



No Worries! RV and Boat Storage Project

Environmental Assessment/Mitigated Negative Declaration

Lead Agency:

County of Riverside
4080 Lemon Street
Riverside, CA 92501

Project Applicant:

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Valencia, CA 91355

CEQA Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

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February 2023

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1 INTRODUCTION

1.1 PURPOSE AND SCOPE

This Environmental Assessment document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed “No Worries! RV and Boat Storage” Project (proposed Project). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with State CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- (a) The Initial Study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The Initial Study identified potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter this document is referred to as an MND.

This IS/MND incorporates by reference the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. The information within this IS/MND is based on the following technical studies and/or planning documents:

- County of Riverside General Plan (<https://planning.rctlma.org/General-Plan-Zoning/General-Plan>)
- Riverside County Ordinances (<https://www.rivcocob.org/ordinances>)
- Riverside County Ordinance No. 348
- Technical studies, personal communications, and web sites listed in Section 6, *References*

In addition to the websites listed above, all documents are available for review at the Riverside County Planning Department, located at 4080 Lemon Street, Riverside, CA 92501.

The proposed Project evaluated herein involves a zone change, plot plan review, and site plan review for the construction of a 217-stall recreational vehicle (RV) and boat storage facility on an approximately 3.53-acre site located at the southwest corner of Willard Street and Winchester Road.

This IS/MND serves as the environmental review for the proposed No Worries! RV and Boat Storage Project (proposed Project).

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The proposed Project site is located within the western portion of the County of Riverside near the unincorporated community of Winchester, CA. The site is comprised of two parcels at the northwest corner of Haddock Street and Winchester Road at 32965 Willard Street, Winchester, CA 92596. Regional access to the Project site is provided by Interstate 215 (I-215) and the Interstate 215 North Winchester Road exit, and by Domenigoni Parkway at the Winchester Road exit. Local access to the site is provided by Winchester Street, which is a major highway, as well as Haddock Street and Willard Street. The Project site and surrounding area is shown in Figure 2-1, Regional Location, and Figure 2-2, Local Vicinity.

2.2 EXISTING PROJECT SITE

The Project site comprises two parcels encompassing approximately 3.53 acres. These parcels are identified as Riverside County Assessor’s Parcel Numbers 462-182-018, and 462-185-006. The Project site is vacant and undeveloped with sparse vegetation. The Project site is bounded by two prefabricated homes and Willard Street to the north, which is an unpaved road, Winchester Road to the east, which is paved to its half width, Haddock Street to the south, which is paved to its half width, and single-family residences to the west. The Project site’s existing conditions are shown in Figure 2-3, Aerial, and Figure 2-4, Site Photos.

2.3 EXISTING LAND USES AND ZONING DESIGNATION OF THE PROJECT SITE

The Project site has a General Plan Land Use designation of Commercial Retail (CR), as shown in Figure 2-5, Existing General Plan Designation, and a zoning designation of Rural Residential (R-R), as shown on Figure 2-6, Existing Zoning Designations. The Riverside County General Plan states that the CR land use designation is intended for supporting the development of local and regional serving retail and service uses at an allowable Floor Area Ratio (FAR) of 0.20-0.35.

2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

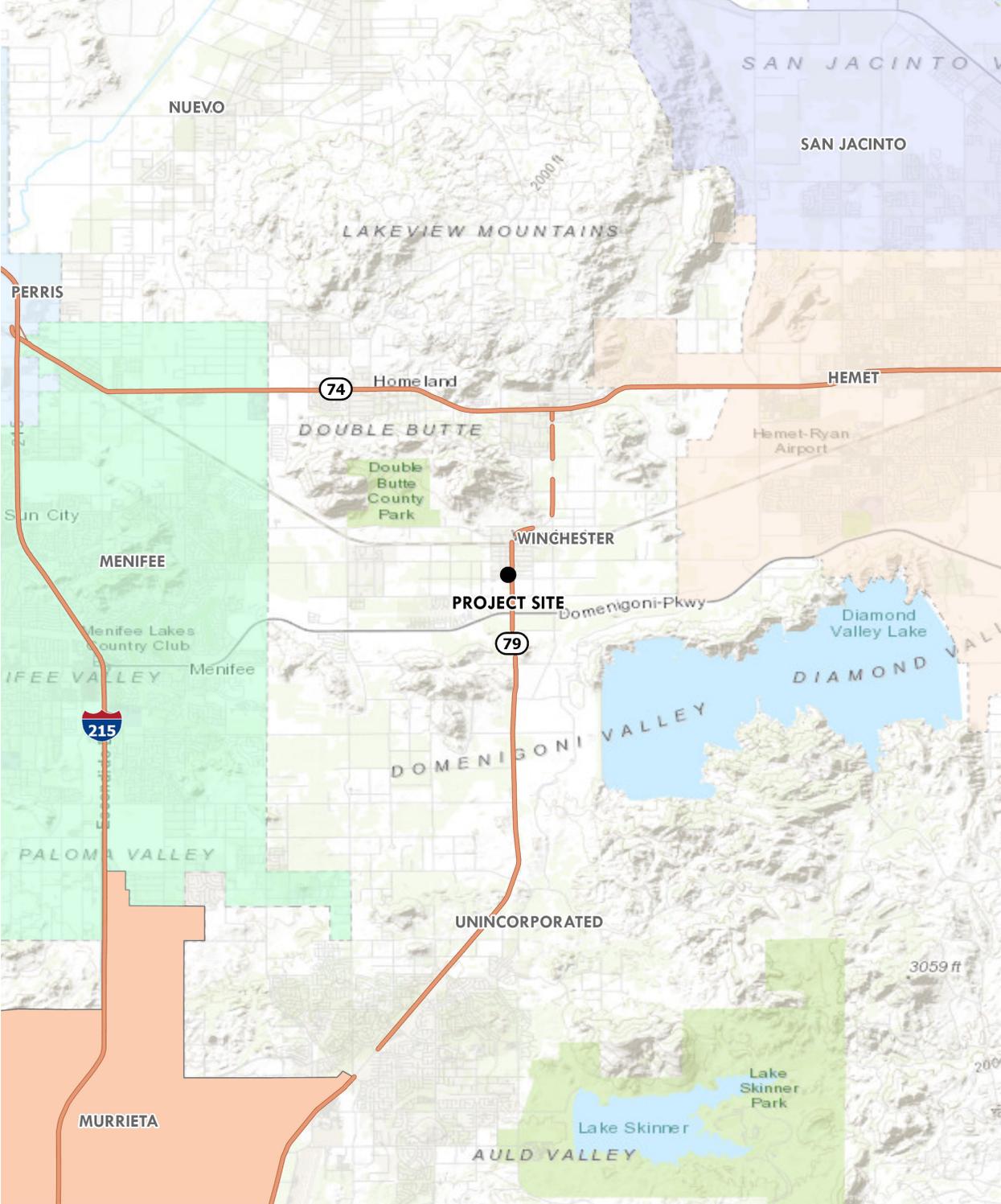
The Project site is located within a predominately developed area. The surrounding land uses are described in Table 1.

Table 1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Willard Street followed by single-family residences and an operating RV & boat storage facility (CUP190024).	Commercial Retail (CR)	Rural Residential (R-R)
West	Single-family residences.	Medium Density Residential (MDR)	Rural Residential (R-R)
South	Haddock Street followed by Winchester Elementary School.	Commercial Retail (CR)	Rural Residential (R-R)

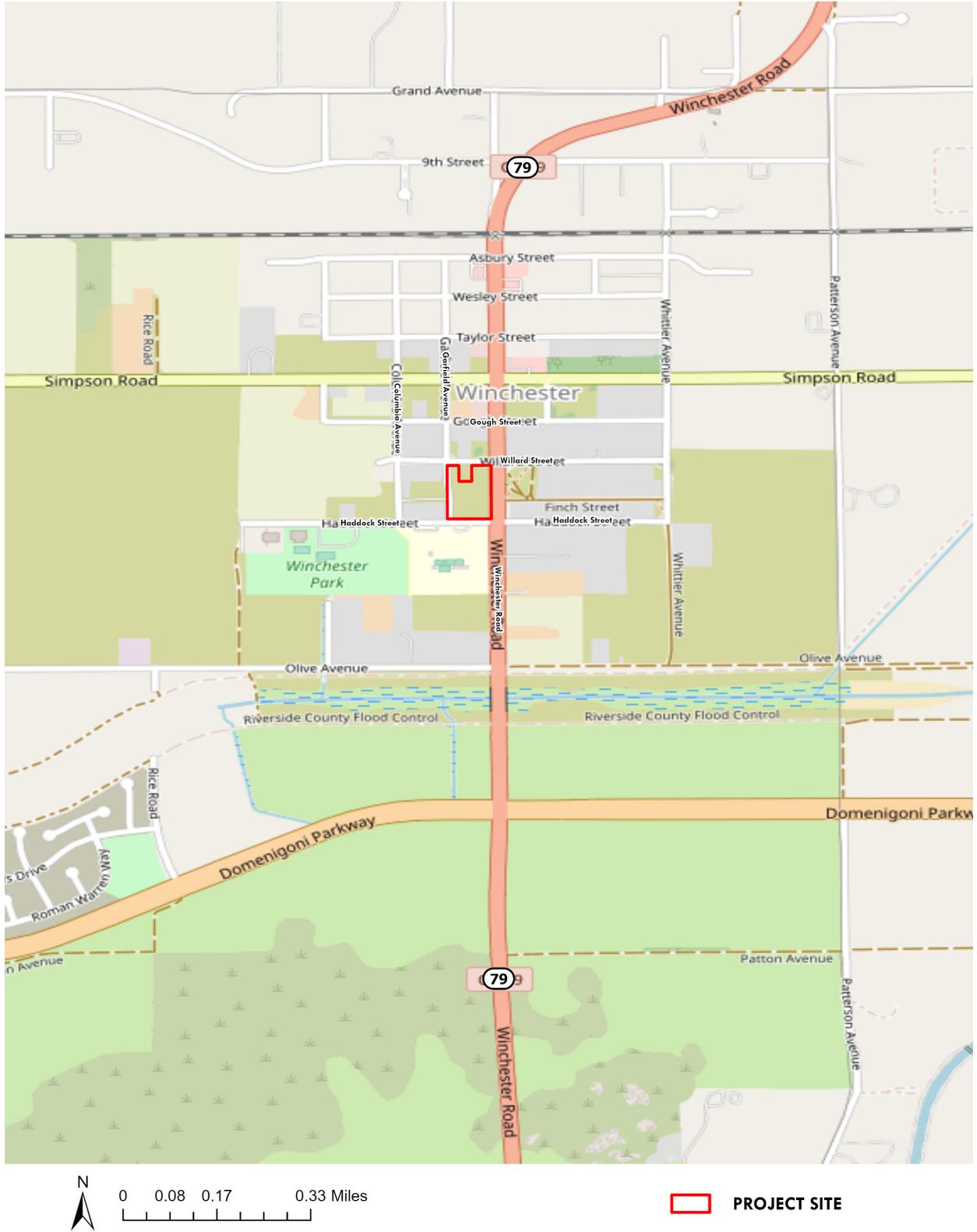
	Existing Land Use	General Plan Designation	Zoning Designation
East	Winchester Road followed by vacant land and single-family residences.	Commercial Retail (CR)	Rural Residential (R-R)

Regional Location



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Local Vicinity



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Site Photos



Southern views of the northern edge of the Project Site from Willard Street.



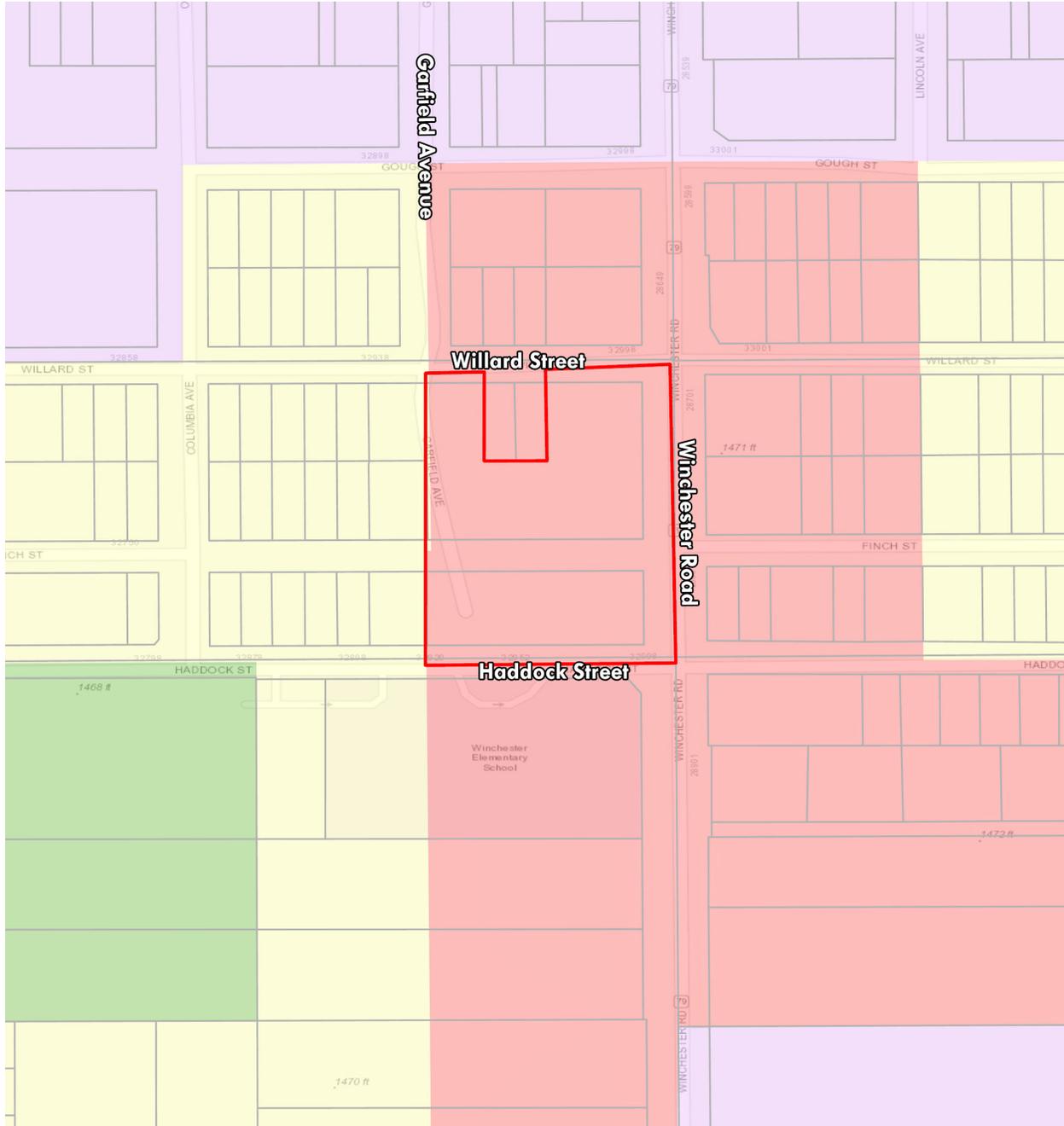
Western views of the eastern edge of the Project Site from Winchester Street.



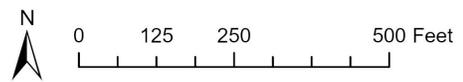
Northern views of the southern edge of the Project Site from Haddock Street.

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Existing General Plan Land Use Designation

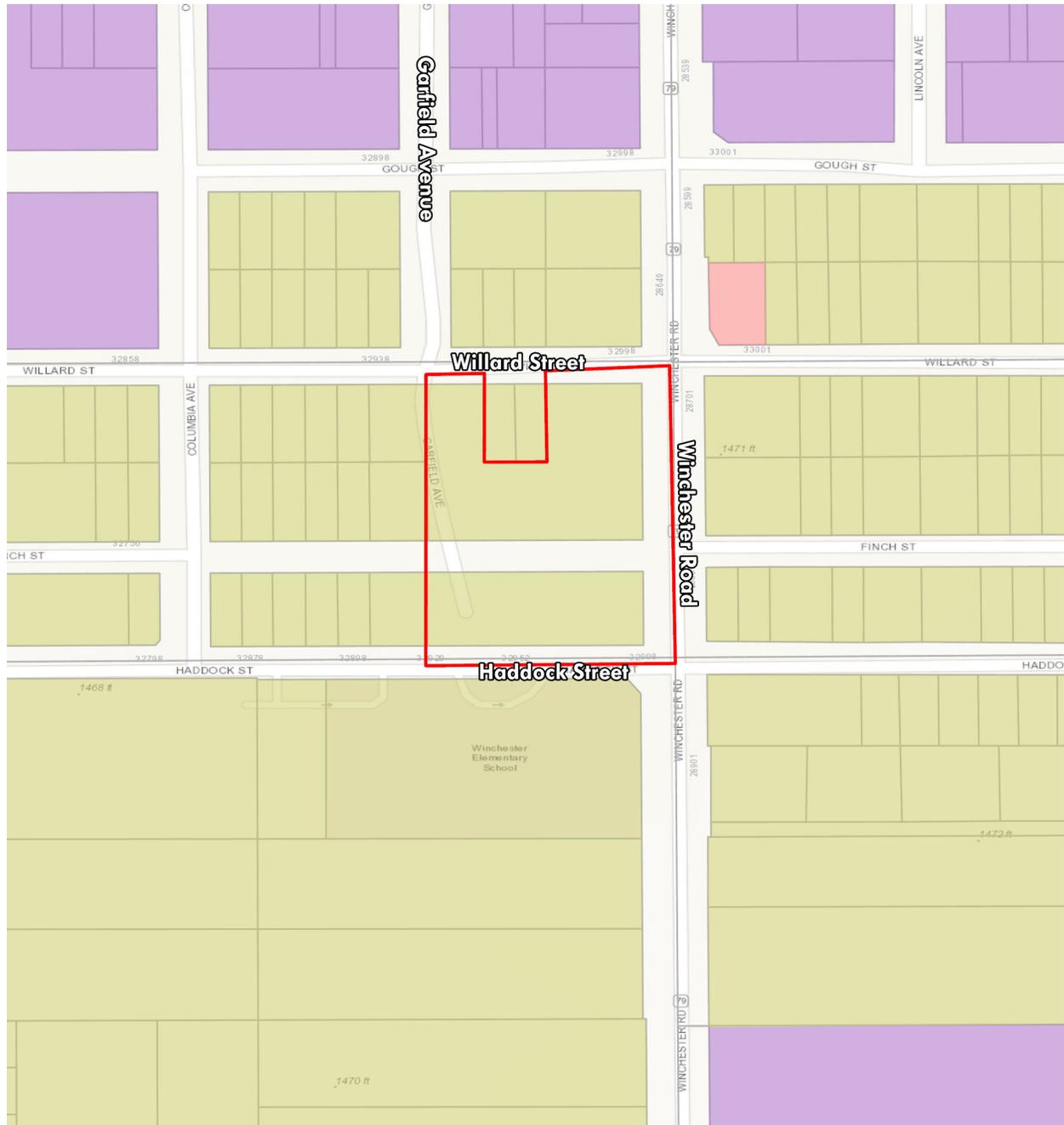


- General Plan Landuse
- Commercial Retail
 - Medium Density Residential
 - Mixed Use Area
 - Open Space Recreation
 - Project Site



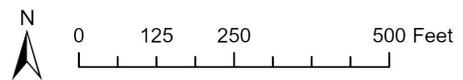
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Existing Zoning Desingation



Zoning

-  C-P-S (Scenic Highway Commercial)
-  (MU) Mixed-Use
-  R-R (Rural Residential)
-  Project Site



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3 PROJECT DESCRIPTION

3.1 Project Overview

The applicant for the proposed Project is requesting approval from the County of Riverside to construct a fully enclosed off-street RV and boat storage facility on the site. The proposed facility would include the installation of an approximately 1,200 square foot (SF) modular office building, a total of 217 RV and boat storage stalls, ornamental landscaping, a propane filling station, and associated infrastructure. Figure 3-1, *Conceptual Site Plan*, illustrates the proposed site plan.

3.2 Project Features

Facilities and Fixed-Feature Summary

The proposed RV and boat storage facility would include a 1,200 SF prefabricated modular building adjacent to the facility entrance on Willard Street. As shown on Figure 3-2, *Elevations*, the prefabricated modular building would be one-story and approximately 15-feet tall. The building would be utilized as an office for the purchase and sale of RV supplies, a computer room, security room, restroom facilities, storage, and associated infrastructure. The Project would also include construction of a 100 SF storage space with masonry walls and metal trussed roof and a propane filling area adjacent to the site entrance, as shown Figure 3-1, *Conceptual Site Plan*. The propane filling area would include a 499-gallon propane tank, pump, motor, gallon meter, piping hoses, fill cylinders, and associated attachments.

RV & Boat Storage Summary

The proposed Project would include approximately 217 RV and boat storage stalls throughout the entirety of the Project site. The stalls would be comprised of thirty-four 40-foot/45-foot by 11-foot stalls, eighty-nine 35-foot by 10.5-foot stalls, seventy-nine 30-foot by 9-foot stalls, and eighteen 20-foot by 9-foot stalls. The 26-foot-wide internal roadway would meander around sections in order to provide access and circulation to all storage stalls. The Project would include 2 employee parking spaces.

Landscaping, Lighting, and Fencing

The proposed Project includes approximately 12,078 square feet of ornamental landscaping that would cover approximately 7.8 percent of the site, as shown in Figure 3-3, *Landscape Plan*. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, vines, and ground covers to screen the proposed building, infiltration/detention basin, and stalls from off-site viewpoints.

The Project would include a 5-foot high split face masonry wall with a 3-foot high vinyl top along all Project boundaries. Additionally, 48 ornamental metal screen panels measuring 60-inches tall and 36-inches wide would be placed intermittently among the proposed masonry walls to provide visual interest. Renderings of the walls and landscaping at maturity are provided in Figure 3-4, *Landscaping and Wall Elevations*. In addition, interior to the site, the trash enclosure area and firewood storage area would be screened from view using block walls, as shown on Figure 3-5, *Signage and Walls*.

Security lighting for the site would be provided intermittently at the site boundaries by solar powered luminaries with attached security cameras.

Access and Circulation

Access to the proposed Project would be provided via one 26-foot-wide driveway from Willard Street. The entrance to the Project site would be gated, secured by sliding vehicular gate with a single slide

gate motor, accessed via a keypad. There would be a 26-foot-wide fire department access road throughout the site.

Infrastructure Improvements

Street Improvements

The proposed Project would pave the western side Winchester Road to a 32-foot width and provide a 5-foot right-of-way dedication along the western side of Winchester Road. The Project includes half-width improvements on Willard Street and Haddock Street. Roadway improvements would be provided to a width of 35-feet and length of 333-feet on Willard Street. Roadway improvements would be provided to a width of 55-feet and length of 504 linear feet on Winchester Road. Roadway improvements would be provided to a width of 33-feet and length of 350 linear feet on Haddock Street.

Sidewalk Improvements

The Project would construct 5-foot-wide sidewalks on Haddock Street and Willard Street and a 5-foot-wide meandering sidewalk on Winchester Road.

Water and Sewer Improvements

The Project applicant would install onsite water lines that would connect to the existing water lines in Willard Street. The Project would construct a septic system on the northwestern corner of the Project site.

