COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ200113
Project Case Type (s) and Number(s): Change of Zone (CZ2000034), Third Substantial Conformance to Specific Plan No. 00265S03 (SP00265S03), and Plot Plan (PPT200033)
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: Tim Wheeler, Project Planner
Telephone Number: (951) 955-6060 / twheeler@rivco.org
Applicant's Name: Scott Yorkison, Salim Development
Applicant's Address: 4740 Green River Road, Ste. 317. Corona, CA 92878

I. PROJECT INFORMATION

Project Description: The project includes construction and operation of a 5,215 square-foot drive-through car wash, a 2,535 square-foot drive-through restaurant with indoor dining area, and a 730-square-foot drive-through restaurant without indoor dining on approximately 2.24 acres. The proposed car wash operations would include a 130-foot wash tunnel that would only operate during daytime hours (9:00 a.m. and 7:00 p.m.). The two proposed fast-food restaurants would each include a drive-through speakerphone that is part of the menu board. The fast-food restaurants are assumed to operate during daytime (10:00 a.m. and 10:00 p.m.) and nighttime hours (i.e., after 10 p.m.) The proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business.[1, 2]

Benton Road would be widened by approximately 25 feet along the project frontage and within the existing County right of way, the existing east leg would be restriped to provide an exclusive eastbound right-turn lane, and the existing traffic signal would be modified. One two-lane right-in/right-out driveway would be developed along Benton Road and one two-lane ingress/egress driveway would be developed along Penfield Lane. The project frontage along Benton Road and Penfield Lane would be improved with curb, gutter, sidewalk, and parkway landscaping within the respective right of ways. On-site circulation and parking improvements would also include vehicle staging areas for car wash detailing services, interior drive aisles, and a total of approximately 38 vehicle parking spaces that would be shared.

Approximately 27,141 square feet (27.8 percent) of the project site would be landscaped, with a combination of accent plantings/groundcovers, hedges, and trees along the site perimeter and include additional trees throughout the parking area and along the internal drive aisles. The project includes a variety of plant materials with an emphasis on drought-tolerant species compatible with the scale of adjacent structures, streets, and public spaces. Design elements of the proposed project include landscaped setbacks and street trees along Benton Road and Penfield Lane. Underground retention basins would be located in the parking lot south of the proposed restaurants and also in the southwest corner of the site south of the proposed car wash (refer to Figure 4 and Appendix H).

Construction would occur in phases. Each individual phase of project development would include the following construction activities: site preparation, grading, building construction, architectural coating (painting), and paving and surface improvement. The tentative project construction schedule would

1 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

2 Employment Density Study Summary Report. Table 10A. Southern California Association of Governments. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

have a probable start date in summer of 2024 and a planned opening in early 2025, for a construction duration of approximately nine months. Construction would include removal of existing on-site vegetation, excavation, grading, paving, construction of the commercial buildings and parking areas, and the installation of lighting, landscaping, and utility connections. Project construction would include excavation to install underground storage tanks for carwash operations and site grading to a maximum vertical height of approximately 12 feet below ground surface. During grading, on-site soils would be excavated and recompacted, and approximately 1,098 cubic yards of soil would be exported to prepare the site for building construction.

Based on historic aerial photos, historic topographic maps, and Riverside County Building Department records, the project site has never been developed in the past and has remained vacant since at least 1938. However, historic aerial photos indicate the site has been subject to routine discing and possible row crop agriculture since at least 1938.[3]

Existing underground utilities (e.g., water, sewer, and natural gas) along the adjacent Benton Road and/or Penfield Lane frontages would interconnect to the proposed car wash and restaurants on the project site during finish grading of the site. Lightweight steel electric/telephone poles along Benton Road would be relocated along their existing alignment to facilitate widening of the roadway and to interconnect to the project facilities. The proposed car wash and restaurants would be constructed and operated to meet the requirements of the California Building Code (CBC), including Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) and would include ENERGY STAR equipment, recycled water capabilities (for the car wash), and on-site stormwater retention basins.

The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan (SP00265), specifically to Section 2(c)(1)[4] to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination[5] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[6] Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)).

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

B. Total Project Area:

Residential Acres:		**Lots:**		**Units:**		**Projected No. of Residents:**	
Commercial Acres:	2.24	**Lots:**	1	**Sq. Ft. of Bldg. Area:**	8,480	**Est. No. of Employees:**	24
Industrial Acres:		**Lots:**		**Sq. Ft. of Bldg. Area:**		**Est. No. of Employees:**	
Other:							

C. Assessor's Parcel No(s): 963-070-018

Street References: North of Auld Road, east of State Highway 79/Winchester Road, west of Penfield Lane, and south of Benton Road. The project site is at the southwest corner of Benton Road and Penfield Lane.

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3 Robin Environmental Management (REM). *Phase I Environmental Site Assessment Report for APN 963-070-018 (Lot at the Southwestern Corner of Benton Road and Penfield Lane, Murrieta,* CA). Page 7. September 4, 2020. (Appendix F).

4 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

5 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan… (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

6 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

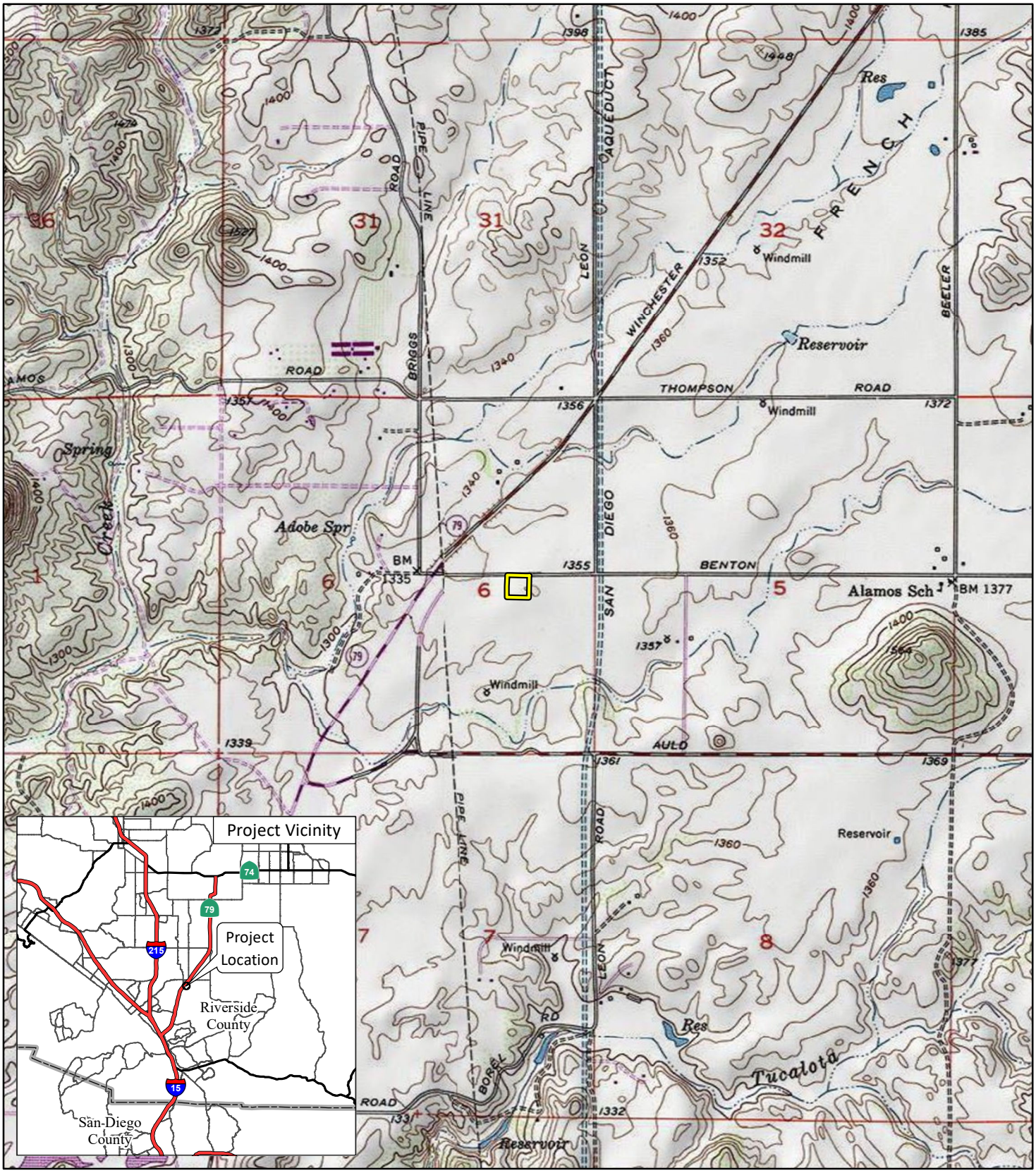

FIGURE 1

French Valley Commercial Project

Regional Project Location

SOURCE: USGS 7.5' Quad - Murieta (1979). Bachelor Mtn (1978)

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LSA

FIGURE 2

LEGEND

Project Location

Photo Locations

N

0 125 250

FEET

SOURCE: Google Maps 2022

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French Valley Commercial Project

Existing Setting

Photo 1: Northern site boundary along Benton Street. Facing west.

Photo 2: Eastern site boundary along Penfield Lane. Facing south.

LSA

FIGURE 3

French Valley Commercial Project
Site Photographs

I:\EGR2101\G\Photos_Env.cdr (1/11/2023)

Photo 3: Eastern site boundary along Penfield Lane. Facing north.

Photo 4: Southern site boundary adjacent to light industrial uses to the south. Facing west.

