separate water tank with a capacity of approximately 400,000 gallons and a diameter of 48 feet to serve the two proposed fire hydrants and the required building fire sprinkler system. The County requires that this fire suppression system be kept totally independent from the potable water system for onsite uses. The current Project Plans show the water tank in the southern end of the site with a fire pump utility cabinet just north of the water tank. The Project engineer indicates local water pressure is relatively low, so the pump is proposed to help maintain adequate onsite water pressure.

Per the County Health Department regulations, the Project must demonstrate adequate water source(s) to maintain the water tank levels along with potable and fire flow demand under expected conditions. The Project engineer has indicated the Project will connect to the existing EMWD supply line approximately 1,300 feet east of the Project site, and adequate water supply must be demonstrated prior to issuance of any building permits.

EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies. EMWD presently operates its water supply system under a system permit issued by the California Department of Public Health.

EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD is both a retail and wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people. As noted in the *2020 UWMP*, EMWD is located in one of the fastest growing regions in the nation, and with a growing population comes a growing demand for water.

EMWD has three sources of water supply: 1) imported water from the Metropolitan Water District of Southern California (MWD), 2) local groundwater, and 3) recycled water. Additional details with respect to the EMWD water supplies are set forth in Threshold 19.b.

Roughly 75% of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it would provide water for future growth in its service area through imported water from MWD.

EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and the Mills Filtration Plant in Riverside. In 2020 EMWD obtained 93,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery (Table A.2-2, *MWD 2020 RUWMP*). EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gallons per day or about 35,840 af per year.

It is estimated that the Project will have approximately 8 employees on the site approximately 300 customers per day. It is assumed employees would consume 150 gallons[5] of water per day and customers 15 gallons per day (due to their short stay on the site), so it is estimated the proposed Project would consume up to 5,700 gallons per day or 6.4 af of water per year. It should be noted the car wash will recycle its water onsite which will help minimize the use of potable water for non-drinking purposes. The proposed Project would have an incremental impact that is already anticipated and planned for in the *2020 UWMP*. Therefore, it is anticipated that water supplies would be sufficient to serve the Project as proposed without the need for the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The incremental impact resulting from implementation of the Project would be less than significant.

Wastewater/Sewer

The Project site is located within the wastewater/sewer service boundary of the Eastern Municipal Water District (EMWD). Currently, there are no existing EMWD sewer facilities proximate to the Project site. According to EMWD (*SAN 53 – Will Serve)*, the nearest EMWD sewer line connection point is located approximately one (1) mile north of the Project site, north of Domenigoni Parkway, at the intersection of Olive Avenue and Winchester Road (SR-79N). As further set forth in EMWD *SAN 53 – Will Serve,* the EMWD indicates it has no plans to construct sewer system improvements in the vicinity of the Project site, and "such improvements would need to be sponsored by the Project site owner/developer, the cost of which is unknown and would need to be determined by the contractor/owner, unless a more feasible alternative is employed."

The Project proposes an on-site self-contained septic system approved by the County of Riverside, Department of Environmental Health. The *Infiltration Report* indicated there are shallow in-situ soils onsite which have somewhat consistent percolation properties and the recommended infiltration design rate is 0.6 inches per hour. In addition, the report on the Onsite Wastewater Treatment System (*OWTS Report)* concludes there is sufficient area on each lot to support a primary and expansion OWTS that will meet the current standards of the Department of Environmental Health and the Regional Water Board.

The Project description indicates there will be approximately 8 employees on the site. It is estimated these employees would generate 50 gallons[6] of wastewater per day. It is also estimated that approximately 300 customers per day could each generate 10 gallons of wastewater per day. Therefore, the proposed Project would generate a total of 3,400 gallons per day of wastewater. The onsite septic system will be designed to accommodate the wastewater load estimated for the Project. The Project will also have to demonstrate it meets the septic system requirements of the County Department of Environmental Health in its "Local Agency Management Program (LAMP) for Onsite Wastewater Treatment Systems". The Project is also not expected to exceed the 10,000-gallon threshold for septic system design which requires approval by the Regional Water Quality Control Board. Implementation of the proposed Project would therefore not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, any impacts would be less than significant.

[5] EMWD 2020 UWMP estimate for commercial employee consumption including landscaping.

[6] EMWD website estimates 50 gallons of wastewater/person/day for commercial employees.

Stormwater/Drainage

As previously discussed in Section 23 of this Initial Study (Hydrology and Water Quality), all new development in the County of Riverside is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and for properties located within the Santa Margarita Watershed - the 2013 Santa Margarita Municipal Separate Sewer Permit (MS4) Permit (amended 2015), as enforced by the San Diego Regional Water Quality Board (SDRWQCB).

Existing elevations at the Project site vary from approximately 1,505 feet above mean sea level (AMSL) at the northeast corner to approximately 1,585 feet AMSL at the southwest corner. The existing ground slopes downward toward the northeast corner of the site. Approximately 200-feet south of the intersection of Newport Road and Winchester Road is a concrete storm drain structure which currently receives all of the flow from the Project site as well as the surrounding streets.

The Project would maintain the existing minimum and maximum elevations. The Project proposes to cut into the existing slope at the south and west portions of the Project site with the construction of down drains to manage hillside grading. The remainder of the Project site consisting of the commercial buildings, drive aisles and parking areas would slope gently at an average of less than 2% across the site.

Off-site grading associated with street improvements for the Project would consist of the widening of Newport Road on the south side of the public right-of-way, including new curb, gutter, sidewalk and landscaping. The Winchester Road right-of-way will remain in its present condition.