Drainage Improvements

The Project would include two bioretention basins, which would be located in the center and southern portion of the site, and a detention basin, which would be located on the eastern property boundary. The northern bioretention basin would be sized to retain 2,040 cubic feet, the southern bioretention basin would be sized to retain 1,094 cubic feet, and the detention basin would be sized to hold 2,864 cubic feet. The proposed basins would provide infiltration and detention of the proposed Project's storm water drainage. The Project would include a new catch basin on Winchester Road.

3.3 Construction and Phasing

Construction activities would occur over one phase and include site preparation, grading, building construction, installation of Crushed Miscellaneous Base (CMB), and architectural coatings. Grading work of soils would include 5,500 cubic yards (CY) of cut and 3,100 CY of fill for an export of approximately 2,400 CY of soils. Construction is expected to occur over 6 months and would begin in February 2023 and would occur within the hours allowable by the Riverside County Ordinance No. 847 Regulating Noise Section 2i, which states that construction shall occur only between the hours of 6:00 AM and 6:00 PM during the months of June through September and the hours of 7:00 AM and 6:00 PM during the months of October through May.

3.4 Operational Characteristics

The Project would operate as a RV and Boat Storage facility. Typical operational characteristics include employees and customers traveling to and from the site, delivery of supplies to the site, drop off and pick up of RVs and boats onsite for storage, sales of equipment and supplies, and related activities. The Project is anticipated to operate for sale of supplies between the hours of 9:00 AM and 6:00 PM

Thursday through Tuesday, with customers being able to access the vehicles stored in the lot 7 days a week, 24 hours a day.

3.5 General Plan and Zoning

The Project site has a land use designation of Commercial Retail (CR) that allows development of the site up to a maximum FAR of 0.35. The Project site has a zoning designation of Rural Residential (R-R). The proposed Project would require a zone change from Rural Residential (R-R) to General Commercial (C-1/C-P), as shown on Figure 3-6, *Proposed Zoning*.

3.6 Discretionary Approvals, Permits, and Studies

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

County of Riverside

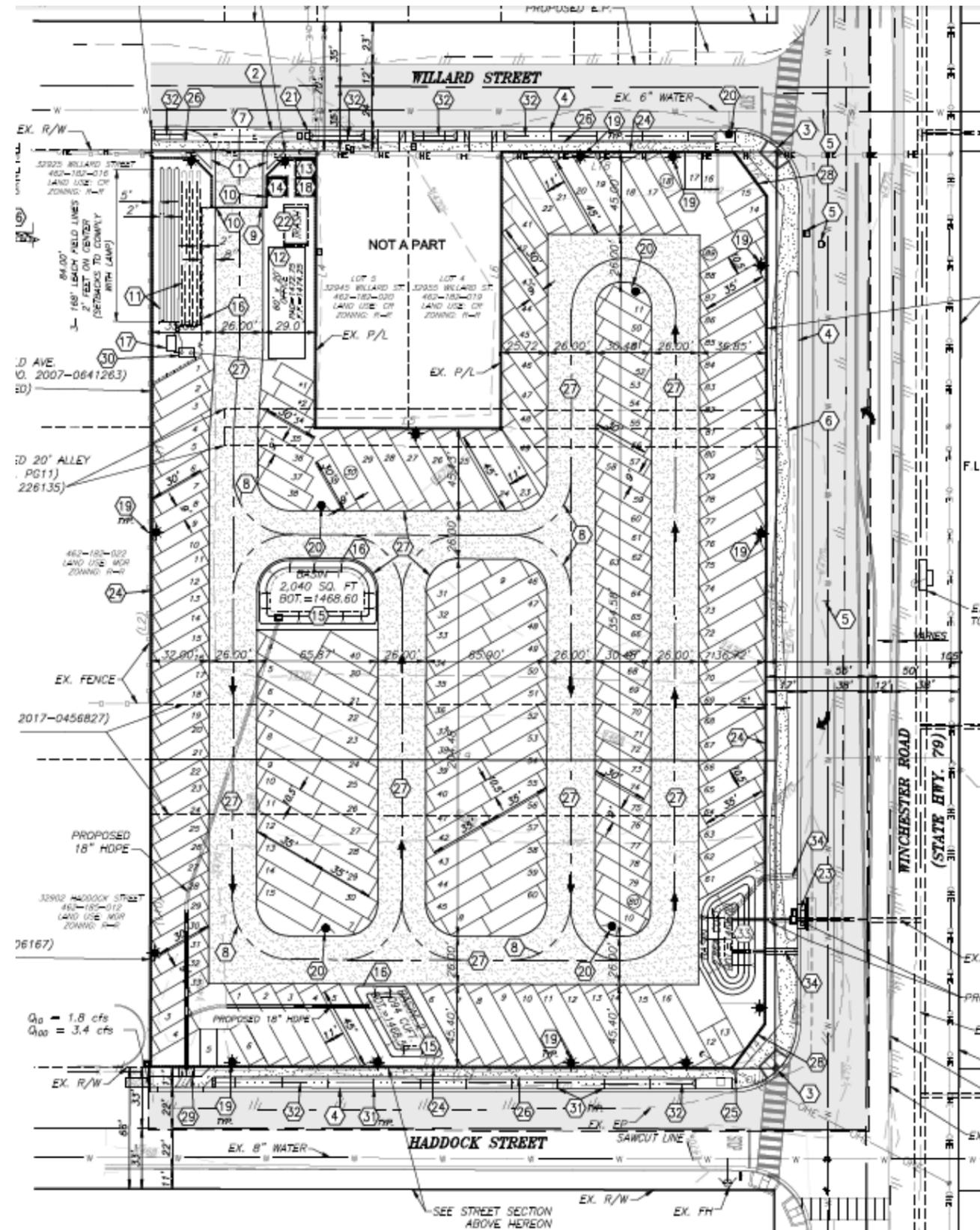
- Plot Plan No. 210135
- Change of Zone No. 2100123 to change the site's zoning of Rural Residential (R-R) to General Commercial (C-1/C-P)
- Adoption of this Mitigated Negative Declaration with the determination that the MND has been prepared in compliance with the requirements of CEQA.
- Approvals and permits necessary to execute the proposed Project, including but not limited to, grading permit, building permit, etc.

Approvals and permits that may be required by other agencies include:

- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened; and
- A Permit to Construct (PC) and Permit to Operate (PO) from SCAQMD for installation and operation of the 499-gallon propane tank.

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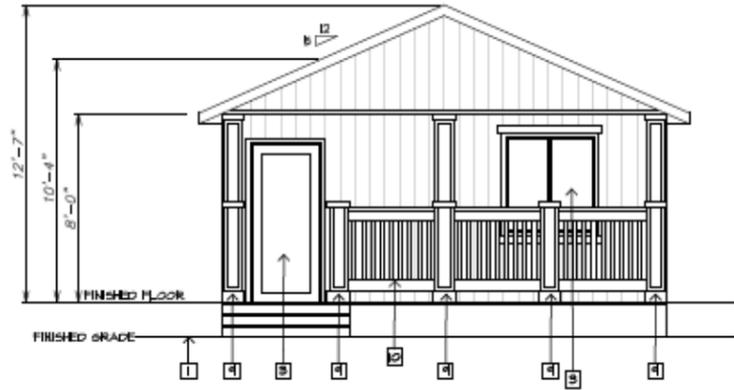
Conceptual Site Plan



CONSTRUCTION NOTES:

- 1) 10'x10' AREA FOR SIGHT DISTANCE PURPOSES.
- 2) CONSTRUCT COMMERCIAL DRWY PER RIVERSIDE COUNTY STD. NO. 207A.
- 3) CONSTRUCT CURB RAMP PER RIVERSIDE COUNTY STD. NO. 403, CASE "A".
- 4) CONSTRUCT CURB & GUTTER PER RIVERSIDE COUNTY STD. NO. 200, 6" CURB
- 5) RELOCATE EXISTING TRAFFIC SIGNAGE, EQUIPMENT, SIGNALS, LIGHTS.
- 6) CONSTRUCT 5' MEANDERING SIDEWALK PER RIVERSIDE COUNTY ROAD STD. 404.
- 7) PROVIDE MINIMUM PAVED UNOBSTRUCTED WIDTH OF 24 FEET FOR FIRE DEPARTMENT VEHICULAR.
- 8) FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED WITH A 38 FOOT OUTSIDE TURNING RADIUS AND AS APPROVED BY FIRE DEPARTMENT.
- 9) PROPOSED AUTOMATIC SLIDING GATE.
- 10) PROPOSED KEYPAD LOCATION, MINIMUM 30 FEET FROM PUBLIC RIGHT-OF-WAY.
- 11) PROPOSED 3- 168' LEACH FIELDS AND 100% EXPANSION PER SOILS ENGINEER RECOMMENDATIONS AND COUNTY ENVIRONMENTAL HEALTH REGULATIONS. ALSO SEE DETAIL "E" & "F" LEFT HEREON.
- 12) PROPOSED PREFABRICATED MODULAR FOR OFFICE, SALABLE RV SUPPLIES, COMPUTER ROOM, SECURITY ROOM, WASHING FACILITIES AND STORAGE. COMPLETE WITH FIRE SUPPRESSION SYSTEM. UBC OCCUPANCY 304.1, GROUP B.
- 13) PROPOSED 10'x10' DRY STORAGE WITH 5' MASONRY WALLS AND METAL TRUSSED ROOF FOR FIRE WOOD SALES.
- 14) PROPOSED ABOVE GROUND PROPANE TANK (499 GALLON TANK).
- 15) FENCED WATER QUALITY MANAGEMENT PLAN (WQMP) BASIN AREA.
- 16) PROPOSED 5' HIGH CHAIN LINK OR WROUGHT IRON FENCE OR APPROVED EQUAL WITH POSTS 8 FEET ON CENTER. FOOTINGS WILL BE 12"x12"x12". ALSO SEE DETAIL "D" HEREON.
- 17) PROPOSED ATU SEPTIC SYSTEM FOR SEWAGE DISPOSAL PER COUNTY ENVIRONMENTAL HEALTH REGULATIONS.
- 18) PROPOSED AIR COMPRESSOR AREA WITH 5' HIGH MASONRY WALL.
- 19) PROPOSED SOLAR POWERED LUMINARIES WITH SECURITY CAMERAS ATTACHED. COMPLIES WITH ENVIRONMENTAL CONSTRAINT MAP #22590 WITH SHIELDS AND LOW PRESSURE SODIUM LAMPS. SEE GENERAL NOTE #2.
- 20) PROPOSED FIRE HYDRANT PER RIVERSIDE COUNTY STD. 701.
- 21) PROPOSED WATER METER PER RIVERSIDE COUNTY STD. 700.
- 22) PROPOSED COVERED TRASH AREA PER LANDSCAPE PLANS.
- 23) EXISTING CATCH BASIN TO BE REPLACED. ALLOWABLE FLOW RATE NOT TO EXCEED PRE-EXISTING CONDITIONS.
- 24) PROPOSED 8' WALL INCLUDING 3' VINYL WITH VARIABLE RETAINING PER SEPARATE PERMIT. SEE ALSO DETAIL B HEREON.
- 25) EXISTING POWER POLE TO BE REMOVED BY OTHERS.
- 26) CONSTRUCT 5' SIDEWALK PER RIVERSIDE COUNTY ROAD STD. 401.
- 27) PROPOSED DRIVE ISLE. SEE DETAIL "A" LEFT HEREON.
- 28) PROPOSED SIGNAGE PER LANDSCAPE PLANS AND DETAIL "C" LEFT HEREON.
- 29) PROPOSED FLAT OUTLET DRAINAGE STRUCTURE PER COUNTY OF RIVERSIDE STD. NO. 303.
- 30) PROPOSED 1,000 GAL SEPTIC TANK IN CONJUNCTION WITH ATU SYSTEM PER COUNTY ENVIRONMENTAL HEALTH REGULATIONS.
- 31) PROPOSED DRAIN. SEE DETAIL ON EXHIBIT "G".
- 32) PROPOSED SELF RETAINING EARTHEN SWALE WITH REVERSE 2-3" CURB DRAINS, 25. O.C., MODIFIED. SEE DETAIL ON EXHIBIT "G".
- 33) DETENTION BASIN AREA.
- 34) REVERSED UNDER SIDEWALK DRAIN CAST IN PLACE PER RIVERSIDE COUNTY STD. NO 309, MODIFIED.

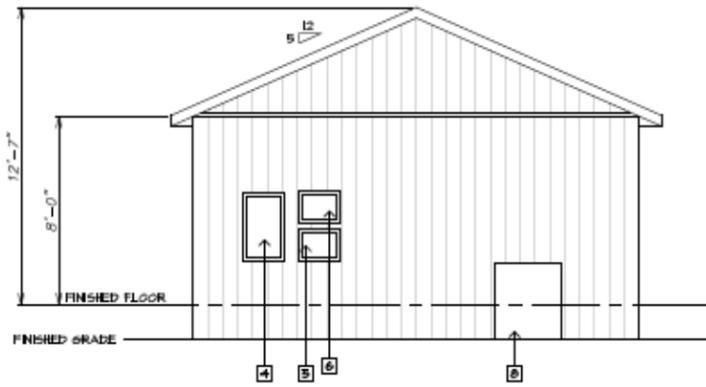
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FRONT ELEVATION



RIGHT ELEVATION



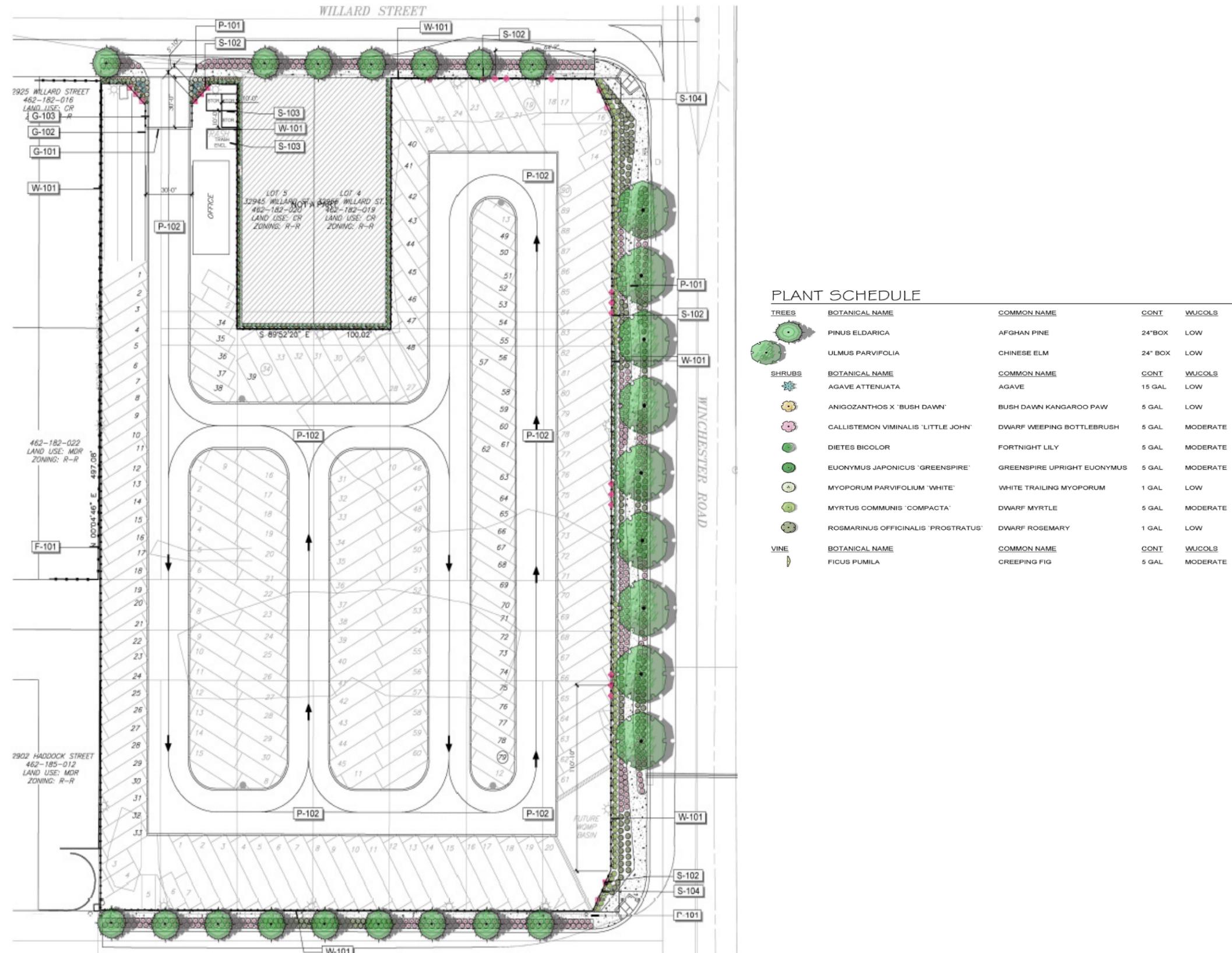
REAR ELEVATION



LEFT ELEVATION

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Landscape Plan



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Landscaping and Wall Elevations



A - PLANTING AT INSTALL

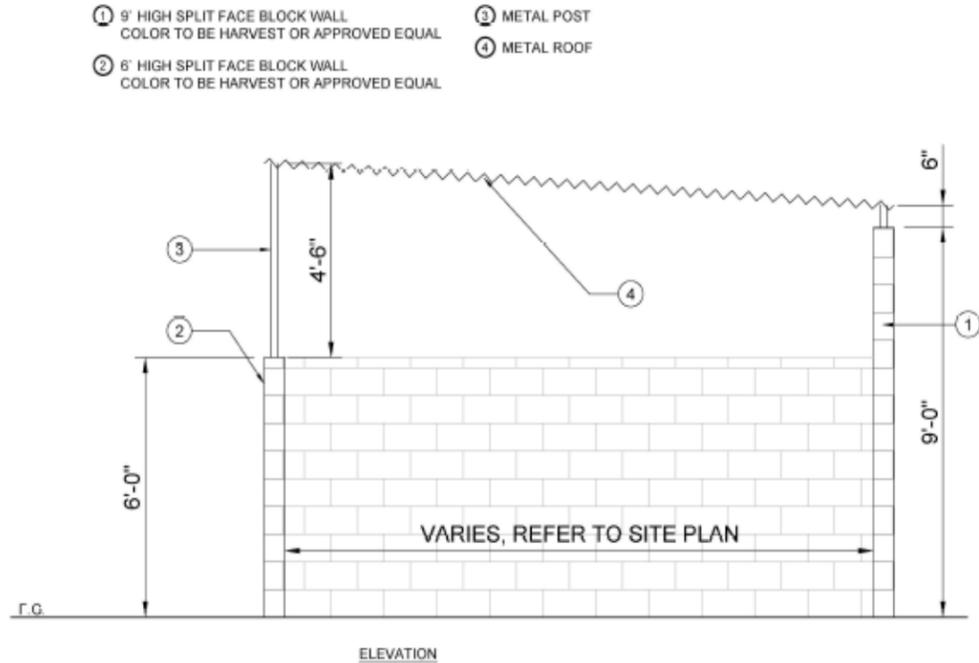
SCALE 1" = 6'-0"



B - PLANTING AT MATURITY

SCALE 1" = 6'-0"

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B TRASH AND STORAGE ENCLOSURE
1/2" = 1'-0"



A SIGNAGE
1/2" = 1'-0"

- 1 PAINTED METAL SIGN ATTACHED TO WALL/FENCE.
 - 2 SCREWS AND WASHERS TO ATTACH SIGN AS NEEDED.
 - 3 ADJACENT 8' WALL OR FENCE.
 - 4 FINISH GRADE.
- NOTE: LETTERING AND BORDER TO BE SAME COLOR, FIELD TO BE WHITE. COLOR OF LETTERING TO BE DETERMINED.



6510 W 91st Ave, Suite 100
Westminster, CO 80031
(303) 589-6524
hello@parasoleil.com
www.parasoleil.com

Horus (HOR)

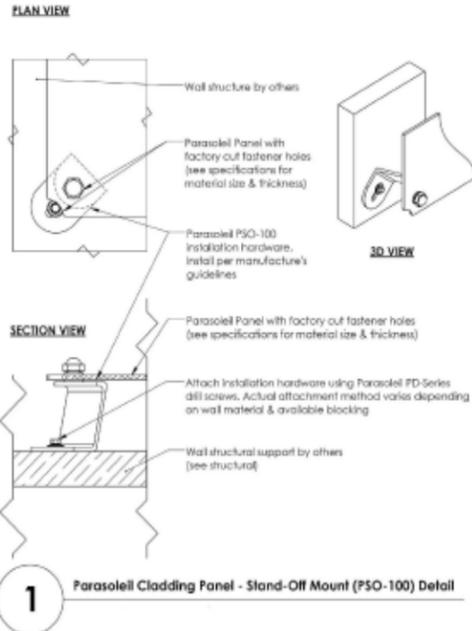
Slain by his brother Set, risen again by his devoted wife, Horus watched over his world seeing all the beauty that was ancient Egypt. The bold shapes evenly repeated in this pattern remind us of the simple beauty of hieroglyphs.