LSA

FIGURE 3

French Valley Commercial Project
Site Photographs

I:\EGR2101\G\Photos_Env.cdr (1/11/2023)

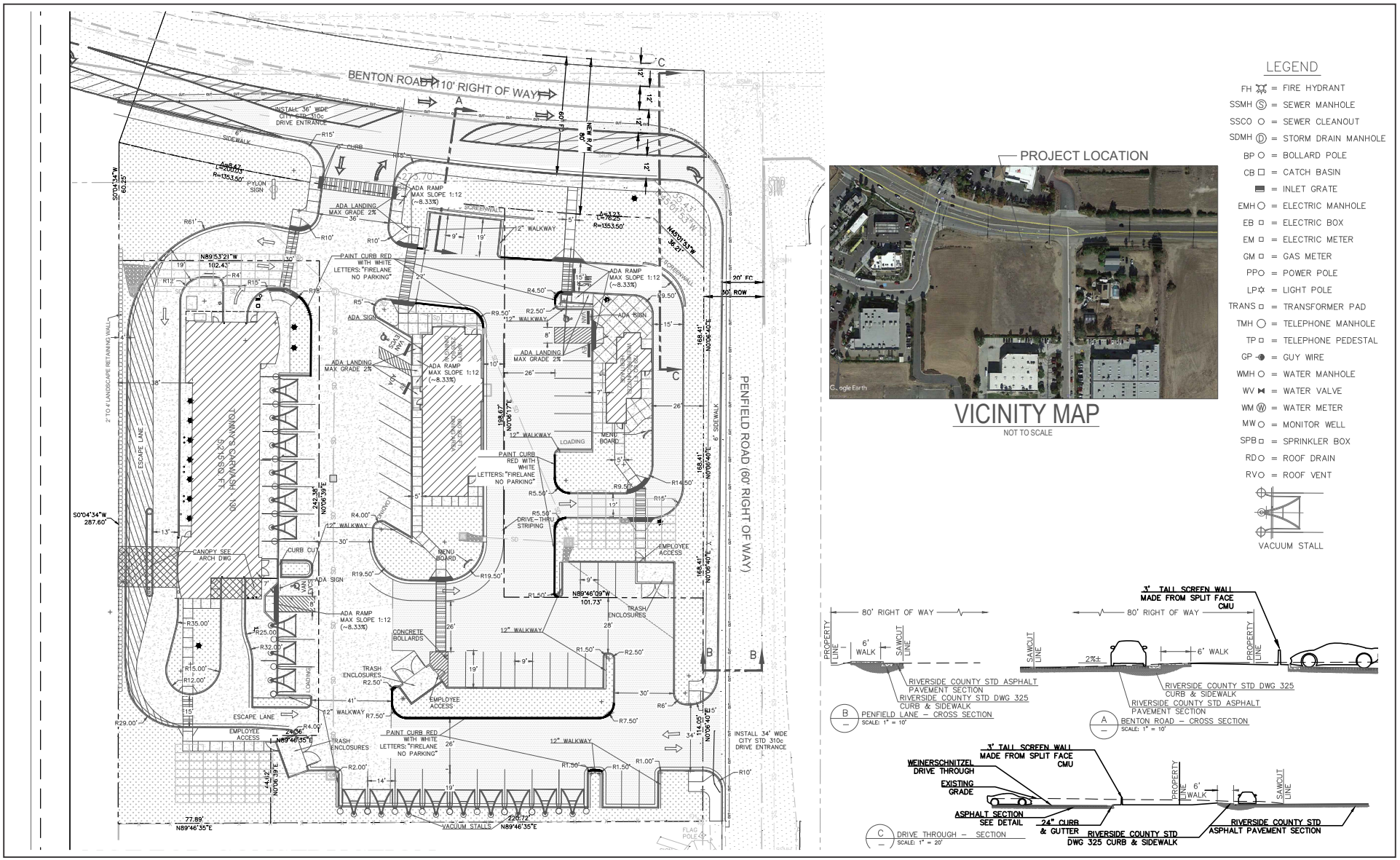
Photo 5: Northern site boundary along Benton Street. Facing east.

Photo 6: Western site boundary. Facing south.

LSA

FIGURE 3

French Valley Commercial Project
Site Photographs



LSA

FIGURE 4

0 45 90

FEET

SOURCE: Cross Engineering Services

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French Valley Commercial Project

Conceptual Site Plan

Section, Township & Range Description or reference/attach a Legal Description: One parcel of land lying within the north east quarter of Section 6 and within Township 7 South, Range 2 West, of the San Bernardino Baseline and Meridian, County of Riverside, State of California.

D. Brief description of the existing environmental setting of the project site and its surroundings: The project site is located at the southwest corner of Benton Road and Penfield Lane in the unincorporated community of French Valley, Riverside County. The site is bound by Benton Road and commercial uses to the north, Penfield Lane and residential uses to the east, commercial uses to the south, and a mix of vacant property and commercial and light industrial uses to the west (Figure 2).

The 2.24-acre site (Assessor's Parcel Number [APN] 0963-070-018) is a vacant, unpaved property with scattered ruderal vegetation. The site was routinely disked for weed abatement since at least the 1990s and was cleared of native vegetation for agricultural activities that occurred on the site since at least 1938 (refer to Figures 2 and 3).

The project site is administered in accordance with the Borel Airpark Center Specific Plan (SP00265) and is also within Zone B1 of the Riverside County Airport Land Use Compatibility Plan (French Valley Airport). Table 2.2.A summarizes surrounding land uses, County General Plan land use designations, and zoning designations.

E. Other Public Agency Involvement and Required Permits:

The County is expected to use this IS/MND in consideration of the proposed project and associated actions. These actions include:

- Change of Zone (CZ2000034)
- Third Substantial Conformance to Specific Plan No. 00265S03 (SP00265S03)
- Plot Plan (PPT200033)

The following approvals from other regulatory agencies may also be required:

- San Diego Regional Water Quality Control Board (RWQCB): Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit.
- Riverside County Airport Land Use Commission: Determination of conformance with the Riverside County Airport Land Use Compatibility Plan (French Valley Airport).
- Utility Providers: Connection permits.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The project site is located within the unincorporated community of French Valley, Riverside County. The project site is administered in accordance with the Borel Airpark Center Specific Plan. Table 2.2.A summarizes surrounding land uses, County General Plan land use designations, and zoning designations. The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC).

Table 2.2.A: On-Site and Adjacent Land Uses

Direction	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Designation
Project Site	Undeveloped	Southwest Area Plan: Light Industrial	Borel Airpark Center Specific Plan	Manufacturing-Service Commercial (M-SC)
North	Benton Road Commercial-Retail	Southwest Area Plan: Commercial Retail	Scenic Highway Commercial (C-P-S)	--
East	Penfield Lane and Single-Family Residential	Southwest Area Plan: Business Park	Rural Residential (R-R)	--
South	Light Industrial	Southwest Area Plan: Light Industrial	Borel Airpark Center Specific Plan	Manufacturing-Service Commercial (M-SC)
West	Undeveloped and Commercial-Light Industrial	Southwest Area Plan: Business Park	Industrial Park (I-P)	--

Sources: County of Riverside. Borel Airpark Center Specific Plan No. 265 Amendment No. 1. Figure I-4 (Land Use Plan, SPA265, A1), Figure I-7 (General Plan Land Use Map), and Figure I-8 (Existing Zoning Designations). Adopted May 2014, as amended.
County of Riverside. Riverside County Information Technology, Map My County. https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public. (Accessed February 16, 2022).

The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)[7] to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination[8] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[9] Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). No other changes are proposed to the General Plan land use designation or zoning.

With the specific plan amendment, the proposed project would comply with all applicable development standards set forth in the Borel Airpark Center Specific Plan and also be consistent with the County's General Plan for the development of light industrial and zoning classification of Manufacturing-Service Commercial (M-SC) uses. As detailed throughout this Initial Study, all impacts to the environment resulting from the proposed project are subject to applicable mitigation and local, State and/or federal regulations.

2. **Circulation:** Access to the project site would be provided via one driveway along Benton Road (right in/right out) and one driveway along Penfield Lane. The project would dedicate and widen Benton Road along the project frontage in accordance with the County's General Plan Circulation Plan. Additionally, the project would include construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site along Benton Road and the western frontage of the site along Penfield Lane. Additionally, proposed

7 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

8 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan. (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

9 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

driveways would be designed and constructed in accordance with County Standard No. 207A and reviewed for approval by the Riverside County Transportation Department. The on-site drive aisle would serve as an emergency fire lane to ensure adequate access for first responders to an emergency and would be constructed to adequate widths for public safety pursuant to the California Fire Code.

3. **Multipurpose Open Space:** The proposed project would not conflict with areas identified for conservation, preservation, or reservation within the Multipurpose Open Space Element. The proposed project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee boundary area and therefore would be subject to applicable fees for development of the site. Accordingly, the proposed project would not conflict with any General Plan Multipurpose Open Space policies.

4. **Safety:** The proposed project is not located within a mapped fault zone and is not located within a zone of required liquefaction investigation. The Riverside County General Plan identifies the risk of liquefaction at the project site as low. In accordance with General Plan Policy S 3.8, a preliminary geotechnical report was prepared that provided a number of required recommendations, as well as the project's mandatory compliance with the California Building Code, to ensure on-site structures would be designed and constructed to withstand geotechnical hazards such as liquefaction and subsidence.

   The project site is not located within a 100-year floodplain and is in Zone D. Zone D areas are defined by FEMA as areas of minimal flood hazard, which are the areas outside of the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance flood. Therefore, construction of the project would not impede or redirect flood flows. project construction would comply with the requirements of the Construction General Permit and would include the preparation and implementation of a SWPPP. Additionally, the proposed on-site storm drain facilities and LID BMPs (underground retention basins) would be appropriately sized to capture the 85th storm event volumes pursuant to the San Diego Region MS4 Permit. Stormwater runoff that exceeds the required retention volume would be discharged into a natural drainage channel west of the site before flowing into Warm Springs Creek.[10]

   The project site is not located within a high fire hazard area. The proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, Riverside County Ordinance No. 460, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards pertaining to human health and safety (through the building plan check process) to ensure the project would minimize exposure of people or structures to a significant risk of loss, injury, or death involving fires. Additionally, the project shall incorporate automatic sprinkler systems and private hydrant systems. Plans must be submitted to the Riverside County Fire Department/Cal Fire Riverside for review and approval prior to building permit issuance.

   The proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, and other regulations pertaining to human health and safety (through the grading and building plan check process) to ensure consistency with the Safety Element of the County General Plan.

5. **Noise:** The site is located bounded by Benton Road and commercial uses to the north, Penfield Lane and residential uses to the east, commercial uses to the south and a mix of

10 Cross Engineering Services. *Final Storm Drainage Report, Tommy's- French Valley.* Pages 3 and 6. Winter, 2022. (Appendix H).

vacant property and commercial and light industrial uses to the west. A Noise and Vibration Impact Analysis, prepared by LSA, concluded the project would generate short-term noise from construction and long-term noise from operation of the project. However, based on the nature of the surrounding land uses and their proximity to the project site, the proposed project would not generate noise that would exceed thresholds adopted by the County. Therefore, the project would not conflict with any policies of the County General Plan Noise Element.

6. **Housing:** The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC). The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)[11] to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination[12] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[13] The project site is currently vacant and designated Light Industrial land use in the County's Southwest Area Plan. Based on discussions with the Project Applicant[14] and employment density projections by the Southern California Association of Governments (SCAG),[15] the proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business. The County General Plan and Borel Airpark Center Specific Plan are used to control and allocate growth. Accordingly, development of the proposed project would serve to fulfill both an existing and anticipated need to provide commercial services to this area of the County. Additionally, generation of 24 employment positions in an area of the Southwest Area Plan dominated by commercial, industrial, and residential uses would help balance the jobs-to-housing ratio in the community surrounding the project site. Since the project site is adjacent to improved streets and infrastructure, the project also does not include any significant infrastructure improvements or the significant extension of roads that could indirectly induce growth in the County. Therefore, the project would not conflict with any policies of the County General Plan Housing Element.

7. **Air Quality:** The proposed project includes site preparation, grading, and construction-related activities that would emit emissions during construction. Additionally, operation of the project would generate emissions from use of consumer products, energy usage, emissions from vehicle use, and the generation/disposal of solid waste. The proposed project is required to comply with all applicable regulatory requirements (Rules) of the South Coast Air Quality Management District (SCAQMD) to control fugitive dust during construction and emissions form stationary and mobile sources during construction and operation of the project. Through compliance with SCAGMD Rules, the project would not conflict with any policies of the County General Plan Air Quality Element.