The Project proposes the construction and operation of an eight (8) pump Gas Station with a 3,200 square foot Convenience Store, a 3,180 square foot drive-thru Tunnel Car Wash, and a four (4) building, Self-Storage Facility with a total of 87,812 square feet of building area.

According to the *Drainage Study*, the Project site's existing drainage pattern sheets flows onto Winchester Road and into a County storm drain system. The Project's proposed drainage and BMPs will maintain the existing drainage pattern by continuing to outlet to Winchester Road.

Development of the onsite area breaks down into two drainage sub-areas: west and east. Onsite flows generated by the proposed Project would be collected and conveyed using a combination of surface flow, inlets, and sub-surface storm drains to various proposed water quality features around the site. Ultimately, flows will discharge to Winchester Road and into the previously mentioned storm drain structure that receives the drainage. Development of the west half of the Project site would allow the runoff generated to surface flow towards the southeast where it will be treated by a modular wetlands system and hydromodification would be handled via an underground storage system. Overflows from the modular wetlands / underground storage system would flow via storm drain out onto Winchester Road. Development of the east half of the site would allow the runoff generated to surface flow towards the northeast where it will be treated by a modular wetlands system and hydromodification would be handled via an underground storage system. Overflows from the modular wetlands / underground storage system would flow via storm drain out onto Newport Road.

As set forth in the *Drainage Study*, the existing pre-developed condition discharge is 6.2 cfs (10-Year) and 11.3 cfs (100-Year) and the proposed development results in a discharge of 4.8 cfs (10-

Year) and 5.7 cfs (100-Year). With the Project site's proposed BMPs and detention system, the runoff for the Project is below that of the pre-development condition.

With adherence to the Project-specific *WQMP*, the proposed Project will not substantially alter the existing drainage pattern of the site or area, nor will it require new or expanded off-site storm drain facilities. Any impacts would be less than significant.

Based on the above data and analysis, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects. Any impacts would be less than significant, and no mitigation is required.

*b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

***Less Than Significant Impact***

As previously discussed in Threshold 40.a, the Project site is located within the water service boundary of the EMWD. Even if the Project could be adequately served by onsite wells and the proposed storage tank, the Project applicant has decided to extend district water service to the Project site from the nearest water line connection point located approximately 1,300 feet east of the site along Newport Road.

No additional off-site water supply infrastructure is anticipated in conjunction with the Project site development, as proposed. As outlined in Threshold 40.a, the Project could consume up to 5,700 gallons per day or 1.3 acre-feet of water per year. The EMWD water supply/demand analysis within its service area is set forth in the *2020 EMWD UWMP* which assesses the District's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the EMWD service area was projected for the 25-year planning period 2020 to 2045.

The proposed Project is consistent with the land uses in the approved General Plan which was the basis for developing the UWMP. Based on the analysis and conclusions set forth in the *2020 EMWD UWMP* (Sec 7.6 *Supply and Demand Assessment*), EMWD will be able to meet 100% of its demand under all three hydrologic scenarios through the year 2045.

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts would be less than significant, and no mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **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):** *Infiltration System Design Interpretive Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, -20, & -021, Winchester Area, Riverside County, California,* prepared by CW Soils, 12-5-2019 (*Infiltration Report*, **Appendix F2**); *Onsite Wastewater Treatment System Report, Proposed Diamond Valley Storage, Assessor's Parcel Numbers 466-050-019, Southwest Corner of Winchester and Newport Roads, Winchester Area, Riverside County, California,* prepared by CW Soils, 6-9-2021 (*OWTS* **Appendix H3**); Project Plans (**Appendix K**); Riverside County, Department of Environmental Health, Review.

**Findings of Fact:**

*a) Would the Project 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?*

***Less Than Significant Impact***

Refer also to Thresholds 18.c and 40.a. The Project site is located within the EMWD wastewater/sewer service boundary. As previously discussed in Threshold 40.a, there are no existing EMWD sewer facilities proximate to the Project site with the closest sewer line connection point being located approximately one (1) mile north of the site. It is further noted, EMWD has no plans to construct/extend sewer services in the vicinity of the Project site and such improvements would need to be sponsored by the Project site owner/developer (the cost of which is unknown and would need to be determined by the contractor/owner, unless a more feasible alternative is employed).

As such, the Project proponent is proposing an onsite wastewater treatment system (OWTS) or self-contained septic system that would be approved by the County of Riverside, Department of Environmental Health. The EMWD in their WS letter noted that the Project Plans at that time did now show any details of a proposed OWTS system or its specifications including the proposed location of septic system tank(s) and leach fields.

As outlined in Threshold 40.a, the Project would generate approximately 400 gallons per day of wastewater and the onsite septic system will be designed to accommodate the wastewater load estimated for the Project. As indicated in the *Infiltration Study*, *OWTS Report*, and subsequent Septic Design Plans, the Project site has sufficient percolation rates and site area to support the use of an on-site septic system that will meet current Riverside County Department of Environmental Health and the Regional Water Quality Control Board (RWQCB) standards.

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

Other than the proposed onsite septic system, implementation of the proposed Project would not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects. Any impact would be less than significant, and no mitigation is required.