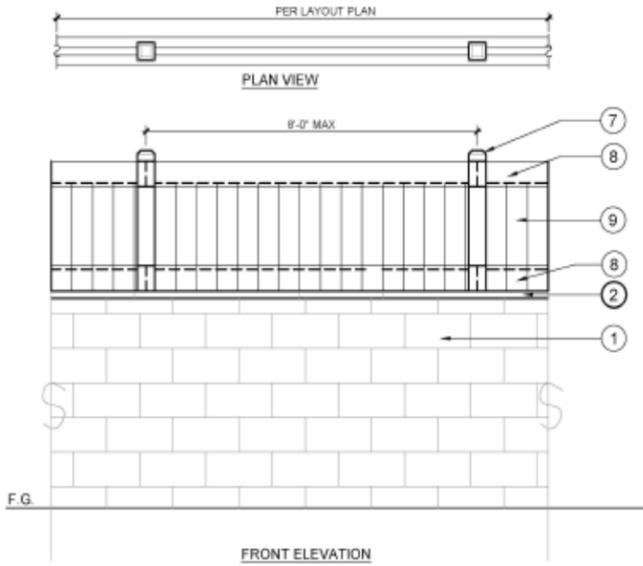
PHOTO EXAMPLE OF HORUS PATTERN PANEL

Shade Score	4/10
Privacy Score	6/10
Biomimicry Score	4/10
Structural Strength Score	6/10
Small Hole Size Score	5/10
MESH Score	7/10
Openness	39% Open

ADDITIONAL INFORMATION
• Guardrail Compliant (4" sphere)

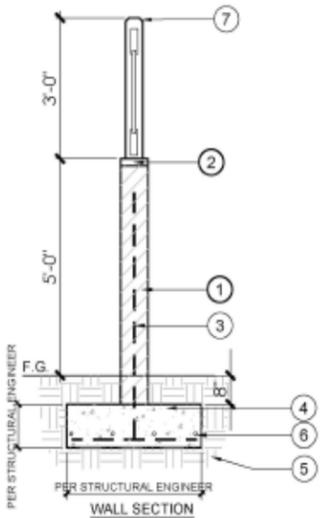


1 Parasoleil Cladding Panel - Stand-Off Mount (PSO-100) Detail



C 3'-0" VINYL ATOP OF 5'-0" SPLIT FACE MASONRY WALL
1/2" = 1'-0"

NOTE: ALL VINYL TO BE MANUFACTURED BY KROY INDUSTRIES, OR APPROVED EQUAL. COLOR TO BE TAN

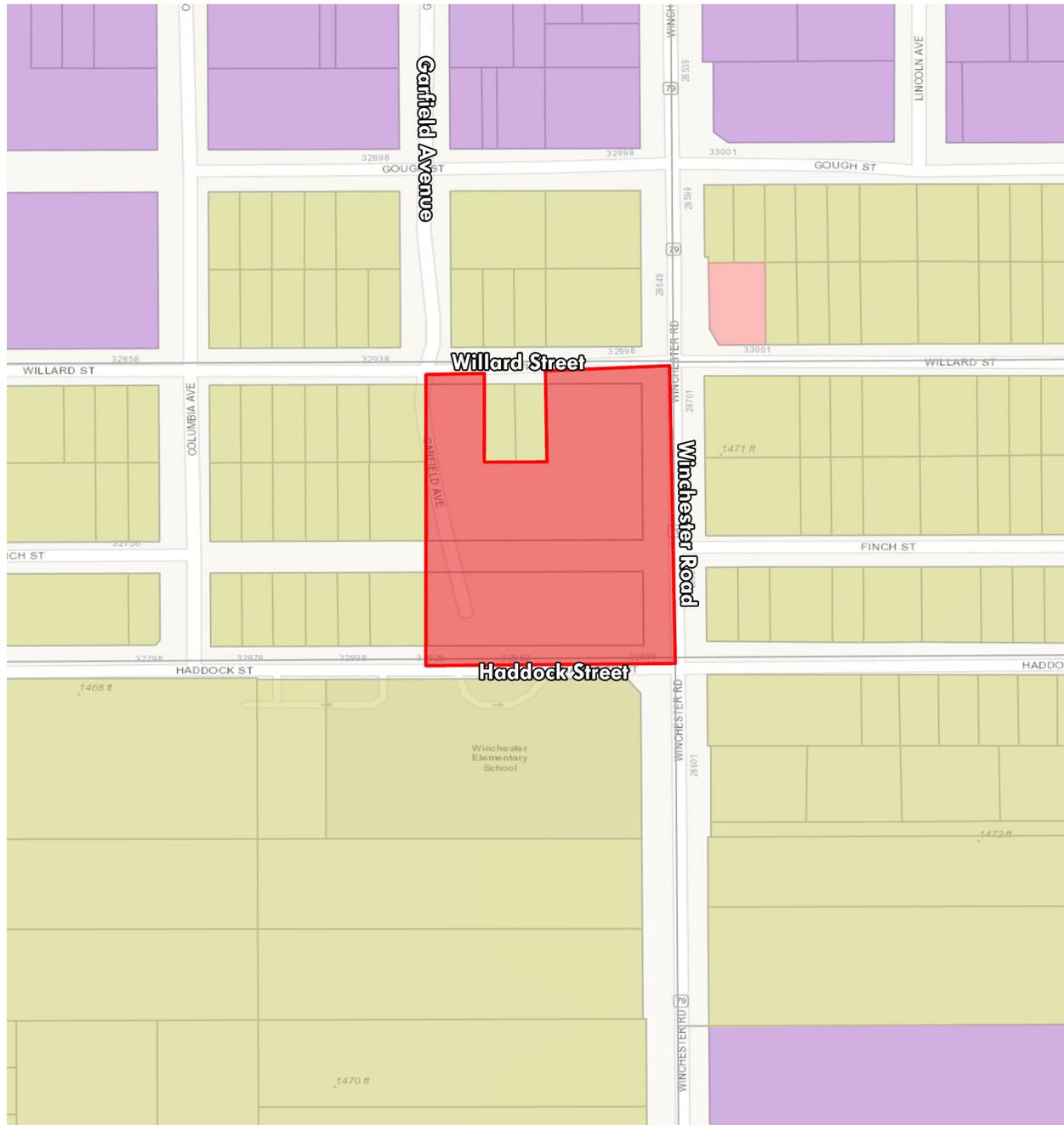


- 1 SPLIT FACE CMU MASONRY, 8X8X16 AVAILABLE FROM ANGELUS BLOCK HARVEST COLOR, OR APPROVED EQUAL. SOLID GROUT FILL ALL CELLS
- 2 PRECISION BLOCK CAP, 8X2X16 AVAILABLE FROM ANGELUS BLOCK, LA PAZ COLOR, OR APPROVED EQUAL
- 3 #5 REBAR AT 24" ON CENTER ALT HDD
- 4 CONCRETE FOOTING, GREENBOOK 560-C-3250 MIX
- 5 COMPACTED SUB-GRADE, COMPACTION PER GEOTECHNICAL REPORT
- 6 #4 REBAR AT 12" CONTINUOUS
- 7 5"X5" VINYL POST WITH DOMED CAP
- 8 2"X7" VINYL TOP & BOTTOM RAIL, RAILS HAVE CUT OUT FOR 1"X6" TONGUE AND GROOVE FENCE BOARDS TO SLIDE IN
- 9 1"X6" VINYL TONGUE AND GROOVE FENCE BOARDS

D METAL SCREEN PANEL
SCALE: NTS

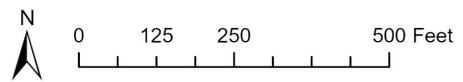
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Proposed Zoning Desingation



Proposed Zoning

- C-1/C-P (General Commercial)
- C-P-S (Scenic Highway Commercial)
- (MU) Mixed-Use
- R-R (Rural Residential)
- Project Site



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COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ210221, CEQ210224
Project Case Type (s) and Number(s): PPT210135, CZ2100123, GEO210135, OAPL2100647
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: Calora Boyd
Telephone Number: (951) 955-6035
Applicant's Name: No Worries! RV and Boat Storage LLC
Applicant's Address: 28447 Witherspoon Parkway, Valencia, CA 91355

I. PROJECT INFORMATION

Project Description: The applicant for the proposed Project is requesting approval from the County of Riverside to construct an off-street recreational vehicle (RV) and boat storage facility on the site. The proposed facility would include the construction of an approximately 1,200 SF office building, 217 RV and boat storage stalls, a parking lot, ornamental landscaping, a propane filling station, and associated infrastructure. The proposed facility would result in a FAR of 0.11, which is below the allowable maximum FAR of 0.20-0.35 Commercial Retail (CR) land use designation. Figure 3-1, *Conceptual Site Plan*, illustrates the proposed site plan.

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

B. Total Project Area: 3.53 acres

Residential Acres: 0	Lots:	Units:	Projected No. of Residents: 0
Commercial Acres: 3.53	Lots: 2	Sq. Ft. of Bldg. Area:	Est. No. of Employees: 2
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area: 1,200 SF	Est. No. of Employees:
Other:			

C. Assessor's Parcel No(s): 462-182-018-6, and 462-185-006-4.

Street References: Haddock Street and Winchester Road

D. Section, Township & Range Description or reference/attach a Legal Description: Section 28, Township 05S, Range 02W

E. Brief description of the existing environmental setting of the project site and its surroundings: The two parcels (APNs 462-182-018-6, and 462-185-006-4) are vacant yet disturbed land. The site is relatively flat with sparse vegetation consisting of grasses and weeds throughout the southern portion of the site.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The Project site has a General Plan land use designation of Commercial Retail (CR) that allows for the development of local and regional servicing retail and services uses resulting in up to a maximum FAR of 0.35.
- 2. Circulation:** The Project would result in a trip generation of approximately 106 daily trips including 6 trips during the AM peak hour and 10 trips during the PM peak hour.

3. **Multipurpose Open Space:** The Project site is designated as Commercial Retail and has not been planned for natural open space. The Project would not conflict with the Multipurpose Open Space Element.
4. **Safety:** The proposed Project is located within a high sensitivity paleontological area, as well as an area with high liquefaction potential. The proposed Project is not located within any other special hazard zone (including fault zone, dam inundation zone, high fire hazard area, etc.). The proposed Project has allowed for sufficient provision of emergency response services to the future users of this Project through the design and payment of development impact fees. The proposed Project meets with all other applicable Safety Element policies.
5. **Noise:** The Project will not generate noise levels in excess of standards established in the General Plan or noise ordinance. The Project meets all other applicable Noise Element Policies.
6. **Housing:** The Project would develop and operate RV and boat storage on the undeveloped site, which has been planned for commercial uses. The Project site does not currently contain housing and is not proposed to contain housing. Therefore, no impacts related to housing would result from the Project.
7. **Air Quality:** The proposed Project would follow South Coast Air Quality Management District (SCAQMD) policies to control any fugitive dust during grading and construction activities and would not exceed air quality emissions thresholds during either construction or operation of the Project. The proposed Project meets all other applicable Air Quality element policies.
8. **Healthy Communities:** The Project would not result in any air quality, hazardous materials, noise or other impacts that would affect Healthy Communities. Thus, the Project would not result in conflicts with the Healthy Communities policies.
9. **Environmental Justice:** The Project site is not in an Environmental Justice Community. The Project would develop and operate a 217-stall RV and boat storage facility on a site planned for Commercial Retail uses. The Project would not result in effects related to environmental justice.

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

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Commercial Retail

E. Overlay(s), if any: Community Center Overlay (CCO)

F. Policy Area(s), if any: N/A

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Riverside County General Plan the north, south, east, and west.
2. **Foundation Component(s):** Community Development to the north, south, east, and west.

3. **Land Use Designation(s):** Commercial Retail to the north, south, and east. Medium Density Residential to the west.

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

5. **Policy Area(s), if any:** N/A

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** N/A

2. **Specific Plan Planning Area, and Policies, if any:** N/A

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

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

K. **Adjacent and Surrounding Zoning:** The Project site is bounded by Rural Residential (R-R) to the North, South, East, and West,

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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.

Calora Boyd

Signature

Date

For:

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): Multipurpose Open Space Element and Land Use Element, Riverside County General Plan Circulation Element Scenic Highways, California State Scenic Highways

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

No Impact. The California Scenic Highway Program (SB 1467) was established in order to identify portions of State highways with scenic corridors, and to assign the State the responsibility to protect those scenic corridors. Scenic Corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features (SB 1467). The County of Riverside has officially recognized several roadways as either State or County designated, or eligible scenic highways.

As shown on Riverside County General Plan Figure C-8, the Project site is not located within or near a scenic highway. The closest officially Designated State Scenic Highway is the “Idyllwild National Forest Highway”, which is a portion of the State Route 74, which is located approximately 17 miles from the Project site. The closest Eligible State Scenic Highway is State Highway is State Route 74, located approximately 2.5 miles from the Project site. The Project site is not visible from a scenic highway corridor.

Therefore, due to the distance of the Project site from either a designated or eligible State or County scenic highway, the proposed Project would not have a substantial effect upon a scenic highway corridor within which it is located and there would be no impacts.

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 is currently vacant and is located in a developed area with residential and institutional uses. The General Plan describes that in addition to scenic corridors, scenic resources include natural landmarks and prominent or unusual features of the landscape; however, the General Plan does not designate specific scenic resources. Views of the surrounding foothills are available from public vantage points on Haddock Street, Willard Street, and Winchester Road.

The Project site is planned for Commercial Retail (CR) uses by the Riverside County General Plan. The Project would develop 217 RV and boat storage stalls with associated facilities, including a 1,200 SF office building that would be set back from the adjacent streets and would not encroach into any existing public views. All setbacks would be larger than what is required by County Ordinance No. 348. Long range views of the surrounding foothills would continue to be available from public vantage points on surrounding streets. Therefore, the Project would not substantially damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site. As such, impacts would be less than significant.

c) Would the Project, 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 following regulatory standards are applicable to development of the Project site, and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning:

Riverside County Ordinance No. 348

The following provisions of County Ordinance No. 348 are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the proposed Project.

Table AES-1: Development Standard Consistency

County Development Standard		Project Consistency
Minimum Lot Size	N/A	153,766.8 SF
Maximum Building Height	50 feet	15 feet
Minimum Landscape Area	N/A	7.9%
Maximum Floor Area Ratio	0.20-0.35	0.11
Minimum Street Setback	N/A for buildings under 35 feet tall	Building height is under 35 feet tall
Parking	2 spaces/3 employees	2 spaces for 2 employees

The proposed Project would change the scenic quality of the site from an undeveloped site, would construct a 217-stall RV and boat storage facility that would include an approximately 1,200 SF office

building, ornamental landscaping, a propane filling station, and associated infrastructure. The proposed building would result in an FAR of 0.11 on the 3.53-acre site and would be approximately 15 feet tall. The Project site is within an area that is mostly developed with residential uses, institutional uses, commercial uses, and vacant lots. It would be set back from adjacent streets and would not encroach into public long-distance views.

Landscaping areas would be located in the setback space between roadways and the proposed building and storage areas, which would minimize the visual scale of the structures. The proposed Project applicant would install landscaping onsite and along adjacent streets. Areas adjacent to the buildings would be landscaped with trees and a variety of shrubs and ground covers. Additionally, 48 ornamental metal screen panels measuring 60-inches tall and 36-inches wide would be placed intermittently among the proposed landscaping at the Project site boundaries. The layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structures, while functioning as a screen to the proposed RV & boat storage spaces.

Therefore, while the Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and impacts would be less than significant.

Plans, Programs, or Policies/Standard Conditions: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory

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

Source(s): GIS database, Ord. No. 655 (Regulating Light Pollution)

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. Riverside County Ordinance No. 655 was established to create to control the effects of skyglow and to reduce the impact of development upon the Mt. Palomar Observatory. Two zones were established by the County in order to identify the proximity of a project to the Observatory and establish lighting restrictions for projects that take place within each zone. Projects within Zone A are within a 15-mile radius of Palomar Observatory. Projects within Zone B are within a 45-mile radius of Palomar Observatory, and/or within a 45-mile radius of the perimeter of Zone A.

Mt. Palomar Observatory is located approximately 24 miles southeast of the Project site, and falls within Zone B. Projects within Zone B are required to meet specific lighting design standards to minimize light that could have a detrimental effect on astronomical observation and research. To ensure that lighting meets the required standards, the proposed Project is required to submit lighting plans for approval as part of the Project permitting process. Through the County's development review process and conditions of approval, the proposed Project would be required to comply with Riverside County

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Ordinance No. 655, included as PPP AES-1. Thus, potential Project interference with nighttime use of the Mt. Palomar Observatory would also be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP AES-1: Lighting Plans. All parking lot lights and outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way, and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Project Application Description

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. The Project proposes to develop an approximately 1,200 SF office building and 100 SF storage building which would result in an FAR of 0.11. Development of the Project would introduce new sources of light and glare into the area from street lighting, parking lot lighting, and outdoor lighting. The proposed Project is located in an area characterized by rural residential dwellings, institutional and commercial uses. Spill of light onto surrounding properties and “night glow” would be reduced by using hoods and other design features on the light fixtures used within the proposed Project. Implementation of the existing regulatory requirements per Riverside County Ordinance No. 915 (Outdoor Lighting), included as PPP AES-2, would occur during the County’s permitting process and would ensure that impacts related to light and glare are less than significant.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Riverside County Ordinance No. 915 requirements, and the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. Thus, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact. Existing residential uses are located to the north, south, east, and west of the Project site. However, there public roadways and vacant lots buffering the site from the residential dwellings to the north, east, and south of the Project site. Existing single-family residences are located directly adjacent to the Project site to the west.

However, the Project would adhere to all applicable Riverside County lighting regulations. The proposed Project would be required to submit lighting plans for approval as part of the Project permitting process per Ordinance No. 655 and Ordinance No. 915 to ensure compliance with the Riverside County lighting requirements. This process would ensure that residential property and other light sensitive uses are not exposed to unacceptable levels of light, and impacts related to levels of light would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP AES-1: Lighting Plans. All parking lot lights, and other outdoor lighting, shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way, and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

PPP AES-2: Outdoor Lighting. All outdoor luminaires in shall be appropriately located and adequately shielded and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. In addition, outdoor luminaires shall not blink, flash, or rotate and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 915.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County General Plan Figure OS-2 “Agricultural Resources,” GIS database, Project Application Materials, California Department of Conservation Farmland Mapping and Monitoring Program

- 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. The Project is identified by the Farmland Mapping and Monitoring Program as Urban and Built-up Land. Additionally, as shown on the maps provided by the Farmland Mapping and Monitoring Program, none of the surrounding areas are designated as Prime Farmland, Unique Farmland, or Farmland Statewide Importance. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impacts would occur.

- 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 site is designated by the Riverside County General Plan as Commercial Retail (CR) and has a zoning designation of Rural Residential (R-R). The proposed Project would require a zone change from Rural Residential (R-R) to General Commercial (C-1/C-P). The Project site is vacant and undeveloped; and no agricultural activities occur onsite. Therefore, a conflict with an agricultural zone or use would not occur. In addition, the Project site is not subject to a Williamson Act contract and is not land within a Riverside County Agricultural Preserve. As a result, impacts related to conflict with agricultural zoning, agricultural use, a Williamson Act contract, or a Riverside County Agricultural Preserve from implementation of the proposed Project would not occur.

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

No Impact. Properties to the north, south, east, and west of the Project site are zoned Rural Residential (R-R). No adjacent properties are zoned or utilized for agricultural activity or operation, including but not limited to, the cultivation and tillage of the soil, dairying, the production, cultivation, growing, and harvesting of any agricultural commodity, including timber, viticulture, apiculture, or horticulture, the raising of livestock, fur bearing animals, fish, or poultry, and any practices performed by a farmer or on a farm as incident to or in conjunction with such farming operations, including preparation for market, delivery to storage or to market, or to carriers for transportation to market. Therefore, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property and no impacts to agriculturally zoned properties would occur.

- 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?**

No Impact. The proposed Project includes the construction of an approximately 1,200 SF office building, 217 RV and boat storage stalls, ornamental landscaping, a propane station, and associated infrastructure. There is no existing agricultural onsite or in the surrounding area. Development of the Project site would not convert farmland to other uses. Additionally, the areas surrounding the Project site are designated by the Farmland Mapping and Monitoring Program as Urban Built-Up Land and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Farmland of Local Importance. There is no state-designated farmland within the vicinity of the site. Therefore, the development of the proposed Project would not result in the conversion of Farmland to non-agricultural use and no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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))?

No Impact. The Project site is located in an area of the County mostly comprised of residential uses, institutional uses, commercial uses, and vacant lots. There is no forest land or forest resources on or in proximity to the Project site. Additionally, the Project site is not designated or zoned for forest or timberland or used for foresting. As such, development of the proposed Project would not 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)) and no impact would occur.

b) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is located in an urbanizing area of the County mostly comprised of residential uses, institutional uses, commercial uses, and vacant lots. There is no forest land in the vicinity of the Project site. Therefore, development of the proposed Project would not cause loss of forest land or convert forest land to non-forest use. No impacts would occur to forest land or timberlands

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

No Impact. The Project site is located in an urbanizing area of the County, and there is no existing forest land or timberland on the Project site or within the Project vicinity, and the Project would not involve other changes that could result in the conversion of forest land to non-forest uses, and no impact would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), SCAQMD CEQA Air Quality Handbook; CalEEMod Emission Summary, prepared by Vince Mirabella, December 21, 2021 (Vince 2021), Appendix A.

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

Less than Significant Impact. The Project site is located in the South Coast Air Basin (SoCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed Project would result in growth that is substantially greater than what was anticipated, then the proposed Project would conflict with the AQMP. On the other hand, if a Project’s density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD’s attainment plans. In addition, the SCAQMD considers a Project consistent with the AQMP if the Project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Furthermore, the SoCAB is in a non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SoCAB has a maintenance status for federal PM₁₀ standards. Any development in the SoCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the proposed Project exceed these thresholds, a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

The proposed Project applicant would develop the site with a RV and boat storage facility. The proposed Project would be consistent with the land use and zoning designations of the site (with the approval of a zoning change). As discussed below, the emissions generated by the construction and operation of the proposed Project would not exceed thresholds, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, impacts related to conflict with the AQMP from the proposed Project would be 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 SoCAB is in non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SoCAB is designated as a maintenance area for federal PM₁₀ standards. Any development in the Basin, including the proposed Project could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD’s cumulative air quality impact methodology. SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NOx, SOx, PM₁₀, and PM_{2.5}) that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
ROG	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SOx	150	150
CO	550	550
Lead	3	3

Source: CalEEMod Emission Summary (Appendix A)

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas.

Compliance with Rule 403, included as PPP AQ-2, was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113, included as PPP AQ-3, which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling. As shown in Table AQ-2, the CalEEMod and Road Construction Emission Model results indicate that construction emissions generated by the proposed Project, including the proposed roadway improvements, would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant.

Table AQ-2: Project Construction Emissions and Regional Thresholds

Construction Activity	Maximum Daily Regional Emissions ⁽¹⁾ (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2022						
Site Preparation	3.3	33.1	20.4	<0.1	9.5	5.5
Grading	2.1	25.7	17.0	<0.1	4.6	3.8
Building Construction	2.2	18.1	20.4	<0.1	1.8	1.0
Paving	1.7	11.5	15.4	<0.1	0.8	0.6
Architectural Coating	3.2	1.9	2.9	<0.1	0.2	0.1
Offsite Roadways ⁽²⁾						
Winchester Road	4.4	45.7	38.8	0.1	8.3	3.1
Willard Street	4.3	45.3	38.4	0.0	4.6	2.3
Haddock Street	4.3	45.3	38.4	0.0	4.7	2.3
Maximum Daily Emission⁽¹⁾	7.7	78.8	59.2	0.1	17.8	8.6
SCAQMD Significance Thresholds	75	100	550	150	150	55
Emissions Exceed Thresholds?	No	No	No	No	No	No

Notes:

⁽¹⁾ The maximum daily emissions occur during the simultaneous onsite site preparation activity and the Winchester Road roadway improvement construction activity

⁽²⁾ Note that the Roadway Construction Emission Model currently uses the vehicle emission factors appropriate to Sacramento County; The presented emission estimates above will overestimate the offsite roadway emissions since the haul truck emission rates for Sacramento County are significantly higher than the vehicle emission factors for Riverside County
 ROG = reactive organic gases NO_x = oxides of nitrogen PM₁₀ = particulate matter 10 microns or less in diameter
 PM_{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide SO_x = sulfur oxides
 PM emissions reflect SCAQMD Rule 403 reductions

Source: CalEEMod Emission Summary (Appendix A)

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

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the storage area. Area source emissions would occur from operation of the propane tank and office building.

Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants, however, these emissions would be below the SCAQMD’s applicable thresholds. Therefore, the Project’s operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

Table AQ-3: Project Operational Emissions and Regional Thresholds

Operational Activity	Maximum Daily Regional Emissions (pounds/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Area	0.1	0.0	<0.1	0.0	0.0
Energy	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.4	0.6	4.3	1.0	0.3
Total Operational Emissions	0.5	0.6	4.3	1.0	0.3
SCAQMD Significance Threshold	55	55	550	150	55
Exceed Threshold?	No	No	No	No	No

NO_x = oxides of nitrogen PM₁₀ = particulate matter 10 microns or less in diameter ROG = reactive organic gases
 PM_{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide
 Source: CalEEMod Emission Summary (Appendix A)

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’s *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_x, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD’s *Final Localized Significance Threshold Methodology*, “off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs” (SCAQMD 2008). SCAQMD has developed LSTs that 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 standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 source receptor areas (SRAs) in the Basin. The Project site is located within SRA 24 (Perris Valley).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The nearest sensitive receptors are existing residences are located adjacent to the project site. The distance between the Project site boundary and the closest existing residential structure is approximately 5 meters (16 feet) west of the Project. The LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters (82 feet) to the nearest receptor should use the LSTs for receptors located at 25 meters." As the existing residence is located less than 25 meters from the Project site, the 25-meter receptor distance is used for evaluation of localized impacts.