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11 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

12 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan. (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

13 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

14 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

15 Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

8. **Healthy Communities:** The proposed car wash and fast-food restaurant facilities would continue the Specific Plan's pattern of development in the community and provide commercial services to the existing residential communities located adjacent to the east, northeast of Benton Road and east across Van Gaale Lane. Additionally, the proposed project would provide commercial services to people who work at the industrial uses to the west, and people who work at or visit commercial uses to the north, south, and west There are no communities in the immediate vicinity of the project site. A project-specific Air Quality and Greenhouse Gas Analysis (Appendix B) indicates construction and operation of the project site as proposed would not generate emissions in excess of localized significance thresholds established by the SCAQMD for residential uses in proximity to the project site. Therefore, the proposed project would not conflict with any policies of the County General Plan Healthy Communities Element.

   a) **Environmental Justice Summary:** As of September 28, 2023, the Environmental Justice Element has not been adopted.

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

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

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

E. **Overlay(s), if any:** none

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

G. **Adjacent and Surrounding:**

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

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

3. **Land Use Designation(s):** North Commercial Retail, east Business Park, south Light Industrial, west Business Park and Commercial Retail.
4. **Overlay(s), if any:** None

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

H. **Adopted Specific Plan Information:**

1. **Name and Number of Specific Plan, if any:** Borel Airpark Center Specific Plan (SP00265)

2. **Specific Plan Planning Area, and Policies, if any:** The project site is administered in accordance with the Borel Airpark Center Specific Plan and is also within the airport influence area of the French Valley Airport and Compatibility Zones B1 and C of the [*French Valley*] *Riverside County Airport Land Use Compatibility Plan* (ALUCP).

I. **Existing Zoning:** Borel Airpark Center Specific Plan

J. **Proposed Zoning, if any:** The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)[16] to

16 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination[17] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[18] Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)).

K. Adjacent and Surrounding Zoning: North Scenic Highway Commercial (C-P-S), east Rural Residential (R-R), south Borel Airpark Center Specific Plan, west Industrial Park (I-P)

17 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan… (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

18 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1)

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

Signature	Date
Tim Wheeler	For: Tim Wheeler *Project Planner*
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?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Source(s): Riverside County General Plan Figure C-8 "Scenic Highways", California Department of Transportation. California State Scenic Highway System Map, Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning September 22, 2015., Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone April 1, 2021, Google Earth Pro. French Valley. 33°35'25.04" N and -117°07'20.24" W, Riverside County. County of Riverside General Plan Amendment No. 960. Land Use Element. Page LU-62. Revised June 29, 2021.

Findings of Fact:

a) **No Impact.** The proposed project is not located along a State scenic highway or a scenic highway corridor, and there are no State- or locally designated scenic highways in the project vicinity.[19] The nearest State scenic highway is Interstate-15 Temecula Valley Freeway, located 4.5 miles southwest from the project site. The project site is not visible from this highway. Therefore, the project would not affect any scenic resources within a scenic highway corridor. **No impact** would occur.

19 California Department of Transportation. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. (Accessed November 18, 2021).

b) **Less Than Significant Impact**. Unique visual features typically include parks, natural open space and topographic features, and native flora. The major scenic resources in proximity to the project site are the Hogbacks (topographic ridgeline) and Bachelor Mountain respectively 1.5 miles west and 3.5 miles east of the site.[20] Additional topographic features critical to the County's visual character include the San Jacinto Mountains and San Gorgonio Badlands on the northeast, the Box Springs Mountains to the north, and the Santa Ana Mountains on the southwest. Rural farmland, local hills and rock outcrops, and other open space features also are considered scenic vistas in the County.[21]

The project site is currently undeveloped and is vegetated primarily by non-native species (Figure 3). Properties surrounding the site have been developed with residential, commercial, and light industrial uses, or have been designated for development of commercial and light industrial uses (refer to Table 2.2.A and Figures 2 and 3).

The nearby residential uses to the east comprise one- and two-story single-family homes and ancillary buildings with associated landscaping. The commercial and light industrial uses to the south and west are two-story tilt-up buildings over 30 feet in height with associated landscaping. Finally, the commercial uses to the north are one-story retail uses featuring architectural pediments at least 30 feet in height with associated landscaping. The surrounding urban development in conjunction with the sub-transmission electrical circuit and lightweight steel poles along the northern project site boundary and surrounding street trees already obstruct public views of regional topographic features and other scenic vistas within the project view shed. The Hogbacks west of the site and Bachelor Mountain east of the site are only partially visible along the horizon from Benton Road and Penfield Lane.

The project would be designed and constructed in accordance with the Borel Airpark Center Specific Plan and Riverside County Airport Land Use Compatibility Plan, which provide a framework to consider the relationship and compatibility of the proposed commercial uses and associated buildings with their surroundings through building layout, orientation, setbacks, and height. The project site would be developed in accordance with the Manufacturing-Service Commercial (M-SC) design standards prescribed in the Borel Airpark Center Specific Plan.[22,23] Although the maximum permitted building height is 50 feet, the proposed Arby's restaurant and Wienerschnitzel restaurant would be respectively 20 feet and 21 feet tall, while the Tommy's Express car wash would be 28 feet tall. Furthermore, the minimum required setbacks are 25 feet from streets, and the project buildings would be set back at least 27 feet from Penfield Lane and 47 feet from Benton Road. The development standards prescribed in the Borel Airpark Center Specific Plan with respect to building height and setbacks shall be implemented in the site design and verified during the County's plan check process. Each of the three structures on the site would be constructed to heights equal to or lower than the surrounding commercial and light industrial tilt-up buildings to the south and west and well below the maximum permitted building height of 50 feet. Through incorporation of these design features, the proposed project would not have a substantial adverse effect on a scenic vista. Impacts would be **less than significant**.

c) As of the last United States Census, the United States Census Bureau estimated French Valley's population to be 35,280 persons and the unincorporated community's land area to be approximately 10.87 square miles.[24] The project is located in an area with at least 1,000 persons per square mile and therefore meets the definition of *Urbanized Area* under Section 15387 of the *CEQA Guidelines*.

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20 Google Earth Pro. French Valley. 33°35'25.04" N and -117°07'20.24" W. January 24, 2020 (Accessed February 25, 2022).

21 Riverside County. County of Riverside General Plan Amendment No. 960. Multipurpose Open Space Element. Page OS-52. Adopted December 8, 2015.

22 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

23 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 11.4 Development Standards. April 1, 2021.

24 QuickFacts, French Valley, Census-Designated Place, California. United States Census Bureau. https://www.census.gov/quickfacts/fact/table/frenchvalleycdpcalifornia/PST045218 (accessed February 26, 2022).

The project site is vacant and subject to routine mechanical disking and weed abatement. During construction, vehicles and equipment would be visible during removal of vegetation, installation of structures and features, laying of asphalt and concrete, and other visible general construction activity. However, the presence of construction equipment would be temporary and would cease once construction is complete. Due to the temporary nature of construction activities, impacts to visual character of the site and its surroundings would be **less than significant** during construction.

Unique visual features typically include historic architecture, parks, natural open space and topographic features, and native flora. The major scenic resources in proximity to the project site are the Hogbacks (topographic ridgeline) and Bachelor Mountain respectively 1.5 miles west and 3.5 miles east of the site.[25] Additional topographic features critical to the County's visual character include the San Jacinto Mountains and San Gorgonio Badlands on the northeast, the Box Springs Mountains to the north, and the Santa Ana Mountains on the southwest. Rural farmland, local hills and rock outcrops, and other open space features also are considered scenic vistas in the County.[26] Design elements incorporated in the Borel Airpark Center Specific Plan establish a framework to consider the relationship and compatibility of the proposed commercial uses with their surroundings through building layout, orientation, setbacks, and height.

As previously noted in Section V.1, the development standards prescribed in the Borel Airpark Center Specific Plan with respect to setbacks[27,28] shall be implemented in the site design and verified during the County's plan check process. The minimum required setbacks are 25 feet from streets, and the project buildings would be set back at least 27 feet from Penfield Lane and 47 feet from Benton Road. Furthermore, the proposed Arby's restaurant and Wienerschnitzel restaurant would be respectively 20 feet and 21 feet tall, while the Tommy's Express car wash would be 28 feet tall. All three proposed buildings onsite would be constructed to heights equal to or lower than the surrounding commercial and light industrial tilt-up buildings to the south and west and well below the maximum permitted building height of 50 feet. Through incorporation of these design features, the proposed project would be consistent with the applicable development standards that regulate scenic quality and integrate with the existing development pattern in the vicinity.

Policy OS 21.1 of the County General Plan Multipurpose Open Space Element includes provisions for the protection of the County's skylines, view corridors, and outstanding scenic vistas. Additionally, the County's Zoning Ordinance and Caltrans Scenic Highway Program are prescribed to maintain and enhance the quality of the visual character throughout the County.

The project site is within Planning Area 3 of the Borel Air Park Center Specific Plan (refer to Table 2.2.A), which was "formed on the basis of environmental constraints, logical placement, phasing, and neighborhood scale."[29] Pursuant to California Government Code Section 65450 et seq., Specific Plans provide detailed land use and infrastructure plans and policies and must be consistent with an applicable General Plan to ensure cohesive, aesthetically pleasing, and compatible development for a certain geographic area and integrate uniformly with the established community. The proposed text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan[30] to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) would

25 Google Earth Pro. French Valley. 33°35'25.04" N and -117°07'20.24" W. January 24, 2020 (Accessed February 25, 2022).
26 Riverside County. County of Riverside General Plan Amendment No. 960. Multipurpose Open Space Element. Page OS-52. Revised December 8, 2015.
27 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.
28 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 11.4 Development Standards. April 1, 2021.
29 Riverside County. Borel Airpark Center Specific Plan No. 265, Amendment No. 1. Section III (Planning Area Development Standards). Page III-1. May 2014.
30 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

bring the Specific Plan into conformance with the existing Light Industrial land use designation of the County's General Plan for the project site and vicinity under a substantial conformance determination[31] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[32] The County's General Plan Light Industrial land use designation allows for "a wide variety of industrial and related uses, including…repair and other service facilities…and supporting retail uses."[33]

The development schema prescribed in the Borel Air Park Center Specific Plan for Planning Area 3 (Manufacturing-Service Commercial (M-SC)) is intended to ensure design consistency for an enduring, identifiable, and dynamic image for the project area and the community. Section III (Development Standards) of the Borel Air Park Center Specific Plan provides a framework to guide new development in order to strengthen community identity. Design plans must consider the relationship and compatibility of the proposed dining and car wash facilities with the surroundings through building layout, orientation, and architectural features, as well as selection of materials, colors, and landscaping.