*b) Would the Project 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?*

***No Impact***

The Project proposes an on-site wastewater septic system (OSWS); the Project does not propose to connect to the EMWD wastewater/sewer treatment system. As such, this criterion is not applicable to implementation of the Project, as proposed. There would be no impact.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

| | | | | |
|---|---|---|---|---|
| **42. Solid Waste** | ☐ | ☐ | ☒ | ☐ |
| a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | | |
| b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** Riverside County General Plan EIR No. 521, Section 4.17.4, *Solid Waste Management*; Riverside County Municipal Code; Assembly Bill (AB) 939 Riverside County Department of Waste Resources (RCDWR), Planning Section and Countywide Integrated Waste Management Plan; CalRecycle, SWIS Facility Detail, El Sobrante Landfill, 33-AA-0217; El Sobrante Landfill Fact Sheet, issued by Waste Management of California; El Sobrante Landfill Annual Monitoring Report, January 1, 2019 through December 31, 2019, by USA Waste of CA, Inc., 4-2020.

**Findings of Fact:**

*a) Would the Project 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?*

***Less Than Significant Impact***

Solid waste management in Riverside County is required to comply with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).

AB 939 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of counties throughout the state to divert a minimum of 25% by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices.

In response to the State requirements, the Riverside County Department of Waste Resources (RCDWR), formerly known prior to 2015 as the Riverside County Waste Management Department (RCWMD) prepared the Countywide Integrated Waste Management Plan (CIWMP). In its entirety, the CIWMP is comprised of the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, Household Hazardous Waste Elements, and Non-disposal Facility Elements for Unincorporated Riverside County and each of the cities in Riverside County.

The Countywide Summary Plan contains goals and policies, as well as a summary of integrated waste management issues faced by the County and its cities. The Summary Plan summarizes the steps needed to cooperatively implement programs among the County's jurisdictions to meet and maintain the 50% diversion mandates. The Countywide Siting Element demonstrates that there are at least 15 years of remaining disposal capacity to serve all the jurisdictions within the County. If there is not adequate capacity, a discussion of alternative disposal sites and additional diversion programs must be included in the Siting Element.

The RCDWR - Planning Section ensures that the Department's planned and proposed waste management activities and projects are in compliance with applicable federal, State and local land use and environmental laws, regulations, and ordinances.

Among other responsibilities, the RCDWR – Planning Section is required to review all land-use/development cases processed within the County and issue Conditions of Approval on projects to ensure that Department facilities/assets/programs are protected from incompatible land uses, that adequate space is provided for collection of recyclables, that Waste Recycling Plans (Form B) and Waste Reporting (Form C) are submitted, and that projects will not overburden the solid waste disposal capacity of County facilities.

The RCDWR operates six (6) active landfills (Badlands, Blythe, Desert Center, Lamb Canyon, Mecca II and Oasis) and administers a contract agreement for the private El Sobrante Landfill serving the greater Riverside County area. The RCDWR also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs.

Municipal waste collection services for the unincorporated Winchester community (Project site is a part) is provided by Waste Management, Inc. and all non-hazardous, non-recyclable, non-green municipal waste generated in the Winchester community is deposited at the El Sobrante Landfill.

<u>El Sobrante Landfill</u>

The Project site is located within the service area of the El Sobrante Landfill, a service area that includes the cities/communities within southwestern Riverside County (inclusive of the Project site

and the surrounding unincorporated Winchester community), as well as multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino and San Diego. Located near the center of the highly populated western third of Riverside County, it processes approximately 43% of Riverside County's annual waste, according to Waste Management, Inc., the landfill's operator.

The El Sobrante Landfill is located approximately 31 miles northwest of the Project site in the unincorporated Temescal Canyon area of Riverside County between the City of Lake Elsinore and the City of Corona, east of Interstate 15 and Temescal Canyon Road, and south of Cajalco Road, at 10910 Dawson Canyon Road, Corona, CA 91719. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc., which started disposal operations in 1986.

The El Sobrante Landfill has a total area of 1,322 acres with 495 acres of disposal area and a 688-acre wildlife preserve. It has a disposal capacity of approximately 196.11 million cubic yards or approximately 109 million tons of municipal solid waste. It has a daily capacity based on 70,000 tons per week so it cannot exceed 16,054 tons per day. The daily capacity is limited in part due to the number of vehicle trips per day that can access the landfill. The County's estimated closure year for the El Sobrante Landfill is currently 2051.

The County evaluates current and projected solid waste generation for planning and public policy purposes in conjunction the preparation of its General Plan and General Plan EIR. The anticipated growth in population (from new residential uses) and jobs and economic activity (from commercial, industrial and institutional uses) that would result from the approval and subsequent development of projects within the County result in a corresponding increase in the amount of solid waste generated by these various uses, both during their construction (short-term) and their operation (long-term). The disposal of this additional waste would incrementally increase the wastes going into existing landfills, potentially hastening the end of their usable lives and contributing to the eventual need for new or expanded landfill facilities.

Solid waste generation rates estimate the amount of waste created by residences and businesses over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream. In this way, they are useful in providing a general level of information for planning purposes and estimating potential effects. It should be noted that the Generation Rates used by the County do not take into account any recycling, reduction or diversion (potentially upwards of 50%-75%, associated with compliance with AB 341.

As set forth in Section 4.17.4 (Solid Waste) of the GP-DEIR, the County applies a Generation Rate of 2.4 Tons per 1,000 square feet of building area for commercial use ("commercial" includes commercial-retail, commercial-tourist, commercial-office and business park uses), and a Generation Rate of 10.8 Tons per 1,000 square feet of building area for industrial use ("industrial" includes light industrial, heavy industrial, and [for existing uses] ranches), as shown in **Table 42-1, *Solid Waste Generation Factors – Riverside County General Plan DEIR***.