Construction

Construction of the proposed Project may expose nearby residential and school occupant sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As shown in Table AQ-4, Project construction-source emissions would not exceed SCAQMD LSTs and impacts would be less than significant.

Table AQ-4: Localized Significance Summary of Construction Emissions

Construction Activity	Maximum Daily Localized Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
2022				
Site Preparation	33.1	19.7	9.3	5.4
Grading	20.9	15.3	3.7	3.5
Building Construction	18.1	20.4	0.9	0.8
Paving	11.4	14.6	0.6	0.5
Architectural Coating	1.9	2.4	0.1	0.1
Maximum Daily Emissions	33.1	20.4	9.3	5.4
SCAQMD Significance Thresholds	220	1,230	10.0	6.0
Emissions Exceed Thresholds?	No	No	No	No
NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns or less in diameter PM _{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide PM emissions reflect SCAQMD Rule 403 emission reductions Source: CalEEMod Emission Summary (Appendix A)				

Operation

The LST methodology would typically not apply to the operational phase of a project such as an RV and boat storage facility because emissions for this type of project are primarily generated by mobile sources traveling on local roadways and not from emission sources located on the project site. For example, the operational LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. Such projects would include warehouse/transfer facilities or large stationary sources such as a

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refinery, chemical factory, or railyard. As the Project would include an RV and boat storage facility with low regional operational emissions (as shown above in Table AQ-3), an operational analysis applying the LST methodology is inappropriate, and the localized operational impacts would be considered less than significant.

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. The proposed Project would not generate other emissions not described previously. The Project site does not contain land uses typically associated with emitting objectionable odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed Project would develop and operate an RV and boat storage facility, which would not involve the types of uses that lead to odors. While the Project would include intermittent use of a propane tank, the Project would be required to adhere to the requirements set forth in SCAQMD’s Permit to Operate (PO).

Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project’s operational uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction; no impact would occur.

It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County’s solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 (included as PPP AQ-1) to prevent occurrences of public nuisance odors. Therefore, other emissions (such as those leading to odors) that could adversely affect a substantial number of people would not occur from the proposed Project.

Plans, Programs, or Policies/Conditions of Approval:

PPP AQ-1: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall 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.

PPP AQ-2: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

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PPP AQ-3: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): GIS database, WRCMSHCP, On-site Inspection, Biological Resources Assessment prepared by Hernandez Environmental Services (Hernandez 2021) (Appendix B).

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?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact. The Project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Harvest Valley/Winchester Area Plan. The Project site is not located within or adjacent to a Plan Cell Group, Plan Criteria Cell, or Conservation Area, is not located within plan-defined areas requiring surveys for narrow endemic plant species or criteria area plant species, and is not located within an additional survey area for burrowing owl, amphibians, mammals, or any special linkage areas.

Regarding MSHCP Section 6.1.2, the Project area does not contain any drainage, riparian, or riverine features. In addition, none of the riparian/riverine bird species listed in Section 6.1.2 of the MSHCP were found within the Project area. Due to the lack of suitable riparian habitat on the Project site, focused surveys for riparian/riverine bird species listed in Section 6.1.2 of the MSHCP are not warranted and were not conducted. None of the conditions associated with vernal pools (i.e., depressions, ponded water, hydric soils, etc.) were observed on site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water (e.g., mud cracks, tire ruts, drainages) were recorded.

In addition, MSHCP Section 6.1.3, Protection of Narrow Endemic Plant Species, is not applicable to the site because the Project site is not within an MSHCP-defined Narrow Endemic Plant Species survey area (NEPSSA) or Criteria Area Species survey area (CASSA). Likewise, MSHCP Section 6.1.4, Guidelines Pertaining to the Urban/Wildlands Interface, are not applicable to the Project site because the guidelines are related to the MSHCP Conservation Area; and the Project site is not within the vicinity of a conservation area. Thus, impacts related to MSHCP Sections 6.1.3 and 6.1.4 would not occur from implementation of the Project.

Additionally, the Project applicant would be required to pay fees required pursuant to Riverside County Ordinance No. 810 (Western Riverside County MSHCP Fee Program Ordinance), included as PPP BIO-1. With payment of fees pursuant to PPP BIO-1, the Project would not result in any conflicts with the MSHCP and impacts would be 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. A Biological Resources Assessment was prepared for the proposed Project, which included a field survey conducted on November 22, 2021 (Appendix B). The Biological Resources Assessment describes that the Project site contains three habitats, ruderal, disturbed/developed, and woodland. The trees onsite that composed the woodland habitat were removed in December 2021 after the biological field survey. According to the California Natural Diversity Database (CNDDDB), a total of 54 sensitive species of plants and 58 sensitive species of animals have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the field survey for their presence or potential presence.

Sensitive Plant Species

A total of 18 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species; are 1B.1 listed plants on the CNPS Rare Plant Inventory; or have been found to have a

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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potential to exist within the Project region. Table Bio-1 shows survey results for listed and potential plant species and demonstrates that no sensitive plant species are present at the Project site.

Table Bio-1: Potentially Occurring Plant Species

Plant Species	Presence
Chaparral Sand-Verbena	Not Present
Munz's Onion	Not Present
San Diego Ambrosia	Not Present
Rainbow manzanita	Not Present
Jaeger's milk-vetch	Not Present
San Jacinto Valley crownscale	Not Present
Parish's brittlescale	Not Present
Nevin's barberry	Not Present
Thread-leaved brodiaea	Not Present
Smooth tarplant	Not Present
Parry's spineflower	Not Present
Slender-horned spineflower	Not Present
San Diego button-celery	Not Present
Coulter's goldfields	Not Present
Spreading navarretia	Not Present
California Orcutt grass	Not Present
Bottle liverwort	Not Present

Source: Hernandez, 2021 (Appendix B)

Sensitive Animal Species

Based on the CNDDDB, a total of 12 animal species that are listed as state or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region. However, Table Bio-2 shows survey results for listed and potential animal species, which demonstrates that no sensitive species are present at the Project site.

Table Bio-2: Potentially Occurring Animal Species

Animal Species	Presence
Tricolored Blackbird	Not Present
Burrowing Owl	Not Present
Vernal pool fairy shrimp	Not Present
San Diego fairy shrimp	Not Present
Swainson's hawk	Not Present
Western Yellow-Billed Cuckoo	Not Present
San Bernardino Kangaroo Rat	Not Present
Stephen's Kangaroo Rat	Not Present
Quino Checkerspot Butterfly	Not Present
Bald Eagle	Not Present
Riverside fairy shrimp	Not Present
Least Bell's Vireo	Not present

Source: Hernandez, 2021 (Appendix C)

The Biological Assessment determined that the Project site does not provide suitable habitat for any special-status plant or wildlife species. However, the existing shrubs on the site have the potential to provide habitat for nesting migratory birds. Many of these shrubs would be removed during construction. Therefore, the proposed Project has the potential to impact active bird nests if vegetation is removed

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of mitigation measure MM Bio-1 would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level. Therefore, with mitigation, impacts to threatened and endangered species would be less than significant.

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 Impact. As described in the previous response, no special-status species were observed or are expected to occur within the Project site. Therefore, the Project would result in a less than significant impact related to candidate, sensitive, or special status species in local or regional plans, or state regulations.

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. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, or is not adjacent to, any wildlife corridors. The Project site is relatively flat, and no hillside or drainages exist on the site. No wildlife movement corridors were found to be present within the Project site. Areas of residential and undeveloped land are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

The Project site contains shrubs that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-1 has been included to require a nesting bird survey to be conducted prior to initiating vegetation clearing. With the implementation of Mitigation Measure BIO-1, impacts related to nesting birds would be reduced to a less than significant level.

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 General Biological Assessment Report describes that the Project site does not contain any drainage, riparian, or riverine features. There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the project site boundaries. The Project area does not contain any wetlands or vernal pools. Also, as described previously, the Project site contains approximately 2.91 acres of ruderal area, approximately 0.61 acre of disturbed, non-vegetated areas, and approximately 0.02 acre of woodland habitat; none of which is

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a sensitive natural community (Hernandez 2021). Therefore, the Project would not result in impacts related to riparian habitat or other sensitive natural community.

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. As described in the previous response, the Project site does not include any wetlands or vernal pools. In addition, there are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. Therefore, the Project would not impact federally protected wetlands.

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 proposed Project would not conflict with any local policies or ordinances protecting biological resources. See prior discussions regarding compliance with the MSHCP. The County of Riverside has two tree management ordinances; one which manages the removal of oak trees, and the other that manages the removal of trees above 5,000 feet in elevation. The Project does not include any oak trees. The proposed Project site does not contain any oak trees and elevation of the project site is 1,469 feet above mean sea level (Hernandez 2021). In addition, the Project would be required to pay Stephens' Kangaroo Rat mitigation fees pursuant to County Ordinance No. 663, as included in PPP BIO-2. Thus, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP BIO-1: County Ordinance No. 810. Prior to the issuance of any grading permits, fees required pursuant to Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program Ordinance) shall be submitted to the County. County Ordinance No. 810 requires a per-acre local development impact and mitigation fee payment prior to the issuance of a building permit.

PPP BIO-2: County Ordinance No. 663. Prior to the issuance of any grading permits, fees required pursuant to Riverside County Ordinance No. 663 (Stephens' Kangaroo Rat Mitigation Fee Ordinance) shall be submitted to the County. County Ordinance No. 663 requires a per-acre local development impact and mitigation fee payment prior to the issuance of grading permit.

Mitigation:

Mitigation Measure BIO-1: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Department verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

Monitoring: None.

CULTURAL RESOURCES Would the project:

8. Historic Resources

a) Alter or destroy a historic site?

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

Source(s): Phase I Cultural Resources Assessment for the No Worries! RV and Boat Storage Project, Brian F. Smith and Associates, Inc., July 26, 2021, Appendix C.

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

Less Than Significant with Mitigation Incorporated. The Project proposes to construction of an office building, 217 RV and boat storage stalls, ornamental landscaping, a propane filling station, and associated infrastructure on undeveloped and vacant yet disturbed land. As described previously, the Project site has been previously disturbed from various past uses that involve disking and plowing of the site. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center (UCR-EIC). The UCR-EIC is the countywide clearing house/repository for all archaeological and cultural studies completed within Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that 52 cultural resources have been recorded within 1-mile of the Project area, with one consisting of 15 meters of the actively maintained Haddock Road alignment. Furthermore, the cultural resources survey conducted on July 15, 2021 found no existing archaeological resources at the site. Additionally, the survey found that the Haddock Road alignment is not eligible for listing as a historic resource as it has no historic character defining features. However, as discussed in the Cultural Resources Assessment, aerial photographs indicate the site contained a residence in 1938 and there is a potential to discover subsurface scatters or artifacts. Therefore, County conditions of approval, included as mitigation measures, are provided in the event unknown resources are discovered. MM CUL-1 requires procedures for inadvertent discoveries, and MM CUL-2, which requires preparation of a Cultural Resource Monitoring Program (CRMP) be implemented are included to reduce impacts related to historical and archaeological resources to a less than significant level. Further, MM CUL-3 addresses disposition of artifacts and MM CUL-4 requires a grading monitoring report. Impacts would be less than significant with mitigation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 with Mitigation Incorporated. The Project proposes construction of an office building, 217 RV and boat storage stalls, ornamental landscaping, a propane station, and associated infrastructure on undeveloped and vacant yet disturbed land. As described previously, the Project site has been previously disturbed from various past uses that involve disking and plowing of the site. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center (UCR-EIC). The UCR-EIC is the countywide clearing house/repository for all archaeological and cultural studies completed within the Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that 52 cultural resources have been recorded within 1-mile of the Project area, with one consisting of 15 meters of the actively maintained Haddock Road alignment. Furthermore, the cultural resources survey conducted on July 15, 2021 found no existing archaeological resources at the site. Additionally, the survey found that the Haddock Road alignment is not eligible for listing as a historic resource as it has no historic character defining features. However, as discussed in the Cultural Resources Assessment, aerial photographs indicate the site contained a residence in 1938 and there is a potential to discover subsurface scatters or artifacts. Therefore, MM CUL-1, which requires procedures for inadvertent discoveries, and MM CUL-2, which requires preparation of a Cultural Resource Monitoring Program (CRMP) to be implemented to reduce impacts related to historical and archaeological resources to a less than significant level.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation:

MM CUL-1: Unanticipated Resources. The developer/permit holder or any successor in interest shall comply with the following for the life of this permit: If during ground 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.

MM CUL-2: CRMP/Archaeologist Required. Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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undiscovered buried archaeological resources associated with this Project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this mitigation measure. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

MM CUL-3: Artifact Disposition Required. In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods. Any artifacts identified and collected during construction grading activities are not to leave the Project area and shall remain onsite in a secure location until final disposition.

Historic Resources

All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

Prehistoric and/or Tribal Cultural Resources

One of the following treatments shall be applied.

1. Preservation-in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
2. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s) and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing (including a complete photographic record) and analysis have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s). Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

Human Remains

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains and any associated items as provided in Public Resources Code Section 5097.98.

MM CUL-4: Phase IV Monitoring Report. Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Monitoring Plan.

Monitoring:

Monitoring of initial ground disturbing activities pursuant to MM CUL-2.

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

Source(s): Phase I Cultural Resources Assessment for the No Worries! RV and Boat Storage Project, Brian F. Smith and Associates, Inc., July 26, 2021, Appendix C.

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

Less than Significant with Mitigation Incorporated. The Project site is an undeveloped vacant site. As described previously, the Project site has been previously disturbed from various past uses that involve disking and plowing of the site. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the EIC. All pertinent data was researched, including previous studies for a one-mile radius surrounding the project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps and aerial photographs. The records search indicated that 52 cultural resources have been recorded within 1-mile of the Project area, with one of the resources being within the offsite improvement area. Furthermore, the Cultural Resources Assessment conducted on July 15, 2021 found no existing archaeological resources at the site. Additionally, the survey found that the Haddock Road alignment is not eligible for listing as a historic resource as it has no historic character defining features. However, as discussed in the Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. Therefore, Mitigation Measures CUL-1 through CUL-4, which

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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require preparation of a CRMP, archaeological monitoring, and disposition requirements, shall be implemented to reduce impacts related to archaeological resources to a less than significant level.

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 described in the previous response, the Phase I Cultural Resources Assessment (including field survey) prepared for the Project did not identify any archaeological resources within the Project site. However, as discussed in the Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. Therefore, Mitigation Measures CUL-1 through CUL-4, which require preparation of a CRMP, archaeological monitoring, and disposition requirements, shall be implemented to reduce impacts related to archaeological resources to a less than significant level.

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

Less than Significant with Mitigation Incorporated. The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, included as PPP CUL-1, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Additionally, MM CUL-3 includes required disposition protocols. With implementation of PPP CUL-1 and MM CUL-3, impacts to human remains would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP-CUL-1: Human Remains. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the “Most Likely Descendant”. The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Mitigation:

MM CUL-1 through MM CUL-4, as outlined in Section 8 above.

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

Monitoring of ground disturbing activities pursuant to MM CUL-2 and CUL-4.

ENERGY Would the project:

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”); CalEEMod Emission Summary, prepared by Vince Mirabella, December 21, 2021 (Vince 2021), Appendix A.

- 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.

Construction

During construction of the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed RV and boat storage facility and the associated infrastructure is not expected to result in demand for fuel greater on a per-development basis than other development projects in Southern California. Table E-1 details the construction fuel usage over the Project’s onsite construction period, as shown in Table E-1 below. Table E-2 details the construction fuel usage over the offsite roadway improvement period.

Table E-1: Onsite Construction Equipment Fuel Usage

Activity	Equipment	Number	Hours per day	Horse - power	Total Horsepower -hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Site Preparation	Tractors/Loaders/ Backhoes	4	8	97	5,742	0.0191	110
	Rubber Tired Dozers	3	8	247	11,856	0.0205	243
Grading	Tractors/Loaders/ Backhoes	3	8	97	6,891	0.0191	132
	Excavators	1	8	158	3,843	0.0198	76
	Graders	1	8	187	4,907	0.021143	104
	Rubber Tired Dozers	1	8	247	6,323	0.0205	130

					Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Building Construction	Cranes	1	8	231	66,990	0.0149	998	
	Forklifts	3	8	89	53,400	0.0215	1,148	
	Tractors/Loaders/Backhoes	3	8	97	107,670	0.0191	2,056	
	Generator Set	1	8	84	62,160	0.0215	1,336	
	Welders	1	8	46	20,700	0.0240	497	
Paving	Pavers	1	8	130	7,862	0.0215	169	
	Cement and Mortar Mixers	2	8	9	1,452	0.0240	35	
	Tractors/Loaders/Backhoes	3	8	97	15,504	0.0191	296	
	Paving Equipment	2	8	132	13,686	0.0183	250	
	Rollers	2	6	80	6,566	0.0194	127	
Architectural Coating	Air Compressors	1	6	78	4,493	0.0215	97	
Total							7,804	

Source: Vince Mirabella, 2021 (Appendix A)

Table E-2 details the construction fuel usage over the offsite roadway improvement period. This is in addition to the onsite construction equipment fuel listed in Table E-1.

Table E-2: Offsite Construction Equipment Fuel Usage

Activity	Equipment	Number	Hours per day	Horse - power	Total Horsepower -hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Grubbing/ Clearing	Rubber Tired Dozers	2	8	247	6,323	0.0205	130
	Crawler Tractor	2	8	97	2,297	0.0222	51
	Excavator	2	8	187	4,907	0.0198	97
	Signal Board	3	8	6	472	0.0215	10
Grading	Tractors/Loaders/Backhoes	6	8	97	22,395	0.0191	428
	Crawler Tractor	3	8	158	18,732	0.0222	415
	Graders	3	8	247	30,826	0.0211	650
	Excavators	9	8	187	71,763	0.0198	1,421
	Rollers	6	8	80	18,970	0.0194	368
	Rubber Tired Loader	3	8	247	30,826	0.01866	575
	Scrapers	6	8	367	109,924	0.0250	2,748
	Signal Board	6	8	6	3,070	0.0215	66
Drainage/ Utilities	Air Compressor	3	8	78	9,884	0.0215	213
	Generator Sets	3	8	84	16,410	0.0215	353
	Graders	3	8	187	19,747	0.0211	417
	Plate Compactor	3	8	8	908	0.0215	20
	Pumps	3	8	84	16,410	0.0215	353
	Rough Terrain Forklift	2	8	100	10,560	0.0208	220
	Scrapers	6	8	367	93,012	0.025	2,325
	Signal board	6	8	6	2,598	0.0215	56
	Tractors/Loaders/Backhoes	6	8	97	18,950	0.0191	362
Paving	Pavers	3	8	130	2,621	0.0215	56

					Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	Paving Equipment	3	8	132	2,281	0.0183	42	
	Rollers	9	8	80	4,378	0.0194	85	
	Signal Board	6	8	6	472	0.0215	10	
	Tractors/Loaders/Backhoes	6	8	97	3,445	0.0191	66	
							Total	11,536

Source: Vince Mirabella, 2021 (Appendix A)

Table E-3 shows that construction workers would use approximately 7,008 gallons of diesel and 12,333 gallons of gasoline fuel to travel to and from the Project site. This is in addition to the construction equipment fuel listed in Tables E-1 and E-2.

Table E-3: Estimated Construction Worker Fuel Consumption

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
<i>Onsite Construction</i>		
Haul Trucks	1,199	0
Vendor Trucks	4,986	0
Worker Vehicles	0	5,059
Onsite Construction Vehicles Total	6,185	5,059
<i>Offsite Roadway Improvements</i>		
Haul Trucks	221	0
Water Trucks	602	0
Worker Vehicles	0	7,274
Offsite Roadway Improvements	823	7,274
Total Construction Vehicles	7,008	12,333
All haul trucks and vendor trucks are assumed to be diesel-fueled while all worker vehicles are assumed to be gasoline-fueled. Source: Vince Mirabella, 2021 (Appendix A)		

Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for fuel tanks. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City’s administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-4, operation of the proposed Project is estimated to result in the annual use of approximately 4,095 gallons of diesel fuel, 17,136 gallons of gasoline, approximately 43,452 thousand British thermal units (BTU) of natural gas, and approximately 39,404 kilowatt-hours (kWh) of electricity.

Table E-4: Project Annual Operational Energy Demand Summary

Operational Source (value per year)		
Energy Source	Annual VMT	Gallons of Gasoline Fuel
Transportation – Project	75,132 (Diesel) 395,593 (Gas) 470,725 (Total)	4,095 (Diesel) 17,136 (Gas)
Thousands Kilowatt-Hours		
Electricity – Project	39,404	
Thousands British Thermal Units		
Natural Gas – Project	43,452	
Source: Vince Mirabella, 2021 (Appendix A)		

Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

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

Less than Significant Impact. The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. The California Energy Commission is responsible for adopting, implementing and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. As required by Riverside County Ordinance No. 457, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with 2022 Title 24 requirements, as included in PPP E-1. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would have less than significant impacts related to energy.

Plans, Programs, or Policies/Conditions of Approval:

PPP E-1: CalGreen Compliance: The Project is required to comply with the CalGreen Building Code as included in County Ordinance No. 457 to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

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

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

Source(s): Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones,” GIS database, Geologist Comments; Geotechnical Investigation Report, prepared by Inland Foundation Engineering, Inc., August 2021, Appendix D.

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 (Geo 2021). The closest Alquist-Priolo Earthquake Fault is the Casa Loma Fault, a southern branch of the San Jacinto Fault zone, which is located approximately 7.7 miles northeast of the Project site. While light to moderate shaking of the site can be expected to occur during the lifetime of the proposed Project, the Project site is located outside any fault hazard zones. Due to the distance of the Project site from the closest fault zone, the Project is unlikely to be subject to rupture of a known earthquake fault. Impacts related to a fault zone would not occur from implementation of the proposed Project.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

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

12. Liquefaction Potential Zone

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

Source(s): Riverside County General Plan Figure S-3 “Generalized Liquefaction;” Geotechnical Investigation Report, prepared by Inland Foundation Engineering, Inc., August 2021, Appendix D.

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

Less than Significant Impact. Liquefaction occurs when vibrations or water pressure causes soil particles to lose its friction properties. As a result, soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. However, effects of liquefaction can include sand boils, settlement, and structural foundation failures. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands in areas where the groundwater table is within approximately 50 feet below ground surface.

As discussed in the Geotechnical Report, the site is situated in an area of high liquefaction susceptibility. The Geotechnical Investigation describes that the site contains fill soils followed by dense and very dense subsurface soils, including very fine to medium grained sands. The Winchester subbasin includes a relatively level alluvial valley floor and is bounded by granitic and undifferentiated metamorphic rocks (Geo 2021). Groundwater was encountered at two of nine borings at depths of 13 and 15 feet below ground surface. For the purpose of analysis, the Geotechnical Report estimated a high groundwater level of ten feet below ground surface. However, all structures built in the County are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as County Ordinance No. 457. Compliance with the CBC would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction.

The Riverside County Department of Building and Safety reviews structural plans and geotechnical data prior to issuance of a grading permit and conducts inspections during construction, which would ensure that all required CBC (California Building standards Commission) measures are incorporated. Compliance with the CBC as included as a condition of approval and verified by the County’s review process would ensure that impacts related to liquefaction are less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County General Plan Figure S-4 “Earthquake-Induced Slope Instability Map,” and Figures S-13 through S-21 (showing General Ground Shaking Risk); Geotechnical Investigation Report, prepared by Inland Foundation Engineering, Inc., August 2021, Appendix D.

a) Be subject to strong seismic ground shaking?