The proposed carwash would be an automated facility located at the western portion of the project site adjacent to neighboring vacant property zoned Industrial Park (I-P), which permits automobile service facilities, and away from the nearest residential uses to the east of the site (Refer to Table 2.2.A). All on-site buildings would incorporate 360-degree architecture where all elevations of the buildings receive equal articulation and design consideration to provide visual appeal and cohesion between buildings on the site. Additionally, the landscaped areas would include a mixture of "California-friendly"[34] trees, shrubs and groundcover to help integrate the new buildings into the existing setting and to reduce water use. Street trees along Penfield Lane also would be installed to screen the project site from the residential uses on the opposite side of the street. Development of the project site consistent with the same development framework as the surrounding land uses would ensure compatibility with the existing and proposed visual character of the surrounding community. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

Findings of Fact:

31 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan…(Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

32 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

33 Riverside County. County of Riverside General Plan Amendment No. 960. Land Use Element. Page LU-62. Revised June 29, 2021.

34 A California Friendly® Landscape is defined as one that is drought-tolerant, aesthetically pleasing, and sustainable in accordance with the California Friendly® Maintenance Guide for Landscapers, Gardeners, and Land Managers. Douglas Kent + Associates. March 2017.

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

a) **Less Than Significant Impact.** The project site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area, approximately 22 miles northwest of the Mount Palomar Observatory. Accordingly, the project is subject to specific County ordinances for the regulation of light sources. Policy LU 4.1 of the County General Plan requires new developments to be located and designed to visually enhance and not degrade the character of the surrounding area through consideration of lighting and other impacts on surrounding properties. County Ordinance No. 655 restricts new development from incorporating fixtures emitting light that would create undesirable light rays into the night sky and detrimentally affect astronomical observations and research. Additionally, Ordinance No. 655 mandates that all outdoor lighting, aside from street lighting, be low to the ground, shielded, and/or hooded in order to prevent shine onto adjacent properties and streets. Through Ordinance No. 655, the proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., vehicle lights along adjacent roadways, and commercial, industrial, and residential lights from adjacent developed uses) in the project vicinity. Impacts would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): On-site Inspection, Project Application Description, Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22).

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated**. The lighting sources currently at or near the project site consist of streetlights along Benton Road and Highway 79; vehicle headlights along these roadways, including Penfield Lane; and commercial, industrial, and residential lighting from adjacent developed uses. New development would result in new lighting sources such as parking lot lighting, interior and exterior building lighting (included for safety purposes), additional vehicle headlights, and illuminated signage. These new sources of light would be visible from neighboring developments and along adjacent roadways.

The project site is located within the airport influence area of the French Valley Airport and Compatibility Zones B1 and C of the [*French Valley*] *Riverside County Airport Land Use Compatibility Plan* (ALUCP). The ALUCP is developed to promote compatible land uses adjacent to airfields. Accordingly, the Riverside ALUC issued application number ZAP1118FV22, which requested conditions be implemented to prevent potential light and glare hazards on aviation as prescribed in **Mitigation Measure (MM) HAZ-1** (refer to Section V. 22(a)).[35]

35 Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22). August 11, 2022 (Appendix G).

Proposed building materials and colors would be subject to County plan check review in order to reduce the potential for architectural glare and to ensure that the selected materials blend in with the surrounding environment. Furthermore, incorporation of project site perimeter and streetscape landscaping would serve to further shield surrounding properties from light and/or glare generated on site. Through compliance with General Plan Policy LU 4.1 and County Ordinance No. 655, which mandate that all outdoor lighting, aside from street lighting, be low to the ground, shielded, and/or hooded in order to prevent shine onto adjacent properties, streets and the night sky, the proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., vehicle lights along adjacent roadways, and commercial, industrial, and residential lights from adjacent developed uses) in the project vicinity. Additionally, implementation of MM HAZ-1 would ensure light and glare impacts on aviation would be reduced to less than significant. Therefore, impacts from light and glare would be **less than significant with mitigation incorporated.**

Mitigation:

MM HAZ-1: Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the project lot lines and areas or change in use that differs from what was previously evaluated by the Airport Land Use Commission (ALUC) (three new structures including a 5,215-square-foot car wash tunnel with 15-car stack on 0.75 acre; a 2,535-square-foot sit-down restaurant with drive-through, including 600 square feet of indoor dining area and 1,200 square feet of kitchen area, and a 7-car stack drive through on 1.15 acres; and a 729-square-foot carry out restaurant with drive through, including 405 square feet of kitchen area and a 7-car stack drive through on 0.31 acres) shall require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

Furthermore, the proposed structures shall not exceed a height and a maximum elevation at top point than what is identified in the aeronautical studies (20 feet for the Arby's, 21 feet for the Wienerschnitzel, and 28 feet for the Tommy's Express car wash). The maximum height and top point elevation specified above shall not be amended without further review by the ALUC and the Federal Aviation Administration (FAA); provided, however, that reduction in structure height or elevation shall not require further review by the ALUC. Additionally, temporary construction equipment used during actual construction of the structures shall not exceed a height and a maximum elevation greater than the proposed project buildings, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

If marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project. Furthermore, any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the ALUC.

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

b) **Less Than Significant.** The proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., vehicle lights along adjacent roadways, and commercial, industrial, and residential lights from adjacent developed uses) in the project vicinity. Proposed building materials and colors would be subject to County plan check review in order to reduce the potential for architectural glare and to ensure that the selected materials blend in with the surrounding environment. Furthermore, incorporation of project site perimeter and streetscape landscaping would serve to further shield surrounding properties from light and/or glare generated on site. Therefore, the proposed project would not expose residential properties to unacceptable light levels and impacts would be **less than significant**.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources,", State of California Department of Conservation, California Important Farmland Finder GIS database, Project Application Materials

Findings of Fact:

a) **No Impact.** The California Department of Conservation, Farmland Mapping and Monitoring Program, compiles Important Farmland maps pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture, Natural Resource Conservation Service (NRCS) soil survey and current land use information using eight mapping categories, and they represent an inventory of agricultural resources within Riverside County. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is located on or near the project site. The site is designated as "Farmland of Local Importance" (soils that would be classified as Prime and Statewide but lack available irrigation water, etc.).[36] As no Prime or Unique Farmlands or Farmland of Statewide Importance is located within or adjacent to the project site, no conversion of such farmlands would occur. **No impact** would occur related to this issue.

36 State of California Department of Conservation, California Important Farmland Finder. Riverside County Important Farmland 2016. Sheet 1 of 3.

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

b) **No Impact**. Williamson Act contracts restrict land development of contract lands. [37] These contracts typically limit land use to agriculture, recreation, and open space, unless otherwise stated in the contract. The project is not located within a Williamson Act contract area[38] or land within a Riverside County Agricultural Preserve; therefore, **no impact** will occur

c) **No Impact**. The project site is not located within 300 feet of any agriculturally zoned property. Therefore, **no impact** will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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," County of Riverside. Borel Airpark Center Specific Plan. Specific Plan No. 265. Land Use Plan, SPA265, Project Application Materials

Findings of Fact:

a) **No Impact**. The project site is zoned Borel Airpark Center Specific Plan with a Manufacturing-Service Commercial (M-SC) planning area designation.[39] Neither the project site nor surrounding properties are zoned for forest land or timberland.[40] Therefore, the proposed project would have **no impact** on forest land or timberland.

b) **No Impact.** No forest land exists on the project site. As discussed in Section V.5, below, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, **no impact** would occur.

c) **No Impact**. No forestry uses exist on or near the project site. In the absence of forest land, **no impact** would occur.

37 The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values.

38 County of Riverside. Riverside County Information Technology, Map My County. https://gis1.countyofriverside.us/Html5Viewer/index.html? viewer=MMC_Public. (Accessed February 16, 2022).

39 County of Riverside. Borel Airpark Center Specific Plan. Specific Plan No. 265. Land Use Plan, SPA265, A1 – Figure I-1, Page I-4. May 2014, as amended.

40 Ibid.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:				
6. Air Quality Impacts a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Source(s): Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), SCAQMD CEQA Air Quality Handbook South Coast Air Quality Management District. Final 2016 Air Quality Management Plan. March 2016, Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021. (LSA Associates, Inc. Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project LSA Project No. EGR2101).

Findings of Fact:

a) **Less than Significant Impact**. The project site is in the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). The United States Environmental Protection Agency (EPA) has designated the status of the Basin as nonattainment for ozone (O_3), coarse inhalable particulate matter less than 10 microns in size (PM_{10}), and fine inhalable particulate matter less than 2.5 microns in size ($PM_{2.5}$) under the California Ambient Air Quality Standards. Under the National Ambient Air Quality Standards, the EPA has designated the status of the Basin as nonattainment for O_3 and $PM_{2.5}$.

The SCAQMD and Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. The applicable AQMP is the SCAQMD Final 2016 AQMP.[41] The 2016 AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added emissions are considered to have been evaluated, are contained in the 2016 AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP.

The proposed project is not considered a project of Statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries,

41 South Coast Air Quality Management District. Final 2016 Air Quality Management Plan. March 2016.

residential development of more than 500 dwelling units, shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space, etc.) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, §15206(b)).

As detailed in Table 2.2.A, the County's General Plan designates the project site land use as Light Industrial (LI), and the zoning of the site is [Borel Airpark Center] Specific Plan Zone (SP). No changes are proposed to the General Plan land use designation or zoning, except for the text amendment to Section V (Specific Plan Zoning Ordinance) to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination[42] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[43] Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). Therefore, the approximately 24 new employees generated by development of the site would not result in an increase in population that otherwise would not have been planned for in the County. Since the proposed project is consistent with the General Plan land use and zoning designation and would not generate any increase in population beyond that which has already been planned for by SCAG and the County, the proposed project is consistent with the 2016 AQMP. Impacts would be **less than significant**.

b) **Less than Significant Impact.** The SCAQMD's CEQA *Air Quality Handbook* establishes suggested significance thresholds based on the volume of pollution emitted. According to the *Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

- 55 lbs. per day of volatile organic compounds (VOC) (75 lbs./day during construction);
- 55 lbs. per day of oxides of nitrogen (NO_x) (100 lbs./day during construction);
- 550 lbs. per day of carbon monoxide (CO) (550 lbs./day during construction);
- 150 lbs. per day of PM_{10}) (150 lbs./day during construction);
- 55 lbs. per day of $PM_{2.5}$) (55 lbs./day during construction); and
- 150 lbs. per day of oxides of sulfur (SO_x) (150 lbs./day during construction).

The most recent version of the CalEEMod (Version 2020.4.0) was used to calculate construction and operation emissions from development of the proposed project (Appendix B).

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD project-specific thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by site leveling, paving, and

42 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan…(Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

43 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, VOC, directly-emitted $PM_{2.5}$ or PM_{10}, and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction emissions were estimated for the project using CalEEMod Version 2020.4.0, consistent with SCAQMD recommendations for the proposed project.