**Table 42-1**
**Solid Waste Generation Factors - Riverside County General Plan DEIR**

| Land Use[1] | Generation Factor |
|---|---|
| Residential | 0.41 Tons / Dwelling Unit / Year |
| Commercial[2] | 2.4 Tons / 1,000 SF / Year |
| Industrial[3] | 10.8 Tons / 1,000 SF / Year |

Source: Table 14.17-N Riverside County GP-DEIR Notes:
[1] Theoretical solid waste generation for the indicated level of development.
[2] Includes commercial-retail (40%), commercial-tourist, commercial-office and business park land uses.
[3] Includes the following land uses: light industrial, heavy industrial and (for existing uses) ranches.

There is not a specific category for a Gas Station/Car Wash or Self-Storage use; however, for purposes of this analysis, the Project's proposed Gas Station/Convenience Store (C-Store) & Car Wash use is considered to fall under, and is analyzed as, a commercial-retail use, and the Self-Storage use is analyzed as light industrial use.

The Project proposes the construction and operation of an eight (8) pump Gas Station with a 3,200 square foot Convenience Store, a 3,180 square foot drive-thru Tunnel Car Wash, and a four (4) building, Self-Storage Facility with a total of 81,432 square feet of building area, and recreational vehicle (RV), trailer, and/or boat parking with 20 spaces.

- Applying the County commercial Generation Rate of 2.4 tons per 1,000 square feet per year indicates the Project's proposed commercial component would generate 26.4 tons of solid waste per year (11,000 SF x (2.4 Tons/1,000 SF) which equals an average daily amount of 0.097 tons per day (26.4 ÷ 365 days = 0.097), which equals 193.6 pounds per day (2,000 lbs. per ton x 0.097 = 194.0 lbs.).
- Applying the County industrial Generation Rate of 10.8 tons per 1,000 square feet per year indicates the Project's proposed self-storage component would generate 878.5 tons of solid waste per year (81,432 SF x (10.8 Tons/1,000 SF) which equals an average daily amount of 2.41 tons per day (878.5 ÷ 365 days = 2.41), which equals 4,820 pounds per day (2,000 lbs. per ton x 2.41 = 4,820 lbs.).
- Based on the above, the Project is projected to generate a total of 904.9 tons of solid waste per year including 26.4 tons per year from the commercial retail (Gas Station. C-Store & Car Wash) use, and 878.5 tons per year from the light-industrial (Self-Storage) use, as summarized below in **Table 42-2, *Project Site - Solid Waste Generation Forecast, Commercial Retail & Self-Storage Use***.

**Table 42-2**
**Project Site - Solid Waste Generation Forecast Commercial Retail & Self-Storage Use**

| Project Development Plan | SF | Generation Factor[1] | Forecast Solid Waste Tons Per Year |
|---|---|---|---|
| *Commercial Retail* | | | |
| C-Store | 3,200 | 2.4 tons/ | |
| Car Wash | 3,180 | 1,000 sf/year | 26.4 |
| Gas Canopy(1) | 4,620 | | |
| Subtotal | 11,000 | | |
| *Light Industrial* | | | |
| Self-Storage Facility | | | |
| Bldg A(2) | 4,322 | 10.8 lbs/ | |
| Bldg B | 11,358 | 1,000 sf/year | 878.5 |
| Bldg C | 56,348 | | |
| Bldg D | 9,404 | | |
| Subtotal | 81,432 | | |
| Total | 92,432 | | 904.9 |

**Source:** MFCS based on Project Plans (**Appendix K**) and Table 14.17-N Riverside County GP-DEIR.

Notes: 1. Based on an analysis of the Project Plans, the gas canopy measures approximately 110' long by 42' wide (110' x 42' = 4,620 SF); 2. Building A consists of 3,075 SF storage and a 1,247 SF office (Total = 4,322 SF).

Assuming a mandatory 50% recycling rate, daily solid waste generation is forecast to be approximately 1.18 tons per day (904.9 tons per year ÷ 365 days = 2.41 tons; 2.41 tons x 50% = 1.2 tons per day) or 2,400 pounds per day (1.2 tons per day x 2,000 lbs./ton = 2,400 lbs./day) for disposal at the El Sobrante Landfill. As the El Sobrante Landfill has a daily maximum disposal capacity of 16,054 tons of waste per day, the Project represents a solid waste disposal increase of less than 0.01% (one-hundredth of 1%) at the landfill.

Therefore, implementation of the Project would not 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. Any impacts would be incremental and less than significant, and no mitigation is required.

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

***Less Than Significant Impact***

All land uses within the unincorporated Riverside County area, inclusive of the unincorporated Winchester community, that generate waste are required to coordinate with the County's contracted waste hauler (Waste Management, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and State programs.

Additionally, all development within the unincorporated County jurisdiction is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), Title 8 of the County Municipal Code, and other local, State, and federal solid waste disposal standards.

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

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50 percent by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

As set forth in Threshold 42.a, in response to the State requirements, the Riverside County Department of Waste Resources prepared the CIWMP.

All solid waste disposals within the unincorporated County of Riverside are subject to the requirements set forth in *Title 8, Health and Safety*, Chapter 8.136 - Comprehensive Collection and Disposal of Solid Waste within Specified Unincorporated Areas and Chapter 8.24 - County Solid Waste Facilities, other, as provided in the Municipal Code. Chapters 8.136 and 8.24 provide integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the County of Riverside shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the unincorporated County jurisdiction.