Less than Significant Impact. The Project site, like most of southern California, could be subject to seismically related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

The closest fault to the Project site is the San Jacinto Fault Zone that is located approximately 7.7 miles to the northeast of the Project site. The San Jacinto Fault Zone is the most seismically active component of the San Andreas system, which is a right-lateral strike slip fault. A major earthquake along this fault or another regional fault could cause substantial seismic ground shaking at the site. However, structures built in the County are required to be built in compliance with the CBC (California Code of Regulations, Title 24, Part 2) that provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking.

The Riverside County Department of Building and Safety permitting process would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC as verified by the County’s review process and included as a condition of approval, would reduce impacts related to strong seismic ground shaking to a less than significant level.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14. Landslide Risk

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?

Source(s): On-site Inspection, Riverside County General Plan Figure S-5 “Regions Underlain by Steep Slope;” Geotechnical Investigation Report, prepared by Inland Foundation Engineering, Inc., August 2021, Appendix D.

a) Would the Project 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?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The elevation of the Project site is approximately 1,469 feet above mean sea level (Hernandez 2021). The Project site and the adjacent parcels are relatively flat and do not contain any hills or steep slopes. As such, no landslides on or adjacent to the Project site would occur.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Groundwater was encountered at two of nine borings during subsurface exploration at depths of 13 and 15 feet below ground surface. The Geotechnical Investigation found the potential for liquefaction at the site to be high due to the dense and very dense subsurface soils. However, all structures built in the County are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as County Ordinance No. 457. Compliance with the CBC would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction and lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

In addition, the Geotechnical Report describes that the potential onsite seismically-induced settlement is approximately 6 inches. However, excavation and recompaction of the soils in compliance with the CBC as required through the County’s permitting process would ensure that settlement related impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?

Source(s): Riverside County General Plan Figure S-7 “Documented Subsidence Areas Map;” Geotechnical Investigation Report, prepared by Inland Foundation Engineering, Inc., August 2021, Appendix D.

a) Would the Project 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. Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occur in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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drainage. The Project site is located within a susceptible subsidence hazard zone as shown on Riverside County General Plan Figure S-7. However, the estimated differential settlement due to a seismic event is approximately 3 inches in 30 feet horizontal, and risk of subsidence would be lowered through adherence to CBC grading and earthwork operation recommendations. Also, groundwater extraction is managed by groundwater management plans, which limits the allowable withdrawal of water and potential of subsidence.

In addition, compliance with the CBC would be required by the Riverside County Department of Building and Safety, as implemented as a condition of approval. Compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that impacts related to subsidence would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?				

Source(s): On-site Inspection, Project Application Materials; Geotechnical Investigation Report, prepared by Inland Foundation Engineering, Inc., August 2021, Appendix D.

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

No Impact. A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest water body is the Diamond Valley Lake, which is located over 1.8 miles from the Project site. Due to the distance of the closest water body an impact related to seiche would not occur from the Project.

A mudflow is an earthflow consisting of material that is wet enough to flow rapidly and typically occurs in small, steep stream channels. The Project site is approximately 1,469 feet above mean sea level. The site does not contain steep slopes and is not adjacent to any steep slopes that could be subject to a mudflow. Therefore, the proposed Project would not be subject to a mudflow, and no impacts would occur.

In addition, there are no known volcanoes in the Project region. Thus, impacts related to volcanic hazards would not occur. Overall, the proposed Project would not result in impacts related to seiche, mudflow, or volcanic hazards, and no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

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

17. Slopes	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riv. Co. 800-Scale Slope Maps, Project Application Materials; Geotechnical Investigation Report, prepared by Inland Foundation Engineering, Inc., August 2021, Appendix D.

a) Would the Project change topography or ground surface relief features?

No Impact. As described previously, the project site and the adjacent parcels are relatively flat. The elevation of the Project site is approximately 1,469 feet above mean sea level. The site does not contain steep slopes and is not adjacent to any steep slopes.

The building area for the proposed modular office building and RV detail structure should be over-excavated to a depth of approximately 3-feet below existing grade and to a depth of approximately 2-feet below the building pad subgrade elevation, whichever is greater. Over-excavation should extend laterally for at least five (5) feet outside of exterior building foundation lines. These areas would be backfilled with recompacted on site soils and imported soils to be used for recompaction on the site. Thus, the Project would not change topography or ground surface relief features, and impacts would not occur.

b) Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?

No Impact. As described in the previous response, the Project would include excavation to a depth of approximately 3-feet below existing grade and to a depth of approximately 2-feet below the building pad subgrade elevation, whichever is greater. Thus, the Project would not create cut or fill slopes greater than 2:1 or higher than 10 feet, and impacts would not occur.

c) Would the Project result in grading that affects or negates subsurface sewage disposal systems?

No Impact. The Project site does not currently have sewage onsite, nor does the Project propose the installation of sewer infrastructure, and instead proposes the installation of a septic tank. The installation and grading of the site would be completed pursuant to the County’s and service provider’s required specifications for septic tank installation such that the Project would not negate the use of the sewage disposal systems. Therefore, no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection; Geotechnical Investigation Report, prepared by Inland Foundation Engineering, Inc., August 2021, Appendix D.

a) Would the Project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water. However, County Ordinance No. 754, Code Chapter 13.12, Article 2 Stormwater Management and Discharge Controls implement the requirements of the California Regional Water Quality Control Board, Riverside County (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R8-2010-0033 (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these County and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by the County's conditions of approval. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the County Ordinance stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the County's project review by the Department of Building and Safety, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed Project would include installation of landscaping throughout the Project site. The proposed landscaping would limit the areas of loose topsoil that could erode by wind or water by creating strong root systems for stabilized soil profiles, eliminating the possibility of erosion. In addition, as described in Section 23, Hydrology and Water Quality, the hydrologic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and the proposed detention basin, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the Project requires County approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

b) Would the Project 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. Expansive soils contain significant amounts of fine-grained silt and clay particles that swell when wet and shrink when dry. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils, and the amount of moisture that the soil is exposed to. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils, which can cause physical distress on the structure. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation prepared for the Project found that expansive soils were not present at the Project Site (Geo 2021). In addition, as described above, compliance with the CBC is a standard County practice and is included as a condition of approval. Therefore, impacts related to expansive soils would not be expected to occur. Impacts from the implementation of the proposed Project would be less than significant.

c) Would the Project have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Less Than Significant Impact. The Project proposes the installation of septic tank, and would not utilize sewer systems. The proposed new septic tank would be sized to meet disposal needs for all wastewater generated onsite. As described previously, the Geotechnical Report prepared for the project conducted soils testing, which determined that onsite soils consist of silty clayey sands, clayey sands, silty sands, sandy silty clays, and sandy silts (GEO 2021), which have the capability to support septic systems. Therefore, the site does not have soils incapable of adequately supporting the use of septic tanks. In addition, compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that soil related impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP GEO-1: CBC Compliance. The project is required to comply with the California Building Standards Code as included in County Ordinance No. 457 to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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19. Wind Erosion and Blowsand from project either on or off site.

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

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

a) Would the Project be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

No Impact. Like the majority of Riverside County, the Project site is identified by the General Plan Safety Element Figure S-8 as having a moderate wind erosion susceptibility. The General Plan, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads that are covered by the CBC. In addition, as described above, the proposed Project includes the installation of landscaping adjacent to the proposed building and throughout the parking areas. With this landscaping, areas of loose topsoil that could erode by wind, would not exist upon operation of the proposed Project. As described previously, the proposed Project would be developed in compliance with CBC regulations (included as PPP GEO-1), which would be verified by the County Department of Building and Safety prior to approval of building permits. Therefore, the Project would not result in an increase in wind erosion and blow sand, either on or off site, and impacts would not occur.

Plans, Programs, or Policies/Conditions of Approval:

PPP GEO-1: CBC Compliance. The project is required to comply with the California Building Standards Code as included in County Ordinance No. 457 to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:

20. Greenhouse Gas Emissions

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

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”); CalEEMod Emission Summary, prepared by Vince Mirabella, December 21, 2021 (Vince 2021), Appendix A.

Thresholds

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The analysis methodologies from SCAQMD and the Riverside County Climate Action Plan (CAP) are used in evaluating potential impacts related to GHG from implementation of the proposed project.

SCAQMD: SCAQMD does not have approved thresholds; however, SCAQMD does have draft thresholds that provide a tiered approach to evaluate GHG impacts. The current interim SCAQMD thresholds consist of the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to the project’s operational emissions. If a project’s emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and Commercial land use: 3,000 MTCO₂e per year
 - Industrial land use: 10,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3, 2020 target for service populations (SP), which includes residents and employee: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

In addition, SCAQMD methodology for project’s construction are to average them over 30-years and then add them to the project’s operational emissions to determine if the project would exceed the screening values listed above.

Climate Action Plan: The County of Riverside adopted the CAP on December 8, 2015. The CAP was designed under the premise that Riverside County’s emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The County of Riverside CAP Update, November 2019 (CAP Update) establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions by at least 525,511 MT CO₂e below the Adjusted Business As Usual (ABAU) scenario by 2030 and at least 2,982,948 MT CO₂e below the ABAU scenario by 2050 (CAP Update, p.7-1).

In order to evaluate consistency of development projects with the CAP, the CAP includes Screening Tables to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The CAP contains a menu of measures potentially applicable to discretionary development that include energy conservation, water use reduction, increased residential density or mixed uses, transportation management and solid waste

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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recycling. Individual sub-measures are assigned a point value within the overall screening table of GHG implementation measures. The point values are adjusted according to the amount of GHG emissions are reduced by the measures.

The CAP identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e per year is used to determine if additional analysis is required. The 3,000 MTCO₂e per year value is used in defining small projects that, when combined with the modest efficiency measures required by Title 24 requirements, are considered less than significant. Projects that exceed the 3,000 MTCO₂e per year are required to quantify and disclose the anticipated GHG emissions, then either 1) demonstrate GHG emissions reductions at project buildout year levels from implementation of project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables.

Projects that garner at least 100 points (equivalent to an approximate 49 percent reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the CAP. As such, pursuant to the County’s CAP, projects that achieve a total of 100 points or more are considered to have a less than significant individual and cumulative impact on GHG emissions.

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

Less than Significant Impact. Construction activities produce combustion emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

In addition, operation of the proposed RV and boat storage facility would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the building would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source.

The estimated operational GHG emissions that would be generated from implementation of the proposed Project are shown in Table GHG-1. Additionally, in accordance with SCAQMD recommendation, the Project’s amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the Project’s total annual GHG emissions. As shown, GHG emissions would be less than the Riverside CAP screening threshold. Therefore, based upon the CAP’s screening threshold, impacts related to GHG emissions would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table GHG-1: Greenhouse Gas Emissions

Emission Source	Annual GHG Emissions ⁽¹⁾ (MTCO ₂ e)
Area	<0.1
Energy	9
Mobile	161
Waste	1
Water	2
Total Project Operational Emissions	173
Total Amortized Project Construction Emissions	18
Total Project Construction and Operation Emissions	191
Significance Threshold	3,000
Project Exceeds Threshold?	NO
Note: (1) The CalEEMod model provides GHG estimates for three pollutants: carbon dioxide, methane, and nitrous oxide. Carbon dioxide contributes over 97 percent of the total GHG emissions. Source: CalEEMod Emission Summary, 2021 (Appendix A)	

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 Impact. The proposed Project would result in development of a RV and boat storage facility with approximately 217 storage spaces and a 1,200 SF office building. The design of the buildings would comply with state and federal programs that are designed to ensure energy efficiency. The proposed Project would comply with all mandatory measures under California Title 24, California Energy Code, and the CALGreen Code, which would provide for efficient energy and water consumption.

In addition, the Project would be consistent with the County's CAP, as Project GHG emissions are below 3,000 MTCO₂e and since the Project will implement modest efficiency measures, including meeting Title 24 requirements and water conservation measures per the California Green Building Standards Code. In addition, the project would be consistent with the County's CAP, as detailed in Table GHG-2.

Table GHG-2: Project Consistency with CAP

GHG Reduction Measures	Project Consistency
R1-T1: Assembly Bill 1493: Pavley I	Consistent. Project vehicles would be required to comply with CARB's standards related to motor vehicles.
R1-T2: Assembly Bill 1493: Pavley II	
R1-T3: Executive Order S-1-07 (Low Carbon Fuel Standard)	
R2-T1: Alternative Transportation Options	Consistent. The Project would include construction of a sidewalk along the site's Willard Street, Winchester Road, and Haddock Street frontages to promote walking.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County	Not Applicable. This measure is intended for the County. However, the Project would not conflict with the use of existing bike lanes.
R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses	Consistent. The Project would only require two employees for operations. The Project would not conflict with ride-sharing or bike-to-work opportunities.
R2-T4: Electrify the Fleet	Consistent. The proposed Project would only require two employee parking spaces, which would not be designated as EV-only spaces. However, the Project would not conflict with the use of electric vehicles.
R1-EE1: California Building Code Title 24	Consistent. The proposed Project would be consistent with Title 24 requirements, which would be assured during the building plan check process.
R2-EE1: Energy Efficiency Training, Education, and Recognition in the Residential Sector	Not Applicable. The proposed Project does not include residential development.
R2-EE2: Increase Community Participation in Existing Energy-Efficiency Programs	Not Applicable. This measure is intended for the County, not development projects.
R2-EE3: Home Energy Evaluations	Not Applicable. The proposed Project does not include residential development.
R2-EE4: Residential Home Energy Renovations	Not Applicable. The proposed Project does not include residential development.
R2-EE5: Exceed Energy Efficiency Standards in New Residential Units	Not Applicable. The proposed Project does not include residential development.
R2-EE6: Energy Efficiency Training, Education and Recognition in the Commercial Sector	Not Applicable. This measure is intended for the County, not development projects.
R2-EE7: Increase Business Participation in Existing Energy Efficiency Programs	Not Applicable. This measure is intended for the County, not development projects.
R2-EE8: Non-Residential Building Energy Audits	Not Applicable. This measure is intended for the County, not development projects.
R2-EE9: Non-Residential Building Retrofits	Not Applicable. The proposed Project involves the construction of a new RV and boat storage facility with a new 1,200 SF office building. It does not involve the retrofit of an existing building.
R2-EE10: Energy Efficiency Enhancement of Existing and New Infrastructure	Consistent. The proposed Project would install solar powered lighting along the Willard Street, Winchester Road, and Haddock Street frontages.
R2-EE11: Exceed Energy Efficiency Standards in New Commercial Units	Consistent. The Project would comply with existing Title 24 requirements and go beyond Title 24 requirements by installing solar powered lighting.
R1-CE1: Renewable Portfolio Standard	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	obstruct SCE energy source diversification efforts.
R2-CE1: Clean Energy	Not Applicable. As the Project would construct an office building and storage building totaling less than 100,000 SF, the Project would not be required to install solar panels.
R2-CE2: Community Choice Aggregation Program	Not Applicable. This measure is intended for the County, not development projects.
R2-L1: Tree Planting for Shading and Energy Saving	Consistent. The Project would provide landscaping throughout the site, including shade trees.
R2-L2: Light Reflecting Surfaces for Energy Saving	Consistent. As shown on Figures 3-2, Project elevations would be comprised of light colored materials, which would reflect light and heat in order to increase energy efficiency.
R1-W1: Renewable Portfolio Standard Related to Water Supply and Conveyance	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
R2-W1: Water Efficiency through Enhanced Implementation of Senate Bill X7-7	Consistent. The proposed Project would utilize low-irrigation and drought tolerant landscaping in order to reduce water use.
R2-W2: Exceed Water Efficiency Standards	Not Applicable. This measure is intended for the County, not development projects. Furthermore, recycled water is not available to the Project site.
R2-S1: Reduce Waste to Landfills	Consistent. All construction would be required to divert 65 percent of construction waste and operations of development would be required to divert 75 percent of solid waste pursuant to state regulations.

In addition, since the Project building square footage is less than 100,000 SF, the Project would not be required to comply with CAP Measure R2-CE1, which requires that if any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new building totaling more than 100,000 gross square feet of commercial, office, industrial or manufacturing development the project must offset its energy demands by 20 percent.

2022 Scoping Plan Consistency

On December 15, 2022, CARB adopted an updated 2022 Scoping Plan that reflects the 2045 target of an 85% reduction below 1990 levels, set by Executive Order B-55-18 and codified by AB 1279. The Project would not impede the State’s progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements discussed throughout the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced

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Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Further, the Project is consistent with the Riverside County CAP. As such, the Project would not be inconsistent with the 2022 Scoping Plan. As the CAP regulates GHG emissions from the Project area, the Project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas. Impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP E-1: CALGreen Code. Listed previously in Section 10.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Project Application Materials; Phase I Environmental Site Assessment (ESA), prepared by Partner Engineering and Science, Inc., March 31, 2021 (PHASE I, 2021), Appendix E.

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. A hazardous material is typically defined as any material that due to its quantity, concentration, or physical or chemical characteristics, poses a significant potential hazard to human health and safety or the environment if released. Hazardous materials may include, but are not limited to hazardous substances, hazardous wastes, and any material that would be harmful if released.

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There are multiple state and local laws that regulate the storage, use, and disposal of hazardous materials. The Riverside County Department of Environmental Health Hazardous Materials Branch is the local administrative agency that coordinates regulatory programs that regulate use, storage, and handling of hazardous materials, including Hazardous Materials Business Plans. As required by the County's standard conditions of approval, should tenants of the proposed building utilize or transport hazardous materials, the tenant/business would also be required to comply with Riverside County Department of Environmental Health conditions, and if required, the California Accidental Release Program (CalARP). CalARP would require the tenant to provide a Risk Management Plan and allow site access for routine inspections of CalARP facilities.

Construction

Construction activities for the proposed Project would involve routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and calking. In addition, routine hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials routinely used during construction are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by existing state and federal laws that the project is required to strictly adhere to. As a result, the routine transport, use or disposal of hazardous materials during construction activities for the proposed Project would be less than significant.

Operation

The proposed Project would operate a RV and boat storage facility, which generally use limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, aerosol cans, automobile oil, automobile gas, and the proposed above-ground propane tank. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Project.

Also, should any future business that occupies the Project site handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the Riverside County Department of Environmental Health Hazardous Materials Branch. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County Hazardous Materials Branch and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan with the County. A Hazardous Materials Business Emergency Plan is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the Hazardous Materials Business Emergency Plan is to satisfy federal and state right-to-know laws and to provide detailed information for use by emergency responders. Further, any leaking oil or gas from stored RVs and boats would be properly cleaned up and disposed of pursuant to County Department of Environmental Health Hazardous Materials Branch requirements.

Therefore, if future businesses that use or store hazardous materials occupy the Project site, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as permitted by the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. Overall, operation of the proposed Project would result in a less than significant impact related to the routine transport, use, or disposal of hazardous materials.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 Impact. In 2021, a Phase I Environmental Site Assessment (ESA) was conducted for the Project site by Partner Engineering and Science, Inc. (Partner) (Appendix E). The Phase I ESA did not identify any recognized environmental conditions (RECs), controlled RECs, or historic RECs.

Construction

As described previously, construction of the proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the Project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs, such as silt fencing, fiber rolls, or gravel bags, vehicle and equipment maintenance, cleaning, and fueling, and fuel management, (through implementation of a required SWPPP implemented by County conditions of approval, and included as PPP HYD-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, including Code of Federal Regulations (CFR), Title 49, Chapter I; California Code of Regulations (CCR), Title 8; CFR, Title 40, Part 263, which are mandated by the County through construction permitting, the Project’s construction-related impacts would be less than significant.

Operation

As described previously, operation of the proposed RV and boat storage facility includes use of limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, aerosol cans, and propane. These types of hazardous materials are not acutely hazardous and are regulated by existing laws that have been implemented to reduce risks related to the use of these substances. For example, use of the aboveground propane storage tank is regulated by the CBC. Similarly, should any future business that occupies the Project site handle acutely hazardous materials, it would be required to file a Hazardous Materials Business Plan and receive a permit from the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. As a result, operation of the proposed Project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would 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?

No Impact. The County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan (July 2018) that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. The proposed Project would operate a RV and boat storage facility that would be permitted and approved in compliance with existing safety regulations, such as the CBC and California Fire Code (included in County Ordinance No. 457 and County Ordinance No. 787, respectively) to ensure that it would not conflict with implementation of the Multi-Jurisdictional Local Hazard Mitigation Plan.

Construction

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The proposed construction activities would occur within the Project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction of the roadway improvements along Willard Street, Winchester Road, and Haddock Street, the existing roadway portions would remain open to ensure adequate emergency access to the Project area and vicinity, and impacts related to interference with an adopted emergency response of evacuation plan during construction activities would not occur.

Operation

Operation of the proposed Project would also not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from Willard Street, which is adjacent to the project site. The Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with County Ordinances and the Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9. As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

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?

Less than Significant Impact. The closest school site is at the Winchester Elementary School, located at 28751 Winchester Rd, Winchester, CA 92596. The elementary school is located across Haddock Street, approximately 250 feet away from the Project site. Therefore, there is a school located within a 0.25 mile of the Project site.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be used for construction on the Project site and offsite roadways. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in Impact HAZ-1, use of the hazardous materials would be regulated by the DTSC, EPA, California Occupational Safety & Health Administration, and the SBCFD Hazardous Materials Division. Additionally, as discussed in Draft EIR Section 3, *Air Quality*, construction-related emissions would be regulated by SCAQMD Rules 401 and 403. Furthermore, to the maximum extent possible, construction vehicles accessing the sites would use truck routes away from the schools. Therefore, potential construction-related impacts at the schools caused by hazardous emissions and materials would be less than significant.

Operation

As discussed in Impact HAZ-1, hazardous materials typically used at the Project site may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, propane, wastewater, batteries, and used tires. These materials would be handled in accordance with applicable laws and regulations. If business operations exceed certain thresholds, the business would also be required to comply with Certified Unified Program Agencies (CUPA) permitting requirements and create a Business Emergency/Contingency Plan that addresses the safe handling, storage, and disposal of hazardous materials and actions to be taken in the event of hazardous materials spills, releases, and emergencies. The business would be required to install and maintain equipment and supplies for containing and cleaning up spills of hazardous materials. Workers would be trained to contain and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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cleanup spills and notify the Riverside County Fire Department and/or other appropriate emergency response agencies, as needed. Therefore, potential hazards would be contained within the proposed buildings.

Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Impact AQ-3, operational emissions of pollutant emissions from the proposed Project would not exceed established localized significance thresholds. Therefore, the use of hazardous materials and the generation of hazardous emissions within the Project site would not pose a significant hazard at nearby schools, and operational impacts would be less than significant.

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 Phase I ESA conducted database searches to determine if the Project area or any nearby properties are identified as currently having hazardous materials. The record searches determined that the Project site is not located on which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (Phase I 2021). As such, no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

22. Airports				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," GIS database

a) Result in an inconsistency with an Airport Master Plan?

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No Impact. The Hemet-Ryan Airport is located approximately 3.71 miles northeast of the Project site. The Project site is located outside of the Hemet-Ryan Airport influence area. Additionally, the Project site is located approximately 14 miles southeast of March Air Reserve Base (ARB). The Project site is located outside of the March ARB influence area. As a result, the Project would not result in an inconsistency with the Hemet-Ryan Airport Master Plan or March ARB Master Plan. There would be no impacts.

b) Require review by the Airport Land Use Commission?

No Impact. As described in the previous response, the Project site is located approximately 3.71 miles from the Hemet-Ryan Airport, which is the closest airport to the Project site. Additionally, the Project site is located 14 miles from March ARB, and outside of its influence area. As a result, the Project would not require review by the Airport Land Use Commission. There would be no impacts.

c) For a project 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, would the project result in a safety hazard for people residing or working in the project area?