For purposes of air quality analysis, it is assumed that construction would occur in phases. Each individual phase of project development would include the following construction activities: site preparation; grading; building construction; architectural coating (painting); and paving and surface improvement. The application of paving and architectural coating starts right after building construction and is assumed to continue throughout the construction process. The construction analysis includes estimating the construction equipment that would be used during each construction activity, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soils hauling, and vendor trips). CalEEMod modeling defaults are assumed for the construction activities, off-road equipment, on-road construction fleet mix, and trip lengths. The tentative project construction schedule would have a probable start date in May 2022 and a planned opening in early 2023.[44]

Table 3.3.A identifies the maximum daily emissions associated with construction activities and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project.

Table 3.3.A: Short-Term Regional Construction Emissions

	Total Regional Pollutant Emissions (pounds per day)					
Construction Phase	**VOC**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	1	16	10	<1	<1	<1
Grading	2	21	10	<1	4	2
Building Construction	2	15	16	<1	<1	<1
Architectural Coating	5	1	2	<1	<1	<1
Paving	1	9	12	<1	<1	<1
Peak Daily Emissions	**5**	**21**	**16**	**<1**	**4**	**2**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101). Table C: Estimated Construction Emissions. May 2, 2022 (Appendix B).

CO = carbon monoxide
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Operational Emissions. Long-term air pollutant emissions associated with operation of the proposed project include emissions from stationary, energy, and mobile sources. Stationary sources include area sources such as architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and food preparation, and electricity for lighting. Mobile-source emissions are from vehicle trips associated with operation of the project. The proposed project is estimated to generate 1,989 vehicle trips per day (refer to Appendix J. Based on the stationary-source parameters in CalEEMod for a fast-food restaurant with drive through and an automobile care center

44 These construction dates are garnered from the Air Quality Report (Appendix B); however, the actual construction start date will commence towards the middle of 2023, and the duration will remain the same.

and trip generation rates estimated for the proposed project (refer to Appendix B), operational emissions are detailed in Table 3.3.B. Projects in the Basin with operation-related emissions that exceed any of the listed emission thresholds are considered by the SCAQMD to generate potentially significant impacts to the environment.

Table 3.3.B indicates that the emissions of criteria pollutants generated from operation of the proposed project would not exceed the corresponding SCAQMD daily emission thresholds.

Table 3.3.B: Operational Emissions with Regional Effects

	Pollutant Emissions (lbs/day)					
Source	**VOC**	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	<1	<1	<1	0	0	0
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	6	7	62	<1	14	4
Total Project Emissions	**6**	**7**	**63**	**<1**	**14**	**4**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101).* Table E: Operational Emissions. May 2, 2022 (Appendix B).
Note: Numbers may appear to not sum correctly due to rounding.

CO = carbon monoxide
lbs/day = pounds per day
NOx = nitrogen oxides
$PM_{2.5}$ = fine inhalable particulate matter less than 2.5 microns in size
PM_{10} = coarse inhalable particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SOx = sulfur oxides
VOC = volatile organic compounds

As per regulatory policy in the Basin, the proposed project is required to comply with SCAQMD Rule 403, which includes implementation of standard control measures for fugitive dust. Table 3.3.A and Table 3.3.B demonstrate that, with compliance with applicable regulatory policy designed to reduce emissions, the proposed project would not exceed any SCAQMD threshold during construction or operation. Therefore, the proposed project would not contribute significantly to cumulative impacts from generation of any pollutants for which the region is in nonattainment. Specifically, the proposed project construction and operational emissions would not exceed the SCAQMD's mass daily thresholds for VOC and NOx that serve as project and cumulative impact thresholds of significance for gauging regional O_3 impacts. Therefore, the proposed project's contribution to cumulative air quality impacts would not be cumulatively significant.

Compliance with SCAQMD Rules 402, 403, and 431.2, which include implementation of standard control measures for diesel equipment emissions, fugitive dust, and construction methods is a regulatory requirement for all projects in the Basin. Other regulatory measures such as Title 13-Section 2449 of the California Code of Regulations; and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations also would be implemented for the proposed project. Through compliance with these regulations as part of applicable policy designed to reduce emissions, the proposed project would not exceed any SCAQMD threshold or contribute to a substantial increase in regional air emissions. Therefore, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts. Cumulative air quality impacts would be **less than significant.**

c) **Less than Significant Impact.** Localized Significance Thresholds (LSTs) are developed based upon the size or total area of the emissions source from construction equipment activities, the ambient air quality levels in each source receptor area (SRA) in which the emission source is located, and the

distance to nearby sensitive receptors. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each SRA. For the proposed project, the appropriate SRA for the LST is SRA 26 (Temecula Valley).

LSTs only apply to CO, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$ emissions during construction and operation. Screening-level analysis of LSTs is only recommended for construction activities at project sites that are 5 acres or less. The SCAQMD recommends that, for any project over 5 acres, air quality dispersion modeling for operational and construction activities should be performed to assess impacts to nearby sensitive receptors. The project site is approximately 2.24 acres. Therefore, dispersion modeling is not required, and a screening-level analysis of LSTs for 2.24 acres was used for construction and operational activities.

Localized significance is determined by comparing the on-site-only portion of the construction and operational emissions with emissions thresholds derived by the SCAQMD to ensure pollutant concentrations at nearby sensitive receptors. For this project, the closest sensitive receptor is the residential property located approximately 130 feet (40 meters) east of the project site boundary.[45] The localized construction and operational analysis results are below the LST thresholds established by the SCAQMD. Tables 3.3.C and 3.3.D detail the construction and operational LST emissions.

Table 3.3.C: Summary of Construction Emissions, Localized Significance

	Pollutant Emissions			
Source	**NOx (lbs/day)**	**CO (lbs/day)**	**PM_{10} (lbs/day)**	**$PM_{2.5}$ (lbs/day)**
On-Site Emissions	17	14	4	2
LST Thresholds	**270**	**1,466**	**16**	**6**
Significant?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101).* Table D: Construction Localized Impacts Analysis. May 2, 2022 (Appendix B).
Note: Source Receptor Area (SRA) for the LST is SRA 26 (Temecula Valley), 2.24-acre site, 130 feet to nearest receptor.
CO = carbon monoxide
LST = localized significance threshold
NO_2 = nitrogen dioxide
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SRA = Source Receptor Area

Table 3.3.D: Summary of Operational Emissions, Localized Significance

	Pollutant Emissions			
Source	**NOx (lbs/day)**	**CO (lbs/day)**	**PM_{10} (lbs/day)**	**$PM_{2.5}$ (lbs/day)**
On-Site Emissions	<1	19	<1	<1
LST Thresholds	**270**	**1,466**	**4**	**2**
Significant?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101).* Table F: Long-Term Operational Localized Impacts Analysis. May 2, 2022 (Appendix B).
Note: Source Receptor Area (SRA) for the LST is SRA 26 (Temecula Valley), 2.24-acre site, 130 feet to nearest receptor. On-site traffic would be 5% of total mobile source.

45 130 feet is the distance measured between the center of the residential structure and the project construction boundary.

Table 3.3.D: Summary of Operational Emissions, Localized Significance

	Pollutant Emissions			
Source	**NOx (lbs/day)**	**CO (lbs/day)**	**PM_{10} (lbs/day)**	**$PM_{2.5}$ (lbs/day)**

CO = carbon monoxide
LST = localized significance threshold
NO_2 = nitrogen dioxide
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SRA = Source Receptor Area

As detailed in Table 3.3.C and Table 3.3.D, project construction and operational emissions would not exceed LST thresholds. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts related to substantial pollutant concentrations for construction and operation. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be **less than significant**.

d) **Less than Significant Impact**. Other emissions, including nuisance odors, may occur during the operation of diesel-fueled equipment during construction and operation of the project. However, these emissions would be short term in duration and are expected to be isolated to the immediate vicinity of the construction site or transport route. SCAQMD Rules 402, 403, and 431.2, as well as Title 13, Section 2449(d)(d) of the California Code of Regulations (CCR), require the project Applicant to implement standard control measures for fugitive dust and diesel equipment emissions. Additionally, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).

Other odors that could emanate from the project site include odors from kitchen operations at the proposed Arby's and/or Wienerschnitzel. SCAQMD Rule 402 regarding nuisances states: "A person 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." Adherence to these rules is standard regulatory policy for all development within the Basin and would ensure impacts from other emissions such as nuisance odors remain **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:				
7. Wildlife & Vegetation a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☒	☐	☐
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☒
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Source(s): GIS database, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) , On-site Inspection (SWCA Environmental Consultants. Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California. August 2022, Revised November 2023. (Appendix C-1)), Agency Review of Biological Assessment (Regional Conservation Authority (RCA). RCA Joint Project Review (JPR) Findings. January 2, 2024. (Appendix C-2)).

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated**. The approximately 2.47-acre project site is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP); therefore, it is subject to applicable provisions of the MSHCP. Also, the MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160-acre) Criteria Cells, each with specific criteria for the species conservation within that Cell. The site was evaluated for biological resources pursuant to the MSHCP via a MSHCP Consistency Analysis (Appendix C-1), which included a literature review and one-day pedestrian survey conducted on April 8, 2021.[46] The project site is not within any MSHCP Core Area, or a Cell Group, but it is within MSHCP Criteria Cell 5778 and Subunit 5: French Valley/Lower Sedco Hills (SU5) of the Southwest Area Plan. Specifically, the project site occurs in the north-central portion of Cell 5778.

According to Section 3.3.15 of the MSHCP, conservation within Criteria Cell 5778 will contribute to assembly of Proposed Core 2 (Antelope Valley) and will focus on grassland habitat. Areas conserved within this Cell will be connected to grassland habitat and agricultural land proposed for conservation in

[46] SWCA Environmental Consultants. *Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California.* Page 15. August 2022, Revised November 2023. (Appendix C-1).

Cell Group B' to the west. Conservation within Cell 5778 will be approximately 5 percent of the Cell, focusing in the southwestern portion of the Cell.[47]

Due to the surrounding land uses around the site, wildlife movement in the project vicinity is already restricted by urban development. While undeveloped land occurs adjacent to the site to the west, this land is ruderal and contains commercial and industrial development to the west of it.[48] As noted by the Western Riverside County Regional Conservation Authority (RCA), 8.2 acres for conservation are still required to meet the conservation goal of Cell 5778, and approximately 60 acres of undeveloped lands exist within Cell 5778.[49] Development of the project site as proposed would not further impede assembly of Proposed Core 2 as a wildlife corridor between Core Areas of the MSHCP pursuant to the conservation goals of MSHCP Criteria Cell 5778 because the project site is not described for conservation by the MSHCP, and available undeveloped lands for conservation are available for contribution to Proposed Core 2. Despite the project not occurring adjacent to MSHCP Conservation Areas, indirect, edge effects could impact sensitive biological resources.