The Project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, Title 8 of the County Municipal Code, and other applicable local, State, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations. Any impacts would be less than significant, and no mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**43. Utilities**

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

| | | | | |
|---|---|---|---|---|
| a) Electricity? | ☐ | ☐ | ☒ | ☐ |
| b) Natural gas? | ☐ | ☐ | ☒ | ☐ |
| c) Communications systems? | ☐ | ☐ | ☒ | ☐ |
| d) Street lighting? | ☐ | ☐ | ☒ | ☐ |
| e) Maintenance of public facilities, including roads? | ☐ | ☐ | ☒ | ☐ |
| f) Other governmental services? | ☐ | ☐ | ☒ | ☐ |

**Source(s):** *Winchester Road and Newport Road Project Air Quality, Greenhouse Gas, Toxic Air Contaminant, and Energy Impact Analysis*, prepared by KW Air Quality & Noise, LLC, 8-23-2021 (*AQ/GHG/TAC/EI Study*, **Appendix B**); Ordinance No. 461 (County of Riverside Road Improvement Standards and Specifications); Southern California Edison website; Ordinance No. 655 (An Ordinance of the County Of Riverside Regulating Light Pollution); Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Riverside County Network of Care website; *County of Riverside General Plan EIR No. 521,* Sec.4.10 Energy Resources; and Project Plans (**Appendix K**).

**Note: Any tables in this section are from the *AQ/GHG/TAC/EI Study*, unless otherwise noted.**

**Findings of Fact:**

*a) 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 to electricity?*

***Less Than Significant Impact***

Electricity connections were previously in place at the Project site serving the former rural residential uses. At present there are no electricity connections in place, however, there are overhead electricity lines located along the Project site's Newport Road frontage (north boundary) and a ten-foot wide utility easement was noted along a portion of the Project site's west property line along APNs 466-050-019 & 020. The electrical service provider to the area is Southern California Edison (SCE) which is responsible for providing power supply to Riverside County while complying with County, State, and federal regulations. SCE's power system is one of the nation's largest electric and gas utilities and serves approximately 15 million people in 180 incorporated cities and 15 counties, in a service area of approximately 50,000 square miles in size (SCE 2019). SCE maintains 12,635 miles of transmission lines, 91,375 miles of distribution lines, 1,433,336 electric poles, 720,800 distribution transformers, and 2,959 substation transformers.

According to the *AQ/GHG/TAC/EI Study*, the proposed Project will use electricity for a variety of operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and parking lot lighting. Annual electricity consumption for the proposed Project upon full buildout is provided in **Table 43-1, *Project Electricity Consumption***.

**Table 43-1**
**Project Electricity Consumption**

| Land Use/Activity | Electricity Consumption[1] | |
|---|---|---|
| | (kWh/yr.)[2] | (kBtu/yr.)[2] |
| Unrefrigerated Warehouse – No Rail | 77,453.2 | 264,281.2 |
| Other Non-Asphalt Surfaces | 0.0 | 0.0 |
| Parking Lot | 5,600.0 | 19,108.0 |
| Convenience Market with Gas Pumps | 188,922.0 | 644,628.3 |
| Total | **271,975.2** | **928,017.5** |

[1] Based on Table 21 in the *AQ/GHG/TAC/EI Study* (**Appendix B**).
[2] kWh/yr = Kilowatt Hours per Year; kBtu/yr = Thousand British Thermal Units per Year.

As shown above, the proposed Project's annual electricity consumption at full buildout would result in an estimated 271,975 kilowatt-hours per year (kWh/yr). The Project's impact is considered less than significant as the Project will be required to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with California's building code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The building standards

code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources.

Adequate commercial electricity supplies are presently available to meet the incremental increase in demand attributed to the Project. Provision of electricity to the Project site is not anticipated to require or result in the construction of new facilities or the expansion of existing facilities, the construction or relocation of which would cause significant environmental effects to electricity. Impacts in this regard will be less than significant, and no mitigation is required.

*b) 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 to natural gas?*

***Less Than Significant Impact***

Natural gas is supplied to the Project area by the Southern California Gas Company (SCGC). According to the *AQ/GHG/TAC/EI Study,* the Project is expected to use natural gas to supply energy for cooking, heating and other operational applications associated with the gasoline service station and self-storage facility. The Project's estimated operational natural gas consumption in thousands of British Thermal Units (Btu) per year is set forth in **Table 43-2, *Project Natural Gas Consumption***.

**Table 43-2**
**Project Natural Gas Consumption**

| Land Use/Activity | Natural Gas Consumption[1] (kBtu/yr)[2] |
|---|---|
| Unrefrigerated Warehouse – No Rail | 14,036.0 |
| Other Non-Asphalt Surfaces | 0.0 |
| Parking Lot | 0.0 |
| Convenience Market with Gas Pumps | 163,678.0 |
| **Total** | **177,714.0** |

[1] Based on the *AQ/GHG/Energy Study* (**Appendix XX**)
[2] kBtu/yr. = Thousand British Thermal Units per Year

The Project will connect to the existing natural gas system. There are adequate natural gas supplies are available to meet the incremental increase in demand attributed to the Project. The proposed Project would not require or result in construction, expansion, or relocation of natural gas facilities that could result in a significant environmental effect. Any impacts will be less than significant, and no mitigation is required.

*c) 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 to communications systems?*

***Less Than Significant Impact***

According to the Project Plans, communication systems for the Project area are provided by Frontier (telephone) and Spectrum (cable TV) which are private companies that provides connections to their communication systems on an as needed basis. No expansion of facilities will be necessary to connect the Project to the existing communication system located adjacent to the Project site, and therefore, such construction or relocation would not cause a significant environmental effect to communications systems. Impacts will be less than significant, and no mitigation is required.