No Impact. As described in the previous response, the Project site is located approximately 3.71 miles from the Hemet-Ryan Airport, which is the closest airport to the project site. Additionally, the Project site is not located within the Hemet-Ryan Airport land use plan. Due to the distance from the Hemet-Ryan Airport, safety impacts to people residing or working in the Project area related to the airport would not occur. There would be no impacts.

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 Project site is not located within the vicinity of a private airstrip and would not result in a safety hazard related to an airstrip for people residing or working in the Project area.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY	Would the project:			
23. Water Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
of a stream or river or through the addition of impervious surfaces?				
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone,” Riverside County Flood Control District Flood Hazard Report/ Condition, GIS database; Preliminary Water Quality Management Plan, 2021, prepared by Hzayen Design Group, Inc. (WQMP 2021) (Appendix F); Preliminary Hydrology Study, 2021, prepared by Hzayen Design Group, Inc. (HYDRO 2021) (Appendix G); Eastern Municipal Water District 2020 Urban Water Management Plan (UWMP 2020); Salt Creek Channel Area Drainage Plan, 1996, Riverside County Flood Control.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The Project site is within the Santa Ana Watershed Region of Riverside County, within the San Jacinto Sub-Watershed and under the jurisdiction of the Santa Ana RWQCB, which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the Santa Ana RWQCB are documented in its Basin Plan, and the regulatory program of the Santa Ana RWQCB is designed to minimize and control discharges to surface and groundwater, largely through permitting, such that water quality standards are effectively attained. Water quality standards are determined based on the identified beneficial use of the water body.

Salt Creek Channel is the receiving water for the Project site. The portion of the San Jacinto Sub-Watershed area covered within the Salt Creek Channel drainage area is approximately 89 square miles and includes 8.2 mile reach of Salt Creek extending southwesterly from Cawston Avenue in the City of Hemet to a point west of the community of Winchester near the intersection of Olive Avenue and Lindenberger Road. There is an existing catch basin at the southeastern portion of the Project site on Winchester Road. The storm water from the northerly side of the Project will sheet flow south and will be collected in the middle of the drive isle to the easterly property line where it discharges through a storm drain line connecting to the catch basin in Winchester Road (Winchester Master Drainage Plan Line F [Winchester Line F]). From the catch basin, Winchester Line F connects to Salt Creek Channel, an unlined natural bottomed channel, approximately 0.25 mile south of the Project site. Salt Creek

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Channel beneficial uses include water contact recreation (REC1), noncontact water recreation (REC2), warm freshwater habitat (WARM), and wildlife habitat (WILD). Salt Creek Channel does not currently include any listed water quality impairments or prescribed total maximum daily loads (TMDLs) pursuant to the CWA 303(d) list.

Construction

Construction of the proposed Project would require disturbance of soils onsite, which would loosen sediment, and have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff could wash into and pollute waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a grading and erosion control plan that is required by the Construction Activities General Permit (State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer, as discussed previously in Section 18. The SWPPP is required for plan check and approval by the County’s Building and Safety Division, prior to provision of permits for the Project, and would include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

Adherence to the existing requirements and implementation of the appropriate BMPs per the permitting process would ensure that activities associated with construction would not violate any water quality standards. The Project would be required to have an approved grading and erosion control plan and approval of a SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution, per County conditions of approval, which would be implemented during construction to protect water quality. As a result, impacts related to the degradation of water quality during construction of the proposed Project would be less than significant.

Operation

The existing Project site is vacant and mostly undeveloped with sparse vegetation. Post construction, the Project site would operate as a RV and Boat Storage facility. The proposed RV and boat storage facility would include a 1,200 SF prefabricated modular building adjacent to the facility entrance on Willard Street. The Project would also include construction of a 100 SF storage space with masonry walls and metal trussed roof and a propane filling area adjacent to the site entrance. The proposed Project includes approximately 12,078 square feet of ornamental landscaping, as shown in Figure 3-3, *Landscape Plan*. Additionally, the Project would include on and offsite roadway improvements along Winchester Road, Willard Street, and Haddock Street. Typical operational characteristics of the Project

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would include employees and customers traveling to and from the site, delivery of supplies to the site, drop off and pick up of RVs and boats onsite for storage, and related activities.

Project operation would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002 the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed landscaped areas would introduce planting media that will likely enhance the capability to store runoff on-site within the media. Some of the runoff will drain to nearby landscaping areas. Proposed Project LID includes implementation of two bioretention basins containing shrubs and gravel in the center and southern portions of the site. The Project would also include construction of a detention basin along Winchester Road. The proposed basins would provide pollutant removal and infiltration of the Project's stormwater runoff. The Project would also replace the existing catch basin on the western side of Winchester Road between Haddock Street and Finch Street and preserve the existing catch basin on the eastern side of Winchester Road above Finch Street. A catch basin filter insert would be implemented on Winchester Road. Non-structural operational BMPs would include sweeping the parking areas regularly to prevent accumulation of litter and debris, collecting debris from pressure washing areas to prevent entry into the storm drain system, and disposing of any wash water containing cleaning agent or degreaser to the sanitary sewer and not the storm drain.

With implementation of the operational source and treatment control BMPs that is outlined in the preliminary WQMP (Appendix F) that would be reviewed and approved by the County during the Project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

b) 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 proposed Project would not deplete groundwater supplies. The Eastern Municipal Water District (EMWD) provides water services to the Project site and vicinity, which receives a large portion of water from imported sources (UWMP 2020). The Project area overlies San Jacinto Basin and is managed through the West San Jacinto Groundwater Management Plan. The plan manages groundwater extraction, supply, and quality. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project would not pump water from the project area (as water supplies would be provided by EMWD), the proposed Project would not result in a substantial depletion of groundwater supplies.

Development of the proposed Project would result in the addition of impervious surface on the Project site. However, the Project site has very poor infiltration capability, approximately 0.1 to 0.2 inches per hour (Appendix G). The Project design includes two bioretention basins in the center and southern

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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portions of the site and a detention basin along Winchester Road that would capture and filter runoff. In addition, the Project includes installation of landscaping that would infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would have a less than significant impact.

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?

Less than Significant Impact. Development of the proposed Project would result in the addition of impervious surface on the Project site. The Project site does not include existing drainages, rivers, or streams and is approximately 0.25 mile north of Salt Creek Channel. Thus, direct impacts related to alteration of the course of a stream or channel would not occur. The Project site generally slopes from north to south. Currently, runoff from the Project site sheet flows from the north to the southeast corner of the Project site where an existing catch basin connects to storm drains beneath Winchester Road (HYDRO 2022). The proposed Project would maintain existing drainage patterns. In existing drainage conditions, Stormwater runoff would be conveyed to two bioretention basins and a detention basin containing gravel and shrubs to filter and infiltrate stormwater runoff. The three basins would be designed to capture a total of approximately 3,134 cubic feet of water. The Preliminary WQMP details that the storm drain facilities are sized adequately for 100-year storm event. Water that is not infiltrated will continue via storm drains from the bioretention areas to the existing catch basin within the southeast corner of the Project site. Offsite runoff along Haddock Street and Willard Street would be collected in self-retaining earthen swales and runoff along Winchester Road would be brought onsite to the detention basin along the eastern property line for filtration. A WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process and through conditions of approval. The WQMP would ensure BMPs are adequate to accommodate Project runoff. Therefore, the proposed Project would result in less than significant impacts related to alteration of the drainage pattern of the site or area.

d) Result in substantial erosion or siltation on-site or off-site?

Less than Significant Impact. As described previously, existing RWQCB and County regulations require the Project to implement a Project specific SWPPP during construction activities, included as PPP HYD-2, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion. In addition, the Project is required to implement a WQMP that would provide operational BMPs to ensure that operation of the RV and Boat Storage facility would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

e) 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. As detailed previously, runoff generated by the proposed Project would be conveyed to bioretention basins and a detention basin, which would filter, retain, and slowly discharge drainage into Winchester Line F, such that drainage would be controlled and would not result in an increase in runoff that could result in on or off-site flooding. In addition, a WQMP is required to be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process to ensure that the proposed Project would meet the stormwater control requirements. Therefore, the proposed Project would not increase the rate or amount of surface runoff in a manner which would result in flooding onsite or off-site, and impacts would be less than significant.

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?

Less than Significant Impact. As described previously, the runoff generated by the proposed Project would be conveyed to bioretention basins and a detention basin, which would filter, retain, and slowly discharge drainage into Winchester Line F. The basins have been sized to accommodate the anticipated flows, and would control drainage, such that it would not exceed the capacity of the stormwater drainage system. The Preliminary Hydrology Report details that the storm drain facilities are be sized adequately for 100-year storm event (HYDRO 2022). Thus, runoff from the Project site would not exceed the capacity of stormwater drainage systems.

In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process to ensure that the proposed Project would not provide additional sources of polluted runoff. As listed previously in Section 18, implementation of a WQMP during the County’s standard review and permitting process would result in less than significant impacts related to the stormwater drainage system and polluted runoff.

g) Impede or redirect flood flows?

Less than Significant Impact. The Project would develop an undeveloped vacant site into an RV and Boat Storage facility with associated infrastructure. Two bioretention basins would be implemented onsite and a detention basin would be constructed along Winchester Road that would retain and convey storm flows to the drainage system. According to the FEMA FIRM map (06065C2080H), the Project site is not located within a flood zone. Thus, the proposed Project would not impede or redirect flood flows, and no impacts would occur.

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

Less than Significant Impact. As described above, the Project is not located within a flood zone. Therefore, the Project would not potentially risk the release of pollutants due to project inundation. The Project site is located over 37 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project is not located within a tsunami zone and no impacts would occur. Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no water bodies near enough to the Project site to pose a flood hazard to the site resulting from a seiche. The nearest water body is the Diamond Valley Lake, which is located approximately two miles southeast of the Project site. Therefore, no seiche impacts would occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the County during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Also as described previously, the Project area overlies San Jacinto Basin and is managed through the West San Jacinto Groundwater Management Plan. The plan limits the allowable withdrawal of water from the basin by water purveyors. Additionally, the project would not pump water and water supplies would be provided by EMWD. Thus, the proposed project would not conflict with or obstruct a groundwater management plan, and no impacts would occur.

Plans, Programs, or Policies (PPPs)/Conditions of Approval:

PPP HYD-1: Comply with NPDES. Since this Project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans during the life of this permit.

PPP HYD-2: NPDES/SWPPP. Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:				
24. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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?

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Less than Significant Impact. The Project site is vacant and undeveloped. The site is surrounded by roadways, institutional uses, and single-family residences. The proposed Project would develop a RV and boat storage facility and associated infrastructure. The Riverside County General Plan Land Use Element designates the site for Commercial Retail uses (CR) which includes commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses. Furthermore, as shown in Table LU-1, the proposed Project would be consistent with applicable Riverside County General Plan Policies.

Table LU-1: General Plan Consistency

General Plan Policy	Project Consistency
Land Use Element	
LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers transportation systems, and fire/police/medical services. (AI 3, 4, 32, 74)	Consistent. As discussed in Sections 30-34, <i>Public Services</i> , the Project would not exceed the ability to provide adequate supporting infrastructure and services. The Project Applicant shall pay all development fees pursuant to Ordinance No. 659.
LU 5.3 Review all projects for consistency with individual urban water management plans (AI 3).	Consistent. As discussed in the Utilities Section, the Project would be consistent with the existing General Plan designation for the site, which informs the water demand projections in the Eastern Municipal Water District 2020 Urban Water Management Plan. As such, the Project would be consistent with the Urban Water Management Plan.
LU 7.1 Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3)	Consistent. As previously discussed, the Project site has a General Plan designation of Commercial Retail (CR). As outlined in the Project Description and Section 1, <i>Aesthetics</i> , the proposed Project would be consistent with the applicable development standards for the Commercial Retail designation.
LU 8.8 Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well landscaped work environments, and fit with the character of our varied communities. (AI 17, 19)	Consistent. The proposed Project would develop a RV and boat storage facility on a vacant site. The site is bordered by existing residential and institutional uses. Furthermore, as shown in Figure 3-2, <i>Elevations</i> , the proposed building would provide an attractive work environment.
LU 9.2 Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and federal and state regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act. (AI 3, 10)	Consistent. As discussed throughout this IS/MND, the proposed Project would be consistent with CEQA and would not result in significant impacts to the environment.
LU 9.6 If any area is classified by the State Geologist as an area that contains mineral deposits and is of regional or statewide significance, and Riverside County either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a) of Section 2761 of the Surface Mining and Reclamation Act,	Consistent. As discussed in Section 25, <i>Mineral Resources</i> , the Project site is located within Mineral Resource Zone 3, which indicates that information related to mineral deposits is unknown. Therefore, the Project would not impact known mineral deposits.

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or has otherwise not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the potential to extract minerals in that area, Riverside County shall prepare, in conjunction with its project CEQA documentation, a statement specifying its reason for permitting the proposed use, and shall forward a copy to the State Geologist and the State Mining and Geology Board for review.	
LU 10.1 Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities. (AI 3)	Consistent. As discussed in Sections 30-34, <i>Public Services</i> , the Project would not exceed the ability to provide adequate supporting infrastructure and services. The Project Applicant shall pay all development fees pursuant to Ordinance No. 659.
LU 11.1 Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting. (AI 1, 17)	Consistent. The proposed Project would generate short-term construction jobs and approximately 2 long-term jobs.
LU 11.2 Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools. (AI 3)	Consistent. As discussed in Section 1, <i>Aesthetics</i> , proposed buildings would be set back from residences to the west of the Project site. Additionally, as discussed in Section 6, <i>Air Quality</i> , emissions of criteria pollutants and diesel particulate matter from the proposed Project would be below SCAQMD thresholds.
LU 11.5 Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	Consistent. As described in Section 20, <i>Greenhouse Gas Emissions</i> , Project GHG emissions would be less than applicable SCAQMD and Riverside County Climate Action Plan Thresholds. Additionally, as demonstrated in Table GHG-2, the Project would be consistent with the Riverside County Climate Action Plan.
LU 13.2 Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	Consistent. The proposed Project would provide employment for 2 long-term employees. The proposed buildings would be easily accessible from Winchester Road.
LU 18.1 Ensure compliance with Riverside County's water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather-based controllers and utilize state-of-the-art water-efficient irrigation components.	Consistent. As shown in Figure 3-3, <i>Landscape Plan</i> , the proposed Project would provide drought-friendly, water-efficient landscaping throughout the Project site.
LU 29.1 Accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps. (AI 2, 6)	Consistent. As previously discussed, the Project site has a General Plan designation of Commercial Retail (CR). As outlined in the Project Description, the proposed Project would be consistent with the

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	applicable development standards for the Commercial Retail designation.
LU 29.7 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. (AI 3)	Consistent. As discussed in the Utilities Section, the proposed Project would be adequately served by existing water and sewer infrastructure. Additionally, as further in the Transportation Section, the Project would be within the capacity of surrounding roadways.
LU 29.9 Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area. (AI 3)	Consistent. As discussed in Section 1, Aesthetics, the Project would visually enhance the character of the surrounding area and would enhance visual appeal of the site through use of landscaping and architectural treatments.
Circulation Element	
<p>C 2.1 The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:</p> <p>LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: & Level of Service A qualitative measure describing the efficiency of traffic flow. Level of Service designations are used to describe the operating characteristics of the street system in terms of level of congestion or delay experienced by traffic. County of Riverside General Plan July 7, 2020 C-7 REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.</p> <p>LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.</p> <p>LOS E may be allowed by the Board of Supervisors within designated areas where transit-</p>	<p>Consistent. As discussed further in the Transportation Section, the proposed Project would generate 106 daily trips. Therefore, the Project screens out of preparing a Level of Service (LOS) analysis.</p>

oriented development and walkable communities are proposed.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)

C 2.2 Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)

C 2.3 Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements. (AI 3)

C 2.4 The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.

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

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

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auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	
C 3.9 Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.	Consistent. As shown on Figure 3-1, <i>Conceptual Site Plan</i> , the proposed buildings would be oriented so that loading dock areas are oriented away from adjacent residential development. Furthermore, the loading docks for Building 2 would be screened from views along Beck Street through the incorporation of landscaping and screen walls.
C 4.7 Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.	Consistent. The proposed Project would provide ADA compliant walkways within the site and would construct ADA compliant sidewalks along the Project's Willard Street, Winchester Road, and Haddock Street frontages.
C 5.3 Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping	Consistent. As shown on Figure 3-4, <i>Landscaping Plan</i> , the Project would include landscaping and trees along the Project perimeter, which would shield parking areas from offsite views.
C 6.7 Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts. (AI 105)	Consistent. As shown on Figure 3-1, <i>Conceptual Site Plan</i> , access to the Project site would be from the driveway along Willard Street. Furthermore, as analyzed in Section 27, <i>Noise Effects of the Project</i> , the proposed Project would not result in significant noise impacts to surrounding sensitive receptors.
Safety Element	
S 1.1 Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.	Consistent. The proposed Project would be consistent with the requirements set forth by the 2019 California Building Code, as verified through the plan check process.
S 2.2 Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings. (AI 81)	Consistent. As discussed previously, a Geotechnical Investigation was conducted for the proposed Project and is included as Appendix D. As demonstrated by the investigation, the proposed Project would not result in significant impacts related to geologic hazards.
S 2.6 Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically induced differential settlement.	Consistent. The proposed Project would be constructed and graded in compliance with the requirements set forth in the 2019 California Building Code and the Project-specific recommendations included in the Geotechnical Investigation.
Noise Element	
N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such	Consistent. As discussed further in Section 27, <i>Noise Effects of the Project</i> , a Noise Study, included as Appendix H, was prepared for the proposed Project. The Noise Study analyzed noise

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as setbacks, landscaping, or block walls shall be used. (AI 107)	levels associated with construction and operation of the proposed Project in relation to the County's applicable noise regulations. As shown, noise from the proposed Project would not exceed the County's noise standard.
N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys. (AI 106, 109)	
N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)	
N 1.6 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)	
N 1.8 Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses.	
N 3.5 Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise sensitive land uses. (AI 109)	
N 9.3 Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)	
N 9.4 Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)	
N 13.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)	
N 13.4 Require that all construction equipment utilizes noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (AI 105, 108)	
N 14.5 Consider the issue of adjacent residential land uses when designing and configuring all new, nonresidential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable. (AI 106, 107)	
<i>Air Quality Element</i>	
AQ 4.1 Require the use of all feasible building materials/methods which reduce emissions.	Consistent. The proposed Project would utilize standard building materials for construction. As shown in Section 6, <i>Air Quality</i> , the Project's construction air quality emissions would be less than applicable SCAQMD thresholds.

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	Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
AQ 4.2 Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.	Consistent. The proposed Project would comply with current CalGreen requirements for building energy efficiency.
AQ 4.5 Require stationary pollution sources to minimize the release of toxic pollutants through: Design features; Operating procedures; Preventive maintenance; Operator training; and Emergency response planning	Consistent. As shown in Section 6, <i>Air Quality</i> , the Project's operational emissions of criteria pollutants would be less than applicable SCAQMD thresholds. Furthermore, the Project would comply with SCAQMD Rule 1113, included as PPP AQ-3.
AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.	Consistent. The Project would adhere to applicable SCAQMD rules and control measures.
AQ 4.7 To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board	Consistent. As shown in Section 6, <i>Air Quality</i> , the Project's construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. As such, no mitigation is required to reduce air quality impacts. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
Healthy Community Element	
HC 5.5 When building sidewalks, ensure that they are sufficiently wide and clear of obstructions to facilitate pedestrian movement and access for the disabled	Consistent. The proposed Project would provide ADA compliant walkways within the site and would construct ADA compliant sidewalks along the Project's Willard Street, Winchester Road, and Haddock Street frontages.
HC 6.5 Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.	Consistent. The Project would provide short-term construction jobs during building construction and approximately 2 long-term jobs during operations.
HC 9.4 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	Consistent. The Project would include security lighting throughout the site and would include setbacks all property lines.
HC 14.2 When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.	Consistent. As shown in Section 6, <i>Air Quality</i> , the Project's construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
HC 14.3 When feasible incorporate design features into projects, including flood control and water quality basins, to minimize the harborage of vectors such as mosquitoes.	Consistent. As discussed in Section 23, <i>Water Quality Impacts</i> , the proposed Project would include landscaping to infiltrate stormwater and two biofiltration basins. As such, the Project would minimize areas that would contribute to the harborage of vectors such as mosquitos.

The site has a zoning designation of Rural Residential (R-R-1). As previously discussed, the proposed Project would require a zone change to General Commercial (C-1/C-P) in order to be consistent with the site's existing General Plan land use designation. County Ordinance No. 348 states that the C-1/C-

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P zone allows for trailer and boat storage with approval of a plot plan. Therefore, the proposed Project would be consistent with the site's General Plan land use and zoning designations, with approval of a zone change, and a conflict with a land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur from implementation of the Project. As such, 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)?

No Impact. As described in the previous response, the Project site is vacant and undeveloped. The site is surrounded by existing roadways, existing institutional uses, and single-family residences. As described in the previous response, the Project site is designated for Commercial Retail uses and the proposed Project is consistent with the planned land uses for the site. In addition, the Project does not involve development of new roadways or other infrastructure that could divide a community. While residential communities are located within the Project vicinity, the Project would not change the physical arrangement of the established community. Therefore, the proposed Project would not disrupt or divide the physical arrangement of an established community, and no impact would occur.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

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 Riverside County General Plan Figure OS-6 "Mineral Resources Area" identifies the Project site and vicinity as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. No mining activities occur within the Project site or within the surrounding project vicinity. Thus, impacts related to the loss of availability of a known mineral resource that would be of value to the region, or the residents of the state, would not occur from implementation of the proposed Project.

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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. The Riverside County General Plan Figure OS-6 “Mineral Resources Area” identifies the Project site as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. Thus, impacts related to the loss of availability of a mineral resource recovery site delineated on a land use plan would not occur from implementation of the proposed Project.

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

No Impact. There are no existing surface mines in the vicinity of the Project site. Thus, impacts related to incompatible land uses in mine areas, and impacts related to exposure to hazards from quarries or mines would not occur from implementation of the proposed Project.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:

26. Airport Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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?

Less than Significant Impact. The Hemet-Ryan Airport is located approximately 3.71 miles northeast of the Project site. The Project site is located outside of the 55 dBA CNEL noise level contour boundary of the airport and outside of the Hemet-Ryan Airport influence area. As the Project is located outside of the airport’s 55 dBA CNEL contour, the Project would not expose people residing or working in the project area to excessive noise levels. Additionally, the Project site is located approximately 14 miles southeast of March Air Reserve Base (ARB). The Project site is located outside of the 60 dBA CNEL noise level contour boundary of the ARB and outside of the March ARB influence area. Therefore, noise impacts related to the Hemet Ryan Airport and March ARB would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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. The Project site is not located within the vicinity of a private airstrip and would not result in excessive noise related to an airstrip. Therefore, no impacts would occur.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

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”); Acoustical Analysis Report, prepared by Eilar Associates, Inc., August 2021 (Eilar 2021), Appendix H.

County Noise and Vibration Standards

General Plan Noise Element Policy N 4.1: The exterior noise limit is not to be exceeded for a cumulative period of more than ten minutes in any hour of 65 dBA Leq for daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA Leq during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m.

General Plan Noise Element Policy N 16.3: Prohibit exposure of residential dwellings to perceptible ground vibration. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

Ordinance No. 847 Regulating Noise Section 2i, Construction Noise: Noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May.

a) Would the Project result in 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.