Edge effects are indirect effects associated with artificial lighting, increased noise, unnatural predators (e.g., domestic cats and other non-native animals), competitors (e.g., exotic plants and non-native animals), unauthorized recreational use that may damage vegetation and/or habitat, increased generation of dust and trash/debris, and effects on storm water and water quality. As detailed in Section 23 (Hydrology and Water Quality), the proposed project includes standard BMPs incorporated into project planning to contain construction and operation runoff of toxins, chemicals, petroleum products, and exotic plant materials that originate from the project site. As detailed in Section 21 (Hazards and Hazardous Materials), the proposed project includes standard BMPs incorporated into project planning to avoid and reduce the distribution of toxicants. Accordingly, with implementation of **Mitigation Measure (MM) BIO-1** and **MM-BIO-2** any significant edge effects to adjacent undeveloped lands and to lands within Criteria Cell 5778, would be reduced to **less than significant with mitigation incorporated** though implementation of BMPs**.**

Additionally, the project site occurs with Rough Step Unit 6. In Rough Step Unit 6, there are 11,392 acres within the Criteria Area. Key vegetation communities within Rough Step Unit 6 include: coastal sage scrub; grasslands; woodlands and forests; and riparian scrub, woodland, forest. Although the 2022 Annual Report has not been finalized, the remaining development allowance for grassland for Rough Step Unit 6 is 299 acres of grassland. As of the end of 2022, this Unit remains in Rough Step. Based on the above discussion, the proposed project does not conflict with Rough Step. However, development allowance may have changed by the time this project submits for a grading permit.[50] Therefore, project implementation may result in potentially significant impacts to MSHCP Conservation. With implementation of **MM BIO-3**, the Permittee would confirm with the RCA that the project would not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit, and potential impacts to the MSHCP Reserve Assembly would be reduced to **less than significant with mitigation incorporated**.

The project site is currently undeveloped and is vegetated primarily by non-native annual grasses. During the April 2021 field survey, approximately 72 percent of the plants identified on-site were non-

47 *Ibid.* Page 9.
48 Ibid. Page 1.
49 Regional Conservation Authority (RCA). *RCA Joint Project Review (JPR) Findings, JPR # 23-05-16-01*. Page 3. January 2, 2024. (Appendix C-2)
50 *Ibid.*

native species.[51] In accordance with the MSHCP, the project was subject to site-specific biological studies, including a Habitat Assessment for MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) and Criteria Area Species Survey Area (CASSA) plant species and a habitat assessment for burrowing owl (refer to Appendix C-1) in accordance with the Western Riverside MSHCP guidelines to address potential impacts to MSHCP-covered species having the potential to occur on site. SWCA determined that NEPSSA species (Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California Orcutt grass, Wright's trichocoronis) and CASSA species (Parish's brittlescale, Davidson's saltscale, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, Coulter's goldfields, little mousetail, mud nama) do not have the potential to occur on site based on the pedestrian survey conducted on April 8, 2021.[52] Burrowing owls have some potential to occur on the project site even though none were observed during the habitat assessment field survey. Therefore, **MM BIO-4** is required to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. Additionally, there is potential for the project site to support bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711); therefore, **MM BIO-5** is required to ensure that no nesting birds have colonized the site in the days preceding the ground-disturbing activities. With implementation of **MM BIO-4** and **MM BIO-5**, impacts to endangered or threatened species listed under State and federal regulations would be reduced to **less than significant with mitigation incorporated**.

The MSHCP includes a Local Development Mitigation Fee in accordance with Riverside County Ordinance No. 810 (as codified in **RCM BIO-1**) to assist in providing revenue to acquire and preserve vegetation communities and natural areas within Riverside County known to support populations of threatened, endangered, or key sensitive populations of plant and wildlife species. MSHCP payment would be submitted based on a per-acre fee of development pursuant to County Ordinance No. 810. In addition to the MSHCP, the project site is within the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee boundary, and payment of the appropriate fee (as codified in **RCM BIO-2**) in accordance with Riverside County Ordinance No. 663.10 would be required as a matter of law. Impacts from potential conflict with the MSHCP therefore would be **less than significant**.

RCM BIO-1: Prior to issuance of any building permits for non-residential uses and occupancy releases for residential uses, the applicant shall provide payment to the County of Riverside for applicable Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fees. The Local Development Mitigation Fees are subject to change each fiscal year. As such, the Applicant shall pay the current fee amounts according to timing outlined by the Western Riverside County Regional Conservation Authority (RCA). The Applicant shall pay the current fee amounts regarding roadways prior to approval of the Improvement Plan. The Applicant shall pay the current fee amounts regarding residential, commercial, and industrial uses, prior to building permit issuance.

RCM BIO-2: Prior to issuance of any grading permits, the County of Riverside shall confirm that the project applicant has paid the fees pursuant to Ordinance 663.10 for the Stephens' kangaroo rat (SKR) Habitat Conservation Plan (HCP) Fee Assessment Area.

[51] SWCA Environmental Consultants. *Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California*. Page 16. August 2022, Revised November 2023. (Appendix C-1).

[52] *Ibid.* Page 26 and 27.

As discussed in this section, implementation of **MM BIO-1** through **MM BIO-5** would ensure the proposed project would not conflict with or obstruct implementation of the MSHCP. Furthermore, as required for all development projects in the County of Riverside, the project applicant shall pay applicable MSHCP Local Development Mitigation fees (**RCM BIO-1**) and the SKR HCP Fee (**RCM BIO-2**), as established and implemented by the County at the rates in force at the time grading permits are issued. Impacts from potential conflict with the MSHCP would be **less than significant with mitigation incorporated.**

b) **Less than Significant**. The project site was evaluated for biological resources pursuant to the MSHCP via a MSHCP Consistency Analysis Report (Appendix C-1), which included a literature review and one-day pedestrian survey conducted on April 8, 2021. The MSHCP Consistency Analysis included a habitat suitability assessment, which indicates the project site is dominated by non-native forbs and grasses with a few native species of plants interspersed.[53] Due to the disturbed nature of the site and developed setting of the surrounding properties, the project site does not contain sensitive biological resources such as riparian/riverine or vernal pool habitats.

A nine-quad search (Bachelor Mountain, Romoland, Winchester, Hemet, Murrieta, Sage, Temecula, Pechanga, and Vail Lake) was conducted to identify special-status species that were previously reported within the project vicinity, and these species were reviewed for their potential to occur within the project site.[54] A total of 63 special-status plant species were identified in the search, and all of these species where noted as having no potential to occur on the project site due to the existing site conditions (ongoing mowing and/or disking), lack of detection, and lack of suitable habitat. Of the 63 special-status plant species whose presence was evaluated on the project site, 35 plant species are covered under the MSHCP. The remaining 28 plant species not covered under the MSHCP include: chaparral sand-verbena (*Abronia villosa var. aurita*), alkali marsh aster (*Almutaster pauciflorus*), south coast saltscale (*Atriplex pacifica*), Santa Rosa Basalt brodiaea (*Brodiaea santarosae*), lakeside ceanothus (*Ceanothus cyaneus*), Orcutt's pincushion Chaenactis (*glabriuscula var. orcuttiana*), Parish's chaenactis (*Chaenactis parishii*), delicate clarkia (*Clarkia delicata*), Wiggins' cryptantha (*Cryptantha wigginsii*), Tecate cypress (*Hesperocyparis forbesii*), mesa horkelia (*Horkelia cuneata ssp. puberula*), San Diego hulsea (*Hulsea californica*), Santa Lucia dwarf rush (*Juncus luciensis*), Orcutt's linanthus (*Linanthus orcuttii*), intermediate monardella (*Monardella hypoleuca ssp. intermedia*), felt-leaved monardella (*Monardella hypoleuca ssp. lanata*), chaparral nolina (*Nolina cismontane*), Gander's ragwort (*Packera gander*), Santiago Peak phacelia (*Phacelia keckii*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), Latimer's woodland gilia (*Saltugilia latimeri*), Shevock's copper moss (*Schizymenium shevockii*), southern mountains skullcap (*Scutellaria bolanderi ssp. austromontana*), chaparral ragwort (*Senecio aphanactis*), salt spring checkerbloom (*Sidalcea neomexicana*), San Bernardino aster (*Symphyotrichum defoliatum*), Parry's tetracoccus (*Tetracoccus dioicus*), and California screw moss (*Tortula californica*). These 28 special-status plant species have no potential to occur due to lack of suitable habitat within the project site.

Additionally, 14 special-status animal species (9 birds, 1 crustacean, 2 invertebrates, and 2 mammals) were identified in the search, of which 2 species were noted as being absent, 10 species were noted as unlikely, 1 species was noted as low, and 1 species, burrowing owl (*Athene cunicularia*), was the only species with a moderate potential to occur due to suitable habitat being present. However, no potentially suitable burrows, owl sign (e.g., feathers, pellets, whitewash, and prey remnants), or burrowing owls were detected during the April 2021 field survey.[55] Of the 14 special-status animal

[53] Ibid. Page 18
[54] Ibid. Page 15.
[55] *Ibid.* Page 22.

species whose presence was evaluated on the project site, 13 animal species are covered under the MSHCP. Crotch bumblebee (*Bombus crotchii*) is not a covered species under the MSHCP; however, this species is unlikely to occur because frequent disking onsite attributes to low quality nesting habitat, and no food plants (e.g., *Asclepias sp., Chaenactis sp., Lupinus sp., Medicago sp., Phacelia sp.,* and *Salvia sp*.) are available onsite.

No special-status species were found during the April 2021 field survey.[56] Furthermore, potentially suitable habitat for NEPSSA or CASSA species is absent on site and are they are not expected to occur; therefore, focused surveys are not required. The only endangered or threatened species with potential to occur on the project site is Stephens' kangaroo rat (*Dipodomys stephensi*). This species was assigned a low probability of occurring on the project site due to the occurrence of general habitat in the form of non-native grassland for this species. However, microhabitat for this species, such as buckwheat and chamise, is absent. The project site does not occur in an MSHCP Mammal Species Survey Area, and small mammal trapping was not required nor conducted. As detailed above in Section 7(a), the project is within the SKR HCP, a region-wide plan for species permitting and conservation so that individual projects could receive Endangered Species Act (ESA) take authority for the species throughout the County, rather than individually.

SKR has its own HCP that is independent from the MSHCP. SKR is federally and State listed as threatened. This species was "reclassified" from endangered to threatened in February of 2022 by the USFWS along with a concurrent ESA "4(d) rule" for management activities in approved management plans.[57] Although there is very low potential for SKR to occur on the project site due to regular disking and disturbance of the site, the project site is within the County's SKR HCP fee boundary, so implementation of **RCM BIO-2** for payment of the SKR HCP fee pursuant to County Ordinance 663.10 would ensure removal of non-native grassland habitat would not result in significant effects to SKR. Impacts would remain **less than significant**, and mitigation is not required.

c) **Less than Significant with Mitigation Incorporated.** As noted above in Section 7(a) above, burrowing owl was the only special-status species with a moderate potential to occur due to suitable habitat being present on the project site. However, no potentially suitable burrows, owl sign (e.g., feathers, pellets, whitewash, and prey remnants), or burrowing owls were detected during the April 2021 field survey. As noted above in Section 7(b) above, 13 the 14 special-status animal species whose presence was evaluated on the project site are covered under the MSHCP. Crotch bumblebee is not a covered species under the MSHCP; however, this species is unlikely to occur because frequent disking onsite has resulted in low quality nesting habitat, and no food sources (e.g., *Asclepias sp., Chaenactis sp., Lupinus sp., Medicago sp., Phacelia sp., and Salvia sp*.) are available onsite. Furthermore, potentially suitable habitat for NEPSSA or CASSA species is absent on site, and no NEPSSA or CASSA species are expected to occur; therefore, focused surveys are not required.