*d) 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 to street lighting?*

***Less Than Significant Impact***

According to the Project Plans, the proposed Project will not require the installation of any new or additional streetlights along the Winchester Road (SR-79N) or Newport Road public rights-of-way in accordance with standard requirements and County Ordinance No. 655. The intent of Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research at the Palomar Observatory. Ordinance No. 655 contains approved materials and methods of installation, definitions, general design requirements, requirements for lamp source and shielding, prohibitions and exceptions.

Adherence to Ordinance No. 655 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA. Any impacts from light and glare are discussed in Initial Study Section 2 (Mt. Palomar Observatory) and Section 3 (Other Lighting Issues) of this Initial Study. Therefore, the Project would not require or result in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to street lighting. Impacts will be less than significant, and no mitigation is required.

*e) 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 to maintenance of public facilities, including roads?*

***Less Than Significant Impact***

The proposed Project would have a less than significant impact on public facilities. Riverside County Ordinance No. 659 establishes a developer impact fee to mitigate the cost of public facilities, including roads. The Project proposes to make half-width improvements along the Newport Road frontage, and a proposed shared driveway with a 96-foot diameter cul-de-sac adjacent east of the site for secondary fire access. No street improvements are proposed along the Winchester Road (SR-79N) frontage.

Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Any impacts would be less than significant, and no mitigation is required.

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

*f) 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 to other governmental services?*

***Less Than Significant Impact***

Regional Multi-Service Centers impacts are typically attributed to residential development. This is reflected in Ordinance No. 659. Regional Multi-Service Centers are located throughout the County and provide a variety of services on a regional basis with events ranging from: athletic programs, wellness programs, senior citizen activities, arts and crafts, etc. The Project does not have a new residential component.

Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate development impact fees set forth in the Ordinance to offset any incremental increase in or demand for such services generated by the Project. Payment of such fees would ensure that the Project would not require or result in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to other governmental services. Impacts would be less than significant, and no mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation 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**<br>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):** *Map My County* (**Appendix A**); *General Plan*; Ordinance No. 787 (An Ordinance of the County of Riverside Adopting the 2016 California Fire Code as Amended); Riverside

County General Plan, Chapter 6, Safety Element, Figure S-8 *Wind Erosion Susceptibility Areas*; and Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); and *Historical/Archaeological Resources Survey Report, Assessor's Parcel Numbers 466-050-019, -020, and -021*, prepared by CRM TECH, 6-25-2020 (*Archaeo Report,* **Appendix D1**).

**Findings of Fact:**

*a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*

***Less Than Significant Impact***

Refer also to Hazards and Hazardous Materials, Threshold 21.c, of this Initial Study. According to *Map My County*, the Project site is:

1) Classified by Riverside County as being in a Moderate Fire Hazard area, and
2) Located in a State Fire Responsibility Area (SRA).

The Project site's previous rural residential uses took access from several dirt driveways extending across a soft (dirt) shoulder along the Winchester Road frontage, plus an additional dirt driveway along the Newport Road frontage. In conjunction with the Winchester Road Widening Project, the Project site's Winchester Road abutters rights were waived per Instrument No. 2011-0311121, as shown on the Project Plans. Winchester Road (SR-79N) is part of adopted emergency response plan/emergency evacuation plans as implemented by the County of Riverside.

The Project proposes to replace 5.80 gross acres of vacant land previously used for rural residential purposes with a Gas Station/C-Store, Tunnel Car Wash, and Self-Storage Facility, and associated asphalt paved parking, access drive aisles, subsurface utility and drainage improvements, and perimeter fencing. In addition, the Project proposes half-width street improvements along the Project site's Newport Road frontage, while the Winchester Road frontage would remain in its present condition.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Control of access would ensure emergency access to the site and Project area along Winchester Road (SR-79N) during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. This is a standard condition applicable to all development; therefore, it is not considered mitigation for CEQA implementation purposes.

The proposed Project will be reviewed, and conditions of approval will be placed on the Project to address any potential impacts to Fire Resources, consistent with the Fire Hazards section of the Safety Element of the General Plan, Ordinance No. 787, and Ordinance No. 659:

- Prior to final map recordation, prior to grading permit issuance, prior to building permit issuance, and prior to the final building inspection, the Project would need to demonstrate compliance with Ordinance No. 787. Adherence to Ordinance No. 787 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA;

- Applicant payment of Development Impact Fees (DIF) for non-residential uses for fire protection would be required prior to the issuance of a certificate of occupancy. Adherence to Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Following construction, emergency access to the Project site and area would remain as it was prior to the proposed Project. There will be some incremental increased risk of fire hazards on or near the site since the project included a gas station which involves the storage, handling, transport, and dispensing of gasoline and possibly diesel fuel for vehicles. However, compliance with established federal, state, and local (County) regulations for hazardous materials will reduce potential risks to less than significant levels. Therefore, implementation of the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Any impacts would be less than significant.

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?*

***Less Than Significant Impact***

The entire Project site is located within an SRA and a moderate fire hazard area, per the *Map My County*.

The Project site is located along the west side of a principal access route (State Route 79-N; aka Winchester Road) one of three major north-south transportation corridors serving Southwest Riverside County, east of Interstate 15 and Interstate 215. The Project site is mostly flat and at Winchester Road street grade, situated adjacent to the northeast of a strand of the Winchester Hills which cross the very southwest corner of the site. Existing elevations at the Project site vary from approximately 1,505 feet above mean sea level (AMSL) at the northeast corner to approximately 1,585 feet AMSL at the southwest corner. The existing ground slopes downward toward the northeast corner of the site.