Construction

As described above, Riverside County Ordinance No. 847 Section 2i exempts construction noise between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. The Project would comply with the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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County’s construction hours regulations, as required by standard County Conditions of Approval. A construction-related noise level threshold is applied from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. Typically, the construction-related NIOSH noise level threshold of 80 dBA Leq is used for evaluating construction noise impacts. However, to provide a conservative analysis, the Noise Study prepared for the Project utilized a construction threshold of 75 dBA.

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: excavation and grading, building construction, architectural coating, and paving. Noise levels would be highest during the grading and excavation stage of construction. Noise levels generated by heavy construction equipment can range from approximately 72 dBA to 77 dBA when measured at 50 feet, as shown on Table N-1.

Table N-1: Construction Reference Noise Levels

Equipment	Duty Cycle (%) ¹	Noise Level at 50 ft (dBA)
Front Loader	40	72
Backhoe	40	74
Excavator	40	75
Water Truck	40	77

¹Duty cycle information was provided by the Federal Highway Administration.
Source: Eilar Associates, Inc., 2021

For the purposes of the Noise Study, the closest off-site sensitive receiver to the Project site are the existing homes to the west, located approximately 170 feet from the center of the Project site. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. As discussed in the Noise Study, calculations show that at the closest off-site sensitive receptor, construction equipment noise levels are expected to be 66 dBA over an average workday during grading and excavation. As construction noise levels would be less than the 75 dBA noise limit, noise impacts during Project construction would be less than significant.

Operation

The Noise Impact Analysis describes that the background ambient noise levels in the Project area are dominated by transportation related noise along Winchester Road. The 24-hour noise level measurement completed for the Noise Study, as shown in Table N-2, shows that the existing 24-hour ambient noise in the Project area is between 51.6 and 67.7 dBA Leq.

Table N-2: Existing Ambient Noise Levels

Date	Time	Hourly Average Noise Level (dBA Leq)
July 12, 2021	10 am – 11 am	64.6
	11 am – 12 pm	60.8
	12 pm – 1 pm	60.8
	1 pm – 2 pm	62.2

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	2 pm – 3 pm	61.5
	3 pm – 4 pm	62.6
	4 pm – 5 pm	63.8
	5 pm – 6 pm	62.2
	6 pm – 7 pm	62.4
	7 pm – 8 pm	61.3
	8 pm – 9 pm	60.0
	9 pm – 10 pm	59.3
	10 pm – 11 pm	57.9
	11 pm – 12 am	54.3
	12 am – 1 am	52.9
July 13, 2021	1 am – 2 am	51.6
	2 am – 3 am	52.6
	3 am – 4 am	54.9
	4 am – 5 am	60.2
	5 am – 6 am	64.3
	6 am – 7 am	64.3
	7 am – 8 am	63.0
	8 am – 9 am	61.4
	9 am – 10 am	60.2
	10 am – 11 am	60.0
	11 am – 12 pm	59.6
	12 pm – 1 pm	67.7
	1 pm – 2 pm	62.3
	2 pm – 3 pm	63.9
3 pm – 4 pm	64.3	
4 pm – 5 pm	62.4	

Source: Eilar Associates, Inc., 2021

Onsite Operational Noise. The General Plan Noise Element establishes a noise standard for sensitive uses of 45 dBA Leq between 10:00 p.m. and 7:00 a.m. and 65 dBA Leq between 7:00 a.m. and 10:00 p.m. The Noise Study prepared for the Project evaluated potential impacts to ambient noise levels at the nearest sensitive receptors resulting from the proposed onsite noise sources such as air compressors and roof-top air conditioning units (Eilar 2021). Calculations of the mechanical equipment noise levels included shielding provided by the proposed building, the proposed 9-foot-high property line wall, and the 6-foot concrete compressor enclosure. As shown in Table N-3, the noise levels generated by the Project would be less than the 65 dBA daytime maximum noise level and the 45 dBA nighttime maximum noise level at the closest sensitive receptors. Therefore, noise generated from operation of the proposed Project would not exceed noise standards and would be less than significant.

Table N-3: Project Onsite Operational Noise Levels

Receiver	Receiver Location	Noise Limit (dBA Leq)		Mechanical Equipment Noise Level (dBA Leq)	
		Day	Night	Day	Night
R1	32925 Willard Street	65	45	49.2	39.0
R2	32910 Willard Street	65	45	51.4	35.4
R3	32940 Willard Street	65	45	49.8	37.8
R4	32945 Willard Street	65	45	58.0	27.4

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Source: Eilar Associates, Inc., 2021

Off-Site Traffic Noise. The proposed Project would generate traffic related noise from operation. The proposed Project provides access from Willard Street. Modeling of vehicular noise on area roadways was conducted in the Noise Study (Appendix H). The tables below provide a summary of the exterior traffic noise levels for the 5 study area roadway segments in the without and with Project conditions.

With operation of the Project in the existing plus Project condition, Table N-4 shows that noise would range from 47.5 to 64.9 CNEL. As the existing ambient noise levels at all receiver locations are less than 65 dBA, the increase threshold at receiver locations would be limited to 3 dBA of noise level increase. Implementation of the proposed Project would generate a noise level increase of up to 1.1 on the study area roadway segments, which is less than the increase thresholds. Thus, off-site traffic noise impacts would be less than significant.

Table N-4: Project Off-Site Traffic Noise

Receiver	Receiver Location	Traffic Noise Impacts (CNEL)			Increase Threshold
		Existing	Existing plus Project	Noise Level Increase	
R5	32925 Willard Street	50.5	50.7	0.2	+3 dBA
R6	32945/32955 Willard Street	54.4	54.7	0.3	+3 dBA
R7	32952 Willard Street	54.4	55.5	1.1	+3 dBA
R8	28604 Winchester Road	64.8	64.9	0.1	+3 dBA
R9	33008 Haddock Road	61.5	61.6	0.1	+3 dBA
R10	28751 Winchester Road	63.7	63.8	0.1	+3 dBA
R11	28751 Winchester Road	50.8	49.5	-1.3 ¹	+3 dBA
R12	32902 Haddock Street	50.4	47.5	-2.9 ¹	+3 dBA

Notes:

¹ Proposed Project structures are expected to provide some shielding from traffic noise to receivers R11 and R12. For this reason, calculation show that traffic noise levels decrease at these receivers in the Existing plus Project condition.

Source: Eilar Associates, Inc., 2021

b) Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Less than Significant Impact.

Construction

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

According to the Caltrans Transportation and Construction Vibration Guidance Manual, the appropriate threshold for damage to modern residential structures is a PPV of 0.5 inches/second. Annoyance is assessed based on levels of perception, with a PPV of 0.01 being considered “barely perceptible,” 0.04 inches/second as “distinctly perceptible,” 0.1 inches/second as “strongly perceptible,” and 0.4 inches/second as “severe.”

The Noise Study prepared for the Project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-5, at approximately 25 feet, a large bulldozer would

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create a vibration level of 0.089 inch per second PPV. Therefore, vibration impacts from the vibratory roller could potentially cause minor structural damage when the equipment is operating within 15 feet of nearby offsite structures and would create vibration that is “distinctly perceptible” at a distance of 75 feet from the nearby receivers. Therefore, MM NOI-1 is included to prohibit the use of a vibratory roller within 75 feet of offsite structures. With implementation of MM NOI-1, vibration levels would be below applicable thresholds. As such, construction vibration impacts would be less than significant with inclusion of MM NOI-1.

Table N-5: Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L _v) at 25 feet
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration, May 2018.

Operation

Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Truck activities would occur onsite as near as 30 feet from the homes to the north. Based on typical propagation rates, the vibration level at the nearest proposed homes would be 0.009 inch per second PPV. Therefore, vibration created from operation of the proposed Project would be within the 0.25 inch per second PPV threshold of detailed above. As such, impacts would be less than significant.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation:

MM NOI-1: The Project construction plans and specifications shall state that operation of vibratory rollers shall not occur within 75 feet of any offsite structure in order to limit construction-related vibration levels at the nearby residences.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-8 “Paleontological Sensitivity,” Paleontological Resource Impact Mitigation Program (“PRIMP”) Report, Brian Smith and Associates, Inc., September 14, 2021 (PALEO 2021), Appendix I.

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a) Would the Project Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?

Less than Significant with Mitigation. The Project would consist of a RV and boat storage facility. Earthmoving activities, including grading and trenching activities, would have the potential to disturb previously unknown paleontological resources if earthmoving activities occur at substantial, undisturbed depths. The Paleontological Resource Impact Mitigation Program describes that the Project site is underlain by old alluvial fan deposits, which has a high paleontological sensitivity. Additionally, the Project site is mapped by the County of Riverside as being within a high potential zone (“High B”) for paleontological sensitivity. The category “High B” indicates that fossils are likely to be encountered four feet below the surface and may be impacted during excavation by construction activities. These zones are categorized by the County as rock units that have yielded vertebrate or significant invertebrate, plant, or trace fossils in the past. As a result, Mitigation Measure PAL-1 is included to require that any substantial excavations below four feet be monitored to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation:

MM PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the applicant shall provide a letter to the County of Riverside Planning Department, or designee, from a professional paleontologist, stating that a qualified paleontologist has been retained to provide services for the Project. The draft Paleontological Resources Impact Mitigation Plan (PRIMP), included herein as Appendix I, shall be provided to the County for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. As described in the PRIMP, paleontological monitoring shall be required for excavation below four feet below ground surface.

All mass grading, excavation, drilling, and trenching activities within undisturbed Pleistocene old alluvial fan deposits (Qofa) at the Project, starting at a depth of four feet below the surface, are to be monitored full-time for paleontological resources. Prior to initiation of any grading, drilling, and/or excavation activities, a preconstruction meeting will be held and attended by the paleontologist of record, representatives of the grading contractor and subcontractors, the project owner or developer, and a representative of the lead agency. The nature of potential paleontological resources shall be discussed, as well as the protocol that is to be implemented following discovery of any fossiliferous materials. Monitoring of any potential artificial fill or disturbed soils is not required.

In the field, the paleontological monitors have the authority and responsibility to halt or divert grading operations. The paleontological principal investigator shall notify the County of Riverside of any fossil discoveries by email and/or phone call.

Paleontological salvage during trenching activities is typically from the trench spoils and does not delay the trenching activity. Fossils encountered during earth-disturbing activities will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. On mass grading projects, any discovered fossil site is protected by flagging to prevent it from being overrun by earthmovers (scrapers) before salvage begins. All grading activities within 50 feet of the discovery site should be suspended until fossil recovery has been completed. Fossils are collected in a similar

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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manner, with notes and photographs being taken before removing fossils. If the site involves a large terrestrial vertebrate, for example, large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a field crew will be sent to the site to excavate around the find, encase the discovery within a plaster jacket, and remove it after the plaster has set. For large fossils, use of the contractor's construction equipment is solicited to remove the jacket to a safe location. It sometimes happens that fossils are found by construction workers when a paleontological monitor is not on-site or is occupied elsewhere on a grading project. In such cases, all work should be halted within 50 feet of the discovery location until it can be properly evaluated by the paleontological monitor or professional paleontologist.

Sediments containing small invertebrate and/or vertebrate fossils are considered just as important as larger fossils and will always be collected (see below). When vertebrate fossil remains are recovered, additional sediment samples will be taken from the same location to process for micro-vertebrate specimens.

Isolated fossils will be collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, and the site will be photographed before it is vacated, and the fossils are removed to a safe place. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained by one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry-screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For micro-vertebrate fossils, the standard test is usually the observed presence of small pieces of bone within the sediments. If bone is present, as many as 20 to 40 five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment. If, after five buckets have been wet-screened and have failed to yield any micro-vertebrate or other fossil material under microscopic examination, then this process can be terminated. In the laboratory, any recovered fossils are cleaned of extraneous matrix, any breaks are repaired, and the specimen, if necessary, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).

Fossils will be identified by an adjunct invertebrate or vertebrate paleontology specialist, depending on the group of fossils needing identification (e.g., mollusks, reptiles, birds, mammals, or fish). Standard museum curation steps will be utilized by, or under the direct supervision of, the principal investigator, who has nine years of paleontological curatorial experience. Curation steps include cleaning, preparing, sorting, identifying, painting, numbering, and labeling all specimens before submittal to the receiving institution.

Pursuant to the County of Riverside's "SABER" Policy, paleontological materials (fossils) found in Riverside County should, by preference, be directed to the Western Science Center in Hemet, California. A written agreement between the Project developer and the preferred archival institution should be in hand before grading begins. The Project owner/developer will assume financial responsibility for any institutional curation fees for the Project.

A final written report will be produced by the Project paleontologist and submitted to the County of Riverside geologist at the conclusion of grading activities for the project. The report will include sections on general background information, previous studies (both geologic and palaeontologic), results of findings and analysis, discussion of all recovered fossils, a fossil list identified to the lowest taxonomic level possible, a list of references cited, index and locality maps, and graphics to show the locations of all fossil localities. A letter documenting the receipt and acceptance of the fossil collections by the

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receiving institution must be included in the final report, a copy of which is to be archived with the fossil collection. If fossils are not recovered during the Project, the final report will be in a shortened letter format.

Monitoring: Paleontological monitoring of all mass grading, excavation, drilling, and trenching activities within undisturbed Pleistocene old alluvial fan deposits (Qofa) at the project, starting at a depth of four feet below the surface, are to be monitored full-time for paleontological resources, as outlined above in **MM PAL-1**.

POPULATION AND HOUSING Would the project:				
29. Housing				
a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials, GIS database, Riverside County General Plan Housing Element; California Department of Finance, Demographics Estimates, accessed December 23, 2021, <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>; California Employment Development Department, Riverside County Profile, accessed December 23, 2021, <https://www.labormarketinfo.edd.ca.gov/geography/riverside-county.html>.

a) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. The Project site currently consists of vacant and undeveloped yet disturbed land. No housing currently occupies or is planned to occupy the Project site. The Project site has a General Plan Land Use designation of Commercial Retail (CR). The Riverside County General Plan states that the CR land use designation is intended for supporting the development of local and regional serving retail and service uses.

In addition, there is sufficient vacant housing available within the region. According to the State Department of Finance, in January of 2021 the County of Riverside was reported to have a vacancy rate of 13 percent, the City of Perris 6.4 percent, the City of Hemet 13.2 percent, the City of Moreno Valley 6.1 percent, and the City of Menifee 6.5 percent. Due to the ample amount of available housing, the proposed Project would not necessitate the construction of replacement housing. Therefore, impacts would be less than significant.

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?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact. The proposed Project would include the construction of an approximately 1,200 SF office building, 217 RV and boat storage stalls, ornamental landscaping, a propane station, and associated infrastructure. According to the Project applicant, Project operation would require 2 employees. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of Riverside County in August 2021 was 7.6 percent, the City of Perris was 9.0 percent, City of Hemet was 10.4 percent, City of Moreno Valley was 8.1 percent, and the City of Menifee was at 7.8 percent (State Employment Development Department, September 2021). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing.

In addition, should the Project require employees to relocate to the area for work, there is sufficient vacant housing available within the region. As discussed above, the County of Riverside had a vacancy rate of 13 percent, the City of Perris was 6.4 percent, City of Hemet was 13.2 percent, City of Moreno Valley was 6.1 percent, and the City of Menifee was 6.5 percent, in January 2021 (State Department of Finance 2021). Thus, the proposed Project would not create a demand for any housing, including housing affordable to households earning 80 percent or less of the County’s median income. Impacts would be less than significant.

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. As discussed above, the 2 employees that would work at the proposed Project are anticipated to come from within the region. Any employees relocating for Project related employment would be accommodated by the existing vacant housing in the region. Furthermore, the Project site has been planned for commercial retail uses, which are consistent with the proposed Project. This land use designation under the County General Plan allows for development of projects that result in employment generation. Thus, direct impacts related to population growth in an area would be less than significant.

The Project would include roadway improvements to existing roadways. However, the proposed Project would not include the extension of roads or infrastructure. The Project would be served by the adjacent roadway system and utilities would be provided by the existing infrastructure located in adjacent roadways, with the exception of the proposed septic tank. Therefore, the proposed Project would not extend roads or other infrastructure that could indirectly induce population growth. Both direct and indirect impacts related to population growth would be less than significant.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

30. Fire Services

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County General Plan Safety Element

- a) **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 is located within 4 miles of two Riverside County Fire Stations, listed below:

- Riverside County Fire Dept. Station 34, located at 32655 Haddock Street, is located just one third (0.33) of a mile from the Project site
- Riverside County Fire Station 76, located at 29950 Menifee Rd, Menifee, CA 92584, 4.0 miles from the Project site

Implementation of the proposed Project would be required to adhere to the California Fire Code, as included in the Riverside County Ordinance No. 787, Fire Code and would be reviewed by the County’s Department of Building and Safety to ensure that the project plans meet the fire protection requirements.

The new office and vehicle storage facility and the 2-employee increase that would occur from implementation of the proposed Project would result in a nominal increase in demand for fire protection and emergency medical services. In addition, there are two existing fire stations within 4 miles of the Project site that currently serve the Project vicinity; the closest station is just one third of a mile from the Project site. The increase in fire service demands from the Project would not require construction of a new or physically altered fire station that could cause environmental impacts. Therefore, impacts related to fire protection services would be less than significant.

In addition, Riverside County Ordinance No. 659, included as PPP PS-1, sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes imposing development impact fees for fire facilities for every acre of new industrial use. Overall, impacts related to fire services would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-1: Ordinance No. 659. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects, and it establishes the authorized uses of the fees collected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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31. Sheriff Services

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

- a) **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 Project site is located 9.75 miles from the Riverside County Sherriff Station in the City of Perris (137 N. Perris Boulevard), which currently serves the Project region. The Project would result in additional onsite employees and goods that could create the need for sheriff services. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the industrial warehouses may generate a typical range of sheriff service calls, such as burglaries, thefts, and employee disturbances. Pursuant to the County’s existing permitting process, the Sheriff’s Department would review and approve the site plans to ensure that crime prevention and emergency access measures are incorporated appropriately to provide a safe environment.

The need for law enforcement services from the Project would not result in the need for, new or physically altered sheriff facilities. Thus, impacts related to sheriff services would be less than significant.

In addition, Riverside County Ordinance No. 659, included as PPP PS-1, sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes imposing development impact fees for sheriff facilities per every acre of new and industrial use. Overall, impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-1: Ordinance No. 659: Listed previously in 30, *Fire Services*.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): School District correspondence, GIS database

- a) **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 school services?**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact. The proposed Project facility would include an approximately 1,200 SF office building, 217 RV and boat storage stalls, ornamental landscaping, a propane station, and associated infrastructure. The Project would not directly generate students. As described previously, the proposed Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region. Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees, included in PPP PS-2, are collected by school districts at the time of issuance of building permits for development projects. Pursuant to Government Code Section 65995 applicants shall pay developer fees to the appropriate school districts at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts. As a result, impacts related to school facilities would be less than significant with the Government Code required fee payments.

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-2: Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Val Verde Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries

Source(s): Riverside County General Plan

- a) **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 library services?**

Less than Significant Impact. The Project would develop and operate an office and vehicle storage facility that would not generate a substantial new population to utilize libraries. As described previously, the employees needed to operate the proposed Project are anticipated to come from the Project region and commute to the project site; and generation of substantial usage of library facilities is not anticipated to occur. Therefore, impacts would be less than significant.

Additionally, Riverside County Ordinance No. 659, included as PPP PS-1, sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes imposing development impact fees for library facilities per every acre of new industrial use.

Plans, Programs, or Policies/Conditions of Approval:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PPP PS-1: Ordinance No. 659: Listed previously in 30, *Fire Services*.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

- a) **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?**

Less than Significant Impact. The Project would develop and operate an office and vehicle storage facility that would not generate a substantial new population requiring additional health services. As described previously, the employees needed to operate the proposed project are anticipated to come from the project region and commute to the Project site, and substantial in-migration of employees that could generate substantial need for health services is not anticipated to occur.

There could be a nominal increase in health service needs within the area during construction and operation. In the event that services are needed, health service facilities are available near the Project site. The Menifee Global Medical Center, located at 28400 McCall Blvd, Menifee, CA 92585, is approximately 4.8 miles from the Project site. In addition, the Vitality Medical Group, located at 901 S State St Suite 100, Hemet, CA 92543, is approximately 6.7 miles from the Project site. As the Project employees likely would already reside in the Project region, the Project would create no substantial increase in medical needs, impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 35. Parks and Recreation | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review, California Government Code Section 66477

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?

Less than Significant Impact. The Project would consist of a vehicle storage facility and associated office space and infrastructure that would not that would not directly generate a substantial new population, and thus would not require new park or recreational facilities. As described previously, the 2 employees needed to operate the proposed Project are anticipated to come from the labor force in the surrounding area. Thus, the proposed Project would not generate a need for construction or expansion of recreational facilities. Impacts would be less than significant.

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?

Less than Significant Impact. As described previously, the proposed Project consists of a vehicle storage facility and associated office space and infrastructure that would not that would not directly result in an influx of new residents. Additionally, the 2 employees needed to operate the Project are anticipated to come from the unemployed labor force in the region. The proposed Project would not generate an increase in residential use of the existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts would be less than significant.

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 site is located within Community Service Area (CSA) 146, which is the Lakeview/Nuevo/Romoland/Homeland County Service Area.

The Quimby Act, Section 66477 of the California Government Code, allows the County to require parkland dedications to three acres per 1,000 residents. As previously discussed, the Project would not generate any new residents, and the Project would not include the development of any new recreational land. Thus, it would not affect any ratio of residents to recreational land required within the area. No associated Quimby fees would be applicable, and no impacts related to recreation would occur from implementation of the proposed Project.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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36. Recreational Trails

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

Source(s): Riverside County General Plan Figure C-6 Trails and Bikeway System

a) Would the Project include the construction or expansion of a trail system?

Less than Significant Impact. The proposed Project consists of a vehicle storage facility and associated office space and infrastructure that would not include the construction or expansion of a trail system. As described previously, the proposed Project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed facility are anticipated to come from the labor force in the region. Thus, the proposed Project would not generate a substantial population increase that would use or require recreational trails, and impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:

37. Transportation

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- b. Conflict 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): Riverside County General Plan; Trip Generation and VMT and Traffic Analysis Assessment, Prepared by Rick Engineering Company, August 19, 2021 (TRAF 2021), Appendix J.

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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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General Plan Policy C 2.1 As described in the Riverside County General Plan Policy C 2.1, LOS D shall apply to all intersections located within the Harvest Valley/Winchester Area Plan. As such, development proposals shall review potential impacts to intersections in the Harvest Valley/Winchester Area Plan. Thus, the LOS threshold is at intersections is LOS D.

This is an existing requirement under the General Plan and related to General Plan consistency. Based on updates to the State CEQA Guidelines, LOS is no longer deemed a physical environmental impact under CEQA. As such, the below discussion is included for informational purposes only.

Operation

Table T-1 identifies the number of trips that would be generated by the Project. As shown, the Project would generate 106 daily trips including 6 AM peak hour and 10 PM peak hour trips. As the Project would generate less than 100 peak hour trips, it does not require preparation of a Level of Service (LOS) analysis.

Table T-1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
Storage	Acres	30	0.03	0.03	0.06	0.09	0.045	0.045
<i>Proposed Project Trip Generation (Total Vehicles)</i>								
Project	3.53 Acres	106	3	3	6	5	5	10

Source: Rick Engineering, 2021 (Appendix J)

¹ Trip rates from SANDAG's Not So Brief Guide of Vehicular Traffic Generation Rates

Construction

Construction activities of the Project would generate vehicular trips from construction workers traveling to and from project site, delivery of construction supplies and import materials to, and export of debris from the Project site. However, these activities would only occur for a period of 6 months. The increase of trips during construction activities would be limited and would likely not exceed the number of operational trips.