The Project would maintain the existing minimum and maximum elevations. The Project proposes to cut into the existing slope at the south and west portions of the Project site with the construction of downdrains to manage hillside grading. The remainder of the Project site consisting of the commercial buildings, drive aisles and parking areas would slope gently at an average of less than 2% across the site.

The Project site is surrounded by mostly undeveloped land, with a sparsely populated rural neighborhood to the west (series of five ±10 acre partially improved rural residential parcels). As set forth in the *Archaeo Report*, the Project site's "ground surface has been disturbed by past development and construction activities along the adjacent public roadways, especially Winchester Road, a local thoroughfare. Dirt roads, concrete foundations from demolished buildings, and remnants of block walls are found over much of the property, and large piles of construction and landscaping debris, mainly concrete fragments, are found in the southern half.

According to *Map My County*, the Project site is located within the Agriculture Mapping Unit, California Sagebrush (California Buckwheat), and Annual Grass-Herb Mapping Unit. This is consistent with the non-native on-site vegetation described in the *Archaeo Report* as being "generally

representative of the coastal sage scrub plant community, including native species such as sagebrush, buckwheat, dove mullein, fiddleneck, and brittlebush as well as naturalized species such as Russian thistle, mustard, chamomile, and ruderal grasses."

Although the general region often experiences hot dry "Santa Ana" winds during the fall and spring, these winds in the Project area are somewhat modified by the presence of Diamond Valley Lake and its attendant uplands, as well as the many low "Domenigoni Hills" north and west of the site.

The Project proposes new commercial development consisting of a Gas Station/C-Store, Tunnel Car Wash, and Self-Storage Facility extending across most of the entire site except for the sloping southwest corner and a 50-foot wide Natural Landscape Area along the south property line which will be protected in place. The structural improvements would be built to the most recent fire codes. These codes are designed to suppress any fire risks (including wildfire risks). Per the County of Riverside General Plan Safety Element Figure S-8, the Project site and surrounding area has a moderate wind susceptibility. The Project would be required to comply with California Fire Code Chapter 47 and the Riverside County No. 787 Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, adequate fire flows, etc.

Based on this information, implementation of the Project would not, 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. Any impacts would be less than significant.

c) *Would the Project 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?*

***Less Than Significant Impact***

The entire Project site is located within an SRA and a moderate fire hazard area. The Project involves operation of a gas station which presents an incremental increased risk of fire hazards on or near the site due to the storage, handling, transport, and dispensing of gasoline and possibly diesel fuel for vehicles. However, compliance with established federal, state, and local (County) regulations for hazardous materials, specifically gasoline and diesel fuels, will reduce potential risks to less than significant levels.

With the exception of required half-width street improvements along the Project site's Newport Road frontage, the Project does not include and or 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. Newport Road is currently a dirt road that serves the sparsely populated rural neighborhood adjacent west of the Project site. The Newport Road/Winchester Road intersection was signalized in conjunction with the Winchester Road Widening Project, completed in 2014. Both of these roads serve as fire breaks. Refer also to Thresholds 44.a and 44.b for Project conformance to applicable fire-related codes to reduce the potential for wildfire hazards to occur. Any impacts would be less than significant.

*d) Would the Project 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?*

***Less Than Significant Impact***

The entire Project site is located within a State Fire Responsibility Area (SRA) and a moderate fire hazard area. Refer also to Hydrology and Water Quality - Threshold 23.e and Geology and Soils - Threshold 14.a, relative to the potential for flooding and/or landslides to occur.

It is noted, the Project site is located approximately 1.1 mile west of Diamond Valley Lake (man-made reservoir), adjacent north of the reservoir's west dam spillway. As depicted on Figure 11, HV/WAP Special Flood Hazard Areas, the Project site is not located within the designated Dam Inundation Area located on the east side of Winchester Road and extending across Winchester Road about a half mile south of the Project site (on the other side of the hillside adjacent south of the Project site).

Project development will include hardscape (buildings, asphalt paved parking and access drives) and landscape improvements that would serve to stabilize the existing built environment. Based on this information, the Project would not 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. Any impacts would be less than significant.

*e) Would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

***Less Than Significant Impact***

The entire Project site is located within an SRA and a moderate fire hazard area. The Project involves operation of a gas station which presents an incremental increased risk of fire hazards on or near the site due to the storage, handling, transport, and dispensing of gasoline and possibly diesel fuel for vehicles. However, compliance with established federal, state, and local (County) regulations for hazardous materials, specifically gasoline and diesel fuels, will reduce potential risks to less than significant levels.

The proposed Project will be reviewed by the County as part of the discretionary process, and conditions of approval will be placed on the proposed Project to address any potential impacts to Fire Resources, consistent with the Fire Hazards section of the Safety Element of the General Plan, and Ordinance No. 787.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire services. Prior to final map recordation, prior to grading permit issuance, prior to building permit issuance, and prior to building final inspection the Project will need to demonstrate compliance with Ordinance No. 787. Adherence to Ordinance No. 787 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Another standard condition assessed on the proposed Project to reduce impacts from the proposed Project to fire services is Ordinance No. 659. Applicant payment of DIF for expanded non-residential

uses for fire protection will be required prior to the issuance of a certificate of occupancy. It is noted, the proposed Project plan will not require any offsite improvements which could create demand for fire services.