Alternative Transportation

The Riverside Transit Agency (RTA) does not operate any bus stops or bus routes within the vicinity of the Project. Furthermore, no bike lanes exist within the Project vicinity. Additionally, the Project would include a sidewalk along the Willard Street, Winchester Road, and Haddock Street frontages. The proposed Project would improve the existing pedestrian access to nearby locations. Therefore, the proposed Project would also not conflict with pedestrian facilities. Overall, Project impacts to transit, bicycle, and pedestrian facilities would be less than significant.

b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the State CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the State CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

The County of Riverside Transportation Department’s *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* were adopted in December 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. Small Projects: This applies to projects with low trip generation (110 trips per day), or projects that have GHG emissions that are less than 3,000 metric tons of Carbon Dioxide Equivalent (MTCO_{2e}) per year.
2. Projects Near High Quality Transit: Projects which are located within a Transit Priority Area (TPA) are presumed to have a less than significant impact on VMT and therefore would not need to prepare a full VMT analysis.
3. Local Serving Retail: Retail that does not exceed 50,000 sf
4. Affordable Housing: Residential Projects that have a high percentage of affordable housing.
5. Local Essential Services: Projects that include Day Care, Public School, and Police or Fire facilities.
6. Map Based Screening: Areas of development that is under threshold as shown on a screening map.
7. Redevelopment projects: Projects that replace existing land uses with an existing VMT that is higher than the proposed project.

The Project meets the first screening threshold for a small Project because it would generate less than 3,000 MTCO_{2e} per year from Project operation, as shown in Section 20, *Greenhouse Gas Emissions*, of this IS/MND. Additionally, as discussed in the VMT Screening Analysis, the Project is anticipated to generate 106 daily trips, which would be below the 110 daily trip screening threshold. Therefore, the project would meet the small project screening criteria, and project impacts related to VMT would be less than significant.

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)?

No Impact. The proposed Project includes construction and operation of a RV and boat storage facility. There are no proposed uses that would be incompatible. The Project would also not increase any hazards related to a design feature. Operation of the proposed Project would involve passenger vehicles, RVs, and vehicles hauling boats entering and exiting the Project site from Willard Street for access to the storage spaces via the 26-foot-wide southern driveway that is designed to accommodate RVs and vehicles hauling boats. The onsite circulation design prepared for the Project provides fire

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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truck accessibility and turning ability throughout the site. Thus, no impacts related to vehicular circulation design features would occur from the proposed Project.

d) Would the Project cause an effect upon, or a need for new or altered maintenance of roads?

No Impact. The proposed Project would not result in the altered need for road maintenance; however, as described above, the proposed Project would generate 106 new daily trips, which would contribute to the need for regular maintenance of roads. To provide for public facility maintenance needs, Riverside County Ordinance No. 659, included as PPP PS-1, sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and traffic signal improvements, which are levied per every acre of new commercial use. In addition, the property taxes and revenue generated from the proposed uses on the Project site would support regular road maintenance. Thus, the Project would provide funding for future roadway maintenance needs, and impacts would not occur.

e) Would the Project cause an effect upon circulation during the project’s construction?

Less than Significant. As described in Response 37(a), construction activities of the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to, and export of debris from the Project site. However, these activities would only occur for a period of 6 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips, which as detailed previously, would not result in a significant impact related to traffic. Additionally, the roadway improvements to Willard Avenue, Winchester Road, and Haddock Street and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Willard Avenue, Winchester Road, and Haddock Street for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the County’s permitting process. Therefore, the short-term vehicle trips from construction of the Project would be less than significant.

f) Would the Project result in inadequate emergency access or access to nearby uses?

No Impact.
Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the roadway improvements along Willard Street, Winchester Road, and Haddock Street, the existing roadway portions would remain open to ensure adequate emergency access to the Project area and vicinity, and impacts related to inadequate emergency access during construction activities would not occur.

Operation

Operation of the proposed Project would also not result in inadequate emergency access or access to nearby uses. Direct access to the Project site would be provided from Willard Street, which is adjacent to the Project site. The Project is also required to design and construct internal access and provide fire

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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suppression facilities (e.g., hydrants and sprinklers) in conformance with County Ordinances and the Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As part of internal emergency access, the Project includes a 26-foot wide fire lane to ensure adequate emergency access. As a result, the proposed Project would not result in inadequate emergency access or access to nearby uses, and no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-1: Ordinance No. 659: Listed previously in 30, *Fire Services*.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Include the construction or expansion of a bike system or bike lanes?				

Source(s): Riverside County General Plan

a) Would the Project include the construction or expansion of a bike system or bike lanes?

No Impact. The proposed Project consists of a RV and boat storage facility and does not include the construction or expansion of a bike system or bike lanes. As described previously, the proposed Project is not anticipated to result in an influx of new residents, as the two employees needed to operate the proposed facility are anticipated to come from the unemployed labor force in the region. Thus, the proposed Project would not generate a substantial population that would use or require a bike system or bike lanes, and impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
39. Tribal Cultural Resources				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): County Archaeologist, AB52 Tribal Consultation

- 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)?**

Less than Significant Impact. Assembly Bill (AB) 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources (TCRs). TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). To identify if any tribal cultural resources are potentially located within the Project site, a Sacred Lands File Search was requested from the Native American Heritage Commission (NAHC) on June 24, 2021. The SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within a 1-mile radius of the Project area. The NAHC responded on June 24, 2021, stating that there are no known sacred lands within a 1-mile radius of the Project area. The NAHC requested that 10 Native American tribes or individuals be contacted for further information regarding the Project area and vicinity. Thus, letters were sent on September 23, 2021 to these individuals and five responses were received.

As described in Section 8, *Cultural Resources*, the Phase I Cultural Resources Assessment did not identify any previously recorded resources within the Project site. Additionally, 52 cultural resources have been previously recorded within a 1-mile radius of the Project site. Thus, the potential exists to expose previously unknown TCRs during construction. As such, MM TCR-1 requires a Native American Monitor to be present for all initial ground disturbing activities, and have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of resources. With implementation of MM TCR-1, impacts to a tribal cultural resource would 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.)**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact. In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

- 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- 2) Associated with the lives of persons important to local, California or national history;
- 3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The Project site does not meet any of the criteria listed above from PRC Section 5024.1(c). As described in the previous response, there are no resources onsite that meet the criteria for the CRHR. All Native Tribal organizations recommended for consultation were contacted, including the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, the Santa Rosa Band of Cahuilla Indians, the Ramona Band of Cahuilla, the Cahuilla Band of Indians the Pala Band of Mission Indians, and the Quechan Indian Nation. No response was received from the Cahuilla Band of Indians, Colorado River Indian Tribes, Pala Band of Mission Indians, Ramona Band of Cahuilla Indians, and Santa Rosa Band of Cahuilla Indians. The Quechan Indian Nation deferred to closer tribes. Consultation was requested by the Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, Soboba Band of Luiseño Indians, and Agua Caliente Band of Cahuilla Indians.

The Pechanga Band of Luiseño Indians responded in an email dated October 25, 2021 requesting consultation. The band told the Riverside County Planning Department that the Project area is part of 'Ataxum (Luiseño), and therefore, part of the Tribe's aboriginal territory as evidenced by the existence of cultural resources, named places, tóota yixélval (rock art, pictographs, petroglyphs), and an extensive 'Ataxum artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to the area. Consultation was initiated on December 17, 2021.

The Rincon Band of Luiseño Indians responded in an email letter dated November 10, 2021. The Tribe was provided the Cultural Resources Assessment and conditions for the Project. Consultation with the Tribe was concluded on March 1, 2021.

The Agua Caliente Band of Cahuilla Indians (ACBCI) responded in an email letter dated October 29, 2021. The Tribe told the Riverside County Planning Department that the Project is located within their Traditional Use Area. Consultation with the Tribe was concluded on December 21, 2021.

As described in Section 8, *Cultural Resources*, the Phase I Cultural Resources Assessment did not identify any previously recorded resources within the Project site. Additionally, 52 cultural resources have been previously recorded within a 1-mile radius of the Project site. Thus, the potential exists to expose previously unknown TCRs during construction. As such, MM TCR-1 requires retention of a Native American Monitor from one of the consulting tribes to be present for all initial ground disturbing activities, and have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of resources. With implementation of MM TCR-1, impacts to a tribal cultural resource would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As discussed in the Cultural Resources, Item 9, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, included as MM CUL-2) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation:

MM TCR-1: Native American Monitor. Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

MM CUL-3, as listed in Section 8, *Cultural Resources*.

Monitoring: Monitoring pursuant to MM TCR-1.

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): Eastern Municipal Water District 2020 Urban Water Management Plan (UWMP 2020). Eastern Municipal Water District Sanitary Sewer System Planning & Design Guide (EMWD 2006); County of Riverside General Plan Draft Environmental Impact Report, 2015.

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?

Less than Significant Impact.

Water Infrastructure

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed RV and boat storage facility would include a 1,200 SF prefabricated modular building adjacent to the facility entrance on Willard Street. The approximately 15-foot-tall office building would be utilized for the purchase and sale of RV supplies, a computer room, security room, washing facilities, storage, and associated infrastructure. The Project applicant would install onsite water lines that would connect to the existing water lines in Willard Street. Installation of the onsite water infrastructure and connection to the existing water supply lines is part of construction of the proposed Project would not result in any physical environmental effects beyond those described throughout this document.

The Eastern Municipal Water District (EMWD) provides water supplies to the Project area. In addition to treated water that is delivered to EMWD by the Metropolitan Water District, EMWD operates two microfiltration plants that filter raw imported water to achieve potable water standards. The two treatment plants, the Perris Water Filtration Plant and the Hemet Water Filtration Plant, are located in Perris and Hemet, respectively. These two water treatment plants provide a portion of the water supplied by EMWD (UWMP 2020). The Project site has a land use designation of Commercial Retail (CR) that allows development of the site up to a maximum FAR of 0.35. The Project site has a zoning designation of Rural Residential (R-R). The proposed Project would require a zone change from Rural Residential (R-R) to General Commercial (C-1/C-P). The County General Plan EIR used 0.97 acre-feet per acre per year as the demand factor for industrial uses. Using this factor, the Project would result in an estimated 3.42 acre-feet per year. Had the Project site been developed as rural residential, the Project site would have supported up to seven residential dwellings (one single family residence per half acre). The County General Plan EIR used 1.01 acre-feet per dwelling unit per year as the demand factor for residential uses. Therefore, under Rural Residential (R-R) zoning the Project would be anticipated to require 7.07 acre-feet of water per year. The Project's commercial use would result in reduced demand of 3.65 acre-feet per year. Therefore, no new or expanded water treatment facilities would be required as a result of the proposed Project. Impacts related to water infrastructure would be less than significant.

Sewer

The Project would construct a septic system on the northwestern corner of the Project site. The California Plumbing Code (CPC) requires a minimum sewage flow rate of 20 gallons per day per employee for offices. Since the Project would require two employees, the Project's maximum estimated effluent rate would be 40 gallons per day. The proposed septic system would be designed to accommodate a maximum design flow of 300 gallons per day. Therefore, the proposed septic tank would be able to accommodate the Project's projected sewage flow. Because all wastewater would be treated onsite, the project would not require capacity from a wastewater treatment provider or require or result in the relocation or expansion of off-site sewer lines. Therefore, no impacts related to existing off-site wastewater infrastructure would occur. Additionally, the proposed onsite septic system is included as part of the construction of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this document. Therefore, the Project would result in no impacts related to wastewater infrastructure.

Stormwater Drainage

As detailed previously, runoff generated by the proposed Project would be conveyed to bioretention basins that would be developed on the east side of the Project site, which would filter, retain, and slowly discharge drainage into Winchester Line F. The existing off-site drainage systems is designed and sized appropriately and would be able to accommodate the proposed Project. Thus, the Project would not require or result in the relocation or construction of new or expanded off-site drainage systems. The proposed onsite stormwater drainage infrastructure is included as part of the construction of the proposed Project and would not result in any physical environmental effects beyond those identified in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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other sections of this document. Therefore, impacts related to drainage infrastructure would be less than significant.

b) 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. Water supplies to the Project site are provided by EMWD, which serves 555 square miles of Western Riverside County (UWMP 2020). In 2020, EMWD had a retail water demand of 84,673-acre feet (AF) and projects a retail demand of 102,600 AF in 2025 (a 21 percent increase). The UWMP projects continued growth in retail demand through 2045, when demand is projected to be 123,000 AF (UWMP 2020). The UWMP identified increases in imported water to meet this increase in demand. The UWMP details the district’s reliable and drought-resilient water supply capable of meeting projected demands over the next 25 years and beyond (UWMP 2020). The UWMP specifically states that commercial developments are anticipated to increase and will be focused along the major transportation corridors through EMWD’s boundary (Interstate Highway 15, Interstate Highway 215, Highway 79, and Highway 74).

To ensure that planning efforts for future growth are comprehensive, the Urban Water Management Planning Act requires water purveyors to incorporate regional projections and land uses in UWMPs. As discussed above, the Project would require a zone change, which was not taken into account during UWMP demand and supply projections. However, proposed uses would require a reduced demand from conditions analyzed under the UWMP. The UWMP identified an estimated potable and raw water demand of 102,600 acre-feet in 2025 and a supply of 145,930 acre feet; therefore, EMWD would have sufficient supply to accommodate additional demand anticipated to result from Project operation. In addition, County Ordinance No. 859, included as PPP UT-1, requires compliance with the County’s Water Efficient Landscape Ordinance. Therefore, the proposed Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP UT-1: County Ordinance No. 859. Project plans and specifications shall comply with Riverside County Ordinance No. 859, Water Efficient Landscape Ordinance.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project's projected demand in addition to the provider's existing commitments?

Source(s): None.

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?

No Impact. The Project would construct a septic system on the northwestern corner of the Project site. Riverside County requires a construction permit for the installation of a new septic system through the Department of Environmental Health. Prior to approval of the construction permit, testing would be conducted to ensure site conditions are adequate to support septic uses. The County would review and approve required permits prior to construction of the Project. Additionally, the proposed onsite septic system is included as part of the construction of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this document. Therefore, the Project would result in less than significant impacts related to wastewater infrastructure.

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?

No Impact. As described previously, all wastewater would be treated onsite, the Project would not require capacity from a wastewater treatment provider or require or result in the relocation or expansion of off-site sewer lines. Therefore, the proposed Project would not result in impacts related to wastewater treatment plant capacity.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Solid Waste

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

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

Source(s): Riverside County General Plan, CalRecycle Facility Database, accessible at: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/>.

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?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact. The closest landfill to the Project site that is permitted to operate into the future is the El Sobrante Sanitary Landfill, which is located at 10910 Dawson Canyon Road and is approximately 23 miles from the Project site. The landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051 (CalRecycle 2021). In June 2021, the landfill averaged 10,861 tons per day (CalRecycle 2021). Therefore, the El Sobrante Landfill has an average capacity for 5,193 additional tons of solid waste each day.

The CalEEMod solid waste generation rate for the Project (combining General Light Industrial, City Park, and Other Asphalt Surfaces/Parking Lot) was estimated to be 1.68 tons per year. The proposed RV parking and storage facility would generate approximately 10.1 pounds of solid waste per day of solid waste per day, or 0.03 tons of solid waste per week (based on a seven-day work week). The proposed Project would result in 10.1 pounds of solid waste per day, which is within the existing available permitted capacity of the El Sobrante Sanitary Landfill. Therefore, the existing landfill has sufficient capacity to accommodate the Project’s solid waste disposal need, and impacts would be less than significant.

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)?

No Impact. The proposed Project would comply with all regulations related to solid waste. All construction would be required to divert 65 percent of construction waste and operations of development would be required to divert 75 percent of solid waste pursuant to state regulations. Implementation of the proposed Project would be required to be consistent with all mandatory federal, state and County regulations related to solid waste. All projects in the County undergo development review prior to permit approval, which includes an analysis of project compliance with these regulations as well as the County Integrated Waste Management Plan. Therefore, impacts related to compliance with solid waste regulations would not occur.

Plans, Programs, or Policies/Conditions of Approval:

PPP UT-2: AB 341: This state law requires diversion of 75 percent of operational solid waste from landfills.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

43. Utilities

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

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Project Application Materials, Utility Companies

a-f) No Impact. The proposed Project would connect into the utility grid that is adjacent to the site. The Project applicant would construct a curb, gutter, and sidewalks on Haddock Street, Willard Street, and Winchester Road. Impacts related to the construction of these facilities is analyzed throughout this document. The electrical, gas, and telecommunication lines all already exist surrounding the site. The Project would be required to comply with the conditions of the service provider terms and connection specifications prior to service connections. Therefore, all utility infrastructures would exist, and the Project would not result in the construction of new utility facilities that could cause significant environmental effects. Therefore, no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

44. Wildfire Impacts	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No Impact. The Project includes the construction and operation of an RV and truck storage facility with a 1,200 SF office space. In addition, according to the California Fire Hazard Severity Zones Mapping, the Project site is not within a Very High Fire Hazard zone.

In addition, and as described previously in the Hazards and Hazardous Materials analysis section, the County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction onsite and offsite roadway improvements, the existing paved portions of Willard Road, Winchester Street, and Haddock Street would remain open to ensure adequate emergency access to the Project area and vicinity. Impacts related to interference with an adopted emergency response of evacuation plan during construction activities would not occur.

Operation

The Project consists of an RV and Truck storage facility that would be permitted and approved in compliance with the California Fire Code and the Riverside County Ordinance No. 787, Fire Code, which provides requirements related to emergency access. Compliance with these requirements would be verified by the County prior to approving building permits for the Project. As per Ordinance No. 787, included as PPP WF-1, the site does not have a fire hazard classification of being in a fire hazard zone or fire responsibility area.

As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

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?

No Impact. The proposed Project facility would include a refabricated modular building with fire suppression equipment. The Project site is relatively flat and does not contain any hills or steep slopes and is identified by the General Plan Safety Element Figure S-8 as having a moderate wind susceptibility. In addition, the Project would be required to comply with California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, included as PPP WF-1, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and fire flows (the quantity of water available for fire-protection purposes). Compliance with these requirements would be verified by the County prior to approving building permits for the Project. Overall, the Project would not exacerbate wildfire risks, and no impacts would occur.

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?

Less than Significant Impact. The proposed Project facility would include a refabricated modular building with fire suppression equipment. That would not exacerbate the fire risk to the environment. The Project would include the installation of a propane tank on the Project site, which has the potential

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to exacerbate fire risk. However, the installation of the propane tank would be conducted in compliance with Riverside County regulations, including required County Department of Environmental Health permits for storage and use of propane, as included in Riverside County Ordinance No. 651 which would serve to reduce wildfire risk. Installation of the propane tank would require review and approval from the County Building & Safety Department as well as the County Fire Department. In addition, the Project would be required to meet the specific standards and regulations outlined by the California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, included as PPP WF-1, which would be verified during the County’s permitting process. Therefore, impacts would be less than significant.

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?

No Impact. The Project site is not within a High Fire Hazard Severity Zone and there is no indication of landslides, slumps, rock fall hazard, and debris flow or slope instability surrounding the Project site. The Project site and surrounding area are flat with no steep slopes. As the Project site and vicinity are not within a wildfire hazard zone, wildfire hazards are not anticipated to occur. The Project would not expose people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

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

No Impact. As described previously, the Project site is not located within a High Fire Hazard Severity Zone, and the Project would be required to comply with California Fire Code and the Riverside County Ordinance No. 787, Fire Code, included as PPP WF-1, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and provision of fire flows. Compliance with these requirements would be verified during the permitting process. Overall, the location and design of the proposed Project in addition to compliance with state and County fire regulations, would provide that no impacts related to wildland fire hazards would occur.

Plans, Programs, or Policies/Conditions of Approval:

PPP WF-1: The project shall comply with the California Fire Code and the Riverside County Ordinance No. 787, Fire Code.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) 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 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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animal, or eliminate important examples of the major periods of California history or prehistory?

Source(s): Staff Review, Project Application Materials

a) Does the Project 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?

Less than Significant with Mitigation Incorporated. The Biological Resources Report identified that no wildlife species listed as state and/or federal threatened, endangered, or candidate or for special consideration under the Western Riverside County MSHCP have the potential to exist on the Project site. However, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-1 requires a nesting bird survey to be conducted prior to activities. With the implementation of the mitigation, impacts related to nesting birds would be reduced to a less than significant level.

Also, as described above in Sections 8 and 9, the Project site is vacant and undeveloped. The Haddock Street right-of-way was previously identified as a historical resource but is no longer eligible for listing based on its current condition. However, based on the potential for encountering previously undiscovered cultural resources, the Project may result in impacts to unknown cultural resources. Therefore, Mitigation Measures CUL-1 through CUL-4, which require preparation of a CRMP, archaeological monitoring, and disposition requirements, shall be implemented to reduce impacts related to archaeological resources. With implementation of these mitigation measures and conditions of approval, impacts related to important examples of the major periods of California history or prehistory would be less than significant.

Therefore, with implementation of mitigation and compliance with the MSHCP, the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

Source(s): Staff Review, Project Application Materials

b) Would the Project 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)?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant with Mitigation Incorporated. The Project consists of a RV and boat storage facility on a site that was planned for such uses within a partially developed area. As described above, all of the potential impacts related to implementation of the Project would be less than significant or reduced to a less than significant level with implementation of mitigation measures that are imposed by the County of Riverside and effectively reduce environmental impacts.

The cumulative effect of the proposed Project taken into consideration with other development projects in the area would be limited, because the Project would develop the site in consistency with the General Plan land use designation, zoning designation, and County Ordinances, and would not result in substantial effects to any environmental resource topic, as described though out this document.

As discussed in Section V.6 Air Quality, SCAQMD’s CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant. As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Tables AQ-3. As shown, the proposed Project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD’s applicable thresholds. Therefore, the Project’s operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

As discussed in Section V.20, Greenhouse Gas Emissions, global climate change occurs as the result of global emissions of GHGs. An individual development Project does not have the potential to result in direct and significant global climate change effects in the absence of cumulative sources of GHGs. The Project’s total annual GHG emissions at buildout would not exceed the Riverside County CAP’s annual GHG emissions threshold of 3,000 MTCO2e. As shown on Table GHG-1, the Project would result in approximately 191 MTCO2e per year. Therefore, the Project would not result in cumulative impacts related to GHG emissions.

To provide for public facility maintenance needs, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and traffic signal improvements, which are levied per every acre of new commercial use. In addition, the taxes generated from the proposed uses on the Project site would support regular road maintenance. Thus, the Project would provide funding for future roadway maintenance needs, and impacts would not occur. In addition, the Project meets the County’s VMT screening criteria for small projects. Therefore, the proposed Project would have a less than significant cumulative impact related to VMT. Therefore, cumulatively considerable transportation related impacts would be less than significant.

Overall, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Staff Review, Project Application Materials

c) Would the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated. The Project proposes the construction and operation of a RV and boat storage facility. The Project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. All resource topics associated with the proposed Project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with implementation of mitigation measures and existing plans, programs, or policies that are required by the County. Consequently, the proposed Project would not result in environmental effects that would cause substantial adverse effects on human beings directly or indirectly, and impacts would be less than significant with mitigation.

VI. PREPARERS AND PERSONS CONTACTED

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VII. EARLIER ANALYSES

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

Earlier Analyses Used, if any: N/A

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

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

Revised: 2/7/2023 2:46 PM
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