The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate DIF fees set forth in the Ordinance. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Based on this information, implementation of the Project would not, expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Any impacts would be less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation 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; and Project Plans (**Appendix K**)

**Findings of Fact:**

***Less Than Significant with Mitigation Incorporated***

Implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Please reference the discussions in Section 7 (Biological Resources – Wildlife & Vegetation), Section 8 and 9 (Cultural Resources – Historic Resources and Archaeological Resources), Section 28 (Paleontological Resources – Paleontological Resources), and Section 39 (Tribal Cultural Resources). In addition to **Mitigation Measures MM-BIO-1** through **MM-BIO-3** and **Mitigation Measures MM-CUL-1** through **MM-CUL-4**, standard conditions will apply to the proposed Project. Any impacts are considered less than significant with mitigation incorporated.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **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; Sections 1-44; and Project Plans (**Appendix K**)

**Findings of Fact:**

***Less Than Significant with Mitigation Incorporated***

The Project does not have impacts which are individually limited, but cumulatively considerable. As demonstrated in Sections 1 – 44 of this Environmental Assessment, in particular regarding air quality and greenhouse gas emissions that have established thresholds to consider cumulative impacts as well as hydrology and traffic impacts that consider the existing and currently planned development of the area and the specific respective drainage and traffic impacts to the overall area in a cumulative manner. As illustrated in the EA, the Project will not have any impacts that cannot be reduced to less than significant with the incorporation of mitigation, Project design features, and/or conditions of approval. Therefore, no cumulative impacts are anticipated to occur. The proposed Project, a gas station, car wash, and RV storage area is not considerable when viewed in connection with other projects (past, current, or future). This Project, although it is associated with a Change of Zone, it is consistent with the General Plan Land Use designation for the area and is consistent with the future commercial development on the other undeveloped commercially-designated properties in this immediate vicinity. Any impacts are considered less than significant with mitigation incorporated.

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

**Source(s):** Staff Review; Sections 1-44; and Project Plans (**Appendix K**)

**Findings of Fact:**

***Less Than Significant with Mitigation Incorporated***

Effects on human beings were evaluated as part of this analysis of this Initial Study and found to be less than significant with implementation of mitigation measures, standard conditions, and/or Project design features in aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology & water quality, noise, paleontological resources, public services, transportation, and tribal cultural resources. Based on the analysis and conclusions in this Initial Study, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings.

Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

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

## 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:

N/A

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

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505

## VII. AUTHORITIES CITED

Authorities cited: Public Resources Code – various Sections; California Code of Regulations – various Sections.

## VII. SOURCES CITED

*Note: All websites were accessed between March and September of 2021 by MFCS, Inc. Staff.*


AirNav.com
https://www.airnav.com/

Assembly Bill 52
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52

California Building Code
http://www.bsc.ca.gov/Home/Current2013Codes.aspx

California Code of Regulations
https://govt.westlaw.com/calregs/Index?bhcp=1&transitionType=Default&contextData=%28sc.Default%29

California Department of Forestry and Fire Protection
https://forest-practice-calfire-forestry.hub.arcgis.com/

CalRecycle, SWIS Facility Detail, El Sobrante Landfill, 33-AA-0217
https://www.wmsolutions.com/pdf/factsheet/El_Sobrante_Landfill.pdf

County Ordinances
http://www.rivcocob.org/ordinances/

County of Riverside, Climate Action Plan Update, November 2019
https://planning.rctlma.org/Portals/14/CAP/2019/2019_CAP_Update_Full.pdf

Department of Water Resources Adjudicated Areas Interactive Map Website
https://gis.water.ca.gov/app/bp-dashboard/final/

Eastern Municipal Water District *2020 Urban Water Management Plan*
https://www.emwd.org/post/urban-water-management-plan

El Sobrante Landfill Annual Monitoring Report
https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217

El Sobrante Landfill Fact Sheet, issued by Waste Management of California
http://www.rcwaste.org/Portals/0/Files/ElSobrante/2019/DRAFT%202018%20Annual%20Report.pdf

EnviroStor Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List)
http://www.envirostor.dtsc.ca.gov

Farmland Mapping and Monitoring Program, California Resources Agency, Department of Conservation
https://www.conservation.ca.gov/dlrp/fmmp

FEMA
https://msc.fema.gov/portal/search?AddressQuery=temecula%2C%20ca#searchresultsanchor

GeoTracker
http://geotracker.waterboards.ca.gov

Google Earth
https://earth.google.com

Google Maps
https://maps.google.com

Health and Safety Code
https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC&tocTitle=+Health+and+Safety+Code+-+HSC

Hemet Unified School District
https://www.hemetusd.org/
https://4.files.edl.io/b029/08/17/20/212800-3be187eb-aed3-402c-8ad8-494b680c1f53.pdf

Metropolitan Water District *2020 Urban Water Management Plan*
https://www.mwdh2o.com/media/18118/draft_metropolitan_2020_uwmp_march_2021.pdf

mindat.org website
https://www.mindat.org/loc-3522.html

Public Resources Code
https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle=+Public+Resources+Code+-+PRC

Riverside County General Plan
https://planning.rctlma.org/General-Plan-Zoning/General-Plan

Riverside County General Plan Harvest Valley / Winchester Area Plan (HV/WAP)
https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/areaplans/HVWAP_120616.pdf?ver=2017-10-06-094250-633

Riverside County Library System
http://rivlib.info/riverside-county-library-system/

Riverside County Municipal Code
https://library.municode.com/ca/riverside_county/codes/code_of_ordinances

Riverside County Network of Care
https://riverside.networkofcare.org/

Riverside Transit Agency
https://www.riversidetransit.com/

Riverside County Transportation Commission
https://www.rctc.org/

Title 24 building requirements
http://www.bsc.ca.gov/codes.aspx

Title 50, Code of Federal Regulations
https://www.gpo.gov/fdsys/granule/CFR-2010-title50-vol2/CFR-2010-title50-vol2-sec17-11