Although no special-status species were found during the April 2021 field survey, and no potentially suitable burrowing owl burrows were identified, burrowing owl has a moderate potential to occur on the project site since the site contains relatively low-lying bromes and grasses, and the burrowing owl is common in the project region. Impacts to burrowing owl can be potentially significant due to potential for this species to occupy the site and its surrounding areas prior to development of the project. Therefore, **MM BIO-4** is required to ensure that a pre-construction burrowing owl survey would be conducted prior to disturbance of the site and that, if encountered, impacts to burrowing owls would be

[56] *Ibid.* Page 21.
[57] Riverside County Habitat Conservation Agency (RCHCA). n.d. *The Stephens' Kangaroo Rat*. Website: https://rchca.us/183/Stephens-Kangaroo-Rat. (accessed January 21, 2024).

avoided. By implementing **MM BIO-4,** impacts to burrowing owl would be reduced to a **less than significant with mitigation incorporated**. Additionally, if construction is to occur during the bird breeding season (typically February 1 through August 31, starting January 1 for raptors), impacts to nesting birds would be potentially significant due to nesting birds being protected under the MBTA and California Fish and Game Code. Therefore, **MM BIO-5** is prescribed to ensure that nesting birds would be protected until the young have fledged and by doing so, direct impacts to sensitive and common avian species from development of the project site would be reduced to **less than significant with mitigation incorporated**.

Additionally, the project will be required to pay MSHCP Local Development Mitigation Fees as described in **RCM BIO-1**. Payment of MSHCP Local Development Mitigation Fees provides habitat-based mitigation within the plan area for all wildlife and plant species impacted due to the loss of suitable habitat from covered projects. The project would be consistent with the goals/objectives of the MSHCP, as documented in the RCA-approved MSHCP Consistency Analysis Report (Appendix C-1) and implementation of the proposed mitigation measures and regulatory compliance measures listed at the end of this Section.

d) **Less than Significant with Mitigation Incorporated**. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed open space for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The Paloma Valley-Bachelor Mountain Proposed Constrained Linkage 18 comprised primarily of French Valley Creek that connects the Antelope Valley Proposed Core 2 in the Hogbacks [mountains] near Murrieta with the Bachelor Mountain Proposed Extension of Existing Core 7 of the Bachelor Mountain range is located approximately 1,900 feet northwest of the project site.[58] According to the Western Riverside County RCA, “constrained” linkages tend to be hemmed in by existing patterns of development and may work well as pathways linking core areas but not as living spaces.[59]

The project site is surrounded on three sides by urban development. It is bounded by four-lane Benton Road to the north, Penfield Lane and a large private residence/swim school to the east, and industrial development to the south. A vacant ruderal property occurs to the west, with commercial and industrial development west of that property.[60] The existing land uses surrounding the project site already restrict wildlife movement in the project vicinity. The project site is further separated from Paloma Valley-Bachelor Mountain Proposed Constrained Linkage 18 by State Route 79 (Winchester Road); therefore, development of the site would not encroach on Linkage 18 or French Valley Creek and would not obstruct or inhibit French Valley Creek from continuing to serve as a wildlife corridor between larger

[58] City of Murrieta. *Final Environmental Impact Report for the Murrieta General Plan 2035*. Section 5.10: Biological Resources. Exhibit 5.10-1 (MSHCP Proposed and Existing Conservation Land). SCH No. 2010111084. July 19, 2011.

[59] Western Riverside County Regional Conservation Authority. *Habitat Conservation*. http://www.wrc-rca.org/habitat-conservation/ (accessed November 1, 2019).

[60] SWCA Environmental Consultants. *Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California.* Page 1. August 2022, Revised November 2023. (Appendix C-1).

contiguous segments of land that could offer opportunities for wildlife movement. As such, the proposed project would not substantially limit wildlife movement.

Pursuant to the Urban/Wildlands Interface guidelines presented in MSHCP Section 6.1.4, the project has the potential to indirectly affect wildlife movement through edge effects associated with locating a commercial facility in proximity to an MSHCP Conservation Area. Edge effects are indirect effects associated with artificial lighting, increased noise, unnatural predators (e.g., domestic cats and other non-native animals), competitors (e.g., exotic plants and non-native animals), unauthorized recreational use that may damage vegetation and/or habitat, increased generation of dust and trash/debris, and effects on storm water and water quality. These effects and the alteration of existing on-site vegetation may result in changes in the behavioral patterns of wildlife or reduce the amount or diversity of wildlife adjacent to the site. Accordingly, implementation of **MM BIO-1** and **MM-BIO-2** are necessary as noted in RCA Joint Project Review (JPR) Findings (Appendix C-2) in order to reduce significant edge effects and to contain construction and operational runoff, including toxics, on the project site. By doing so project impacts would be reduced to **less than significant with mitigation incorporated**.

Furthermore, as discussed in detail subsequently in the hydrology section, **RCM HYD-1** and **RCM HYD-2** address edge effects associated with storm water and water quality. **RCM HYD-1** would ensure polluted runoff during site preparation and construction would be addressed by the SWPPP, and **RCM HYD-2** would require the preparation of a Final WQMP in compliance with the San Diego Region MS4 Permit. Since the Paloma Valley-Bachelor Mountain Proposed Constrained Linkage 18 adjacent to the project site consists primarily of French Valley Creek, **RCM HYD-1** and **RCM HYD-2** would minimize edge effects by maintaining the conveyance of seasonal clean water flows along French Valley Creek, which connects the Antelope Valley Proposed Core 2 in the Hogbacks [mountains] near Murrieta with the Bachelor Mountain Proposed Extension of Existing Core 7 of the Bachelor Mountain range.

Lastly, the project has potential to affect migratory birds, implementation of **MM BIO-5** would protect migratory birds during the nesting bird season when unfledged offspring would not be able to flee the site safely during construction through the provision of appropriate buffers within which construction would not be allowed. Therefore, protection of French Valley Creek and the Paloma Valley-Bachelor Mountain Proposed Constrained Linkage 18 through implementation of **RCM HYD-1** and **RCM HYD-2**, and the reduction of significant edge effects through implementation of **MM BIO-1** and **MM-BIO-2** as well as implementation of **MM BIO-2,** would ensure development of the project site would not significantly affect wildlife movement opportunities, established native resident or migratory wildlife corridors, or native wildlife nursery sites. Impacts to wildlife corridors or linkages would be reduced to **less than significant with mitigation incorporated.**

e) **No Impact.** Certain habitats/natural communities are considered to be of special concern based on, 1) Federal, State, or local laws regulating their development; 2) limited distributions; and/or 3) whether they support the habitat requirements of special-status plants or animals. As discussed above, the site was evaluated for biological resources pursuant to the MSHCP via a MSHCP Consistency Analysis Report (Appendix C-1), which included a literature review and one-day pedestrian survey conducted on April 8, 2021. The habitat suitability assessment provided in the MSHCP Consistency Analysis indicates the project site is dominated by non-native forbs and grasses with a few native species of plants interspersed.[61] Due to the disturbed nature of the site and developed setting of the surrounding properties, the project site does not contain sensitive biological resources such as riparian/riverine or vernal pool habitats. Furthermore, no evidence of vernal pools, hydrophytic plants, prolonged

[61] SWCA Environmental Consultants. Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California. Page 18. August 2022, Revised November 2023. (Appendix C-1).

inundation, depressions, tectonic swales/earth slump basins, or inundation conducive to ponding, or other wetland features were recorded on site during the April 8, 2021 field survey or found on historic aerial photos.[62] No special-status species, NEPSSA species, or CASSA species were identified due to the lack of suitable habitat on and surrounding the project site.

The nearest Critical Habitat units are approximately 2.1 miles southeast of the project site as part of Unit 2 of USFWS designated Critical Habitat for the federally listed as endangered Quino checkerspot butterfly (*Euphydryas editha quino*) and Unit 2 of USFWS designated Critical Habitat for the federally listed as endangered San Diego ambrosia (*Ambrosia pumila*).[63] However, no portion of the project site is located in or adjacent to the Critical Habitat Units 2 for Quino checkerspot butterfly and Unit 2 for San Diego ambrosia or any other critical habitat. Additionally, a search of the CNDDB indicates the nearest sensitive habitat is Southern Cottonwood Willow Riparian Forest located approximately 3.7 miles northeast of the project site.[64] Therefore, **no impacts** to riparian habitat or other sensitive natural communities would occur, and mitigation is not required.

f) **No Impact.** The U.S. Army Corps of Engineers (USACE) regulates discharges of dredge or fill material into water of the U.S., including wetlands and non-wetland bodies of water that meet specific criteria. In order to be considered a jurisdictional wetland under Section 404 of the Federal Clean Water Act (CWA), an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology.

The MSHCP Consistency Analysis (Appendix C-1) performed in conjunction with MSHCP implementation did not identify any vernal pools or hydrophytic vegetation, hydric soils, or wetland hydrology on or near the project site. Therefore, the project would not affect potentially jurisdictional waters and would not be subject to the regulatory authority of the USACE under Section 404 of the CWA, the San Diego Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA, or the CDFW under Sections 1600 et seq. of the California Fish and Game Code. The proposed project would have no effects on State or federally protected wetlands. **No impact** would occur, and no mitigation is required.

g) **No Impact.** Riverside County's Oak Tree Management Guidelines, County Ordinance No. 559, and General Plan Policies OS 9.3 and 9.4 regulate tree removal. According to the County of Riverside (Chapter 12.24. Tree Removal), the County tree preservation ordinance states removal of native trees with a height of 30 feet and a diameter breast height of 12 inches on any land that is above half an acre and above 5,000 feet in elevation is not allowed without a permit. However, there are no large trees or shrubs on the project site, with the exception of a few ornamental shrubs along the southern site boundary.[65] The project would be developed consistent with the MSHCP, County General Plan Policies for protection of biological resources, and all other guidelines and regulations applicable to the project site. **No impact** would occur, and no mitigation is required.

Mitigation:

62 *Ibid.* page 23.
63 U.S. Fish and Wildlife Service (USFWS). 2024. *Critical Habitat Portal*. https://ecos.fws.gov/ecp/report/table/critical-habitat.html (Accessed January 22, 2024).
64 CDFW (California Department of Fish and Wildlife). 2023. *Natural Diversity Database*. RareFind, Online Edition, Version 5.3.0. https://www.wildlife.ca.gov/Data/CNDDB/ (accessed January 22, 2024).
65 SWCA Environmental Consultants. *Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California.* Page 18. August 2022, Revised November 2023. (Appendix C-1).

MM BIO-1: The following guidelines contained in Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 shall be implemented by the Permittee:

i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Best Management Practices (BMPs) will be implemented to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm downstream biological resources or ecosystems.

ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff.

iii. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting.

iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.

v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.

vi. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.

vii. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

viii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.

MM BIO-2: The following MSHCP Appendix C best management practices (BMPs), as applicable, shall be implemented for the duration of construction:

i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

ii. Water pollution and erosion control plans shall be developed and implemented in accordance with Regional Water Quality Control Board (RWQCB) requirements.

iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

v. Projects shall be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7.

vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG [CDFW], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

xii. Exotic species that prey upon or displace target species of concern shall be permanently removed from the site to the extent feasible.

xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing shall be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.

MM BIO-3: In accordance with MSHCP Volume I, Section 6.7, it is the Permittees responsibility that *if the rough step rule is not met during any analysis period* (performed annually by the Regional Conservation Authority [RCA]), *the Permittees must conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the rule was not achieved.* The Permittee is encouraged to consult with the RCA on current rough step allowances prior to working with project applicants developing grading plans. The Permittee must not cause additional loss of any rough step vegetation that is out of balance. Prior to issuance of a grading permit, the Permittee will confirm with the RCA that the Project will not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.

MM BIO-4: Due to the presence of potentially suitable habitat, a 30-day preconstruction survey for burrowing owls is required prior to initial ground-disturbing activities (including vegetation clearing, clearing, and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site

in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

MM BIO-5: If activities associated with vegetation removal, construction, or grading are planned during the bird nesting/breeding season (generally February 1 through August 31; January 1 for raptors), a qualified biologist shall conduct surveys for active nests. Preconstruction nesting bird surveys shall be conducted weekly beginning 14 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than 3 days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional preconstruction surveys shall be conducted so that no more than 3 days have elapsed between the survey and ground-disturbing activities.

Active nests found within 100 feet of the construction zone shall be delineated with highly visible construction fencing or other exclusionary material that would inhibit entry by personnel or equipment into the buffer zone. Installation of the exclusionary material will be completed by construction personnel under the supervision of a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by at least one adult bird) and until young birds have fledged and no continued use of the nest is observed, as determined by a qualified biologist. The barrier shall be removed by construction personnel at the direction of the biologist. The following RCMs are regulatory requirements implemented as a routine action by the County to ensure compliance with the requirements of the County.

Monitoring: **MM BIO-2:** The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

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): On-site Inspection, Project Application Materials (LSA Associates, Inc. Phase 1 Cultural Resources Assessment. July 2021. Appendix D)

Findings of Fact:

a) and b). **Less than Significant with Mitigation Incorporated.** Cultural resources are broadly defined as any physical manifestations of human activity that are at least 50 years of age and may include archaeological resources as well as historic-era buildings and structures. Archaeological resources include both prehistoric remains and remains dating to the historical period. Prehistoric (or Native American) archaeological resources are physical manifestations of human activities that predate written records and may include village sites, temporary camps, lithic (stone tool) scatters, rock art, roasting pits/hearths, milling features, rock features, and burials. Historic archaeological resources can include refuse heaps, bottle dumps, ceramic scatters, privies, foundations, and burials and are generally associated in California with the Spanish Mission Period (1769 through 1833) through the mid-late 20th century (1970). Archaeological resources that are eligible for listing in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), or a local register are considered *historical resources* pursuant to *CEQA Guidelines* §15064.5. *CEQA Guidelines* §15064.5 defines the term "historical resource" as:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).

2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

    a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

    b. Is associated with the lives of persons important in our past.

    c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

    d. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to Public Resources Code (PRC) §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

A Cultural Resources Assessment was prepared for the project site and included an archaeological and historical records search and intensive pedestrian survey (Appendix D).[66] The records search of the project site included a one-half mile radius search index and identified 18 cultural resources, including prehistoric and historic period archaeological resources. The nearest prehistoric resource (prehistoric isolated artifact) was documented approximately 850 feet west of the project site. The records search also identified 54 previous cultural resources studies within one-half mile of the project site, two of which encompassed portions of the site.[67]

The project-specific pedestrian survey conducted on May 21, 2021, did not result in the identification of any cultural resources on the project site.[68] Additionally, the survey results determined that part of the site was previously graded and that it is currently disturbed by earthmoving and weed-abatement activities. Modern refuse was also noted throughout the project site. Based on the results of the Cultural Resources Assessment, the project site does not contain any "historical resources" as defined under *CEQA Guidelines* §15064.5 or any known archaeological resources. However, the project site's proximity to previously-recorded cultural resources, as indicated through the records search, indicates there is some potential for the site to contain previously unidentified subsurface cultural resources. Project construction would include excavation to install underground storage tanks and site grading to a maximum vertical height of approximately 12 feet below ground surface into native soils. Therefore, **MM CUL-1** through **MM CUL-4** are required to ensure impacts to any unanticipated cultural resources would be reduced to **less than significant with mitigation incorporated.**

With implementation of **MM CUL-1** through **MM CUL-4**, interested Native American tribes would be consulted to ensure unanticipated cultural resources would be managed in accordance with *CEQA Guidelines* §15064.5. Impacts to "historical resources" as defined under *CEQA Guidelines* §15064.5 or "archaeological resources" pursuant to *CEQA Guidelines* §15064.5 would be reduced to **less than significant with mitigation incorporated**.

Mitigation:

MM CUL-1 Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s). 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-2 Prior to issuance of grading permits, the applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional

66 LSA Associates, Inc. Phase 1 Cultural Resources Assessment. July 2021. Appendix D.
67 Ibid. Page 9.
68 Ibid.

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

MM CUL-3 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.

A. **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.

B. **Prehistoric and/or Tribal Cultural Resources:** One of the following treatments shall be applied.

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.

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.

MM CUL-4 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 Management Plan.

Monitoring: See **MM CUL-1** through **MM CUL-3**.

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

Source(s): On-Site Inspection, Project Application Materials, (LSA Associates, Inc. Phase 1 Cultural Resources Assessment. July 2021. Appendix D)

Findings of Fact:

a) and b) Please refer to Section V. 8(b), above.

c) **Less than Significant with Mitigation Incorporated.** No known human remains are present on the project site, and there is no evidence that Native Americans are buried on the project site. In the unlikely event that human remains are encountered during project construction, **MM CUL-5** is required to ensure impacts would be reduced to **less than significant levels with mitigation incorporated.**

Furthermore, the Temecula Band of Luiseño Indians (Pechanga), Soboba Band of Luiseno Indians, and the Rincon Band of Luiseño Indians requested consultation in conjunction with site-specific mitigation pursuant to Assembly Bill 52 (AB52). **MM TCR-1** through **MM TCR-3** are detailed in Section 3.18, Tribal Resources, in accordance with PRC 21080.3.2.

Implementation of **MM CUL-5** would ensure that human remains would be managed in accordance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. Therefore, potential impacts to human remains would be **less than significant with mitigation incorporated**.

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

Mitigation:

See **MM CUL-1** through **MM CUL-4** in Sections 8(a) and 8(b) above. See **MM TCR-1** through **MM TCR-3** are detailed in Section 3.18.

MM CUL-5 Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the 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.

Monitoring: See **MM CUL-1** through **MM CUL-3** and **MM TCR-1** through **MM TCR-3** detailed in Section 3.18.

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks. August 24, 2018, Total System Electric Generation. California Energy Commission, Project Application Materials (CalEEMod Appendix B)

Findings of Fact:

a) **Less than Significant Impact.** The project's consumption of energy during construction and operation is calculated via CalEEMod, as detailed in Appendix B.

Construction. The anticipated construction schedule assumes that the project would be built in approximately 8 months. Construction would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, utility installation, paving, and building construction and architectural coating. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, energy usage on the project site during construction would be temporary in nature.

The output for energy consumption incorporates project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and CalRecycle/Green Building Program regulations, which include implementation of standard control measures for equipment emissions and materials recycling. Adherence to these regulations, including the implementation of Best Available Control Measures,

is a standard requirement for any construction or ground disturbance activity occurring within the Basin.

Best Available Control Measures include, but are not limited to, requirements that the project Applicant utilize only low-sulfur diesel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor must recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations. Through compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and the CalRecycle Green Building Program as a matter of regulatory policy, construction of the project would demand only the energy required, and impacts from wasteful, inefficient, or unnecessary energy consumption would be **less than significant**. No mitigation is required for short-term construction impacts.

Operation. During project operation, electricity would be the main form of energy consumed on the site. Electricity would be used for building heating and cooling, lighting, and water heating. Table 3.6.A presents the energy use of the proposed project.

Table 3.6.A: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh/year)	Natural Gas (Btu/year)	Patrons and Employees Vehicles Gasoline (gallons/year)
Automobile Care Center	51,683.2	168,439	295,904.19
Fast Food Restaurants	150,942.8	891,598	--
Parking lot	23,478.8	0	--
Total	**226,104.8**	**1,060,037**	295,904.19

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101).* Attachment C: CalEEMod Output. May 2, 2022 (Appendix B).
kWh = kilowatt hours
Btu = British thermal units

As identified in Table 3.6.A, demand from proposed uses on the site would generate a total 226,104.8-kilowatt hours (kWh) of electricity and 1,060,037 British thermal units (Btu) of natural gas on an annual basis. In addition, the project would result in energy usage associated with consumption of motor vehicle gasoline to fuel project-related trips. Based on the project's Traffic Impact Analysis (Appendix J), the proposed car wash and fast-food restaurant facilities would generate up to 1,989 daily trips during a weekday. The proposed project's 1,989 total daily trips is estimated to result in 6,776,206 annual vehicle miles traveled (VMT). Using the 2020 fuel economy

estimate of 22.9 miles per gallon (mpg),[69] the proposed project would consume approximately 295,904.19 gallons of gasoline per year.[70]

The State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). The CBC is updated every three years, and the current 2019 CBC went into effect in January 2020. Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The California Building Standards Commission adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State's efforts to reduce greenhouse gas (GHG) emissions and energy consumption from residential and nonresidential buildings. CALGreen code covers the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. The County has adopted both the CBC and CALGreen Code pertaining to energy conservation standards. The projected energy use of the project is representative of a worst-case scenario because the estimates do not account for energy efficiency measures that would be incorporated into the proposed project.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2020, California's in-state electric generation totaled 190,913 gigawatt-hours (GWh); the State's total system electric generation, which includes imported electricity, totaled 272,576 GWh.[71] Population growth is the primary source of increased energy consumption in the State; due to population projections, annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.[72] The project's net electricity usage would total less than 0.00012 percent[73] of electricity generated in the State in 2020, which would not represent a substantial demand on available electricity resources.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.9 mpg in 2020.[74] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020. The EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) amended the existing Corporate Average Fuel Economy (CAFE) standard. The new vehicle rules under the Safe Affordable Fuel-Efficient (SAFE) will hold the emissions standards at 2020 standards for both CAFE and SAFE until 2026. This new rule applies to the emissions of light duty cars and trucks from model years 2021 to 2026.[75]

69 Table 4-23. Average Fuel Efficiency of U.S. Light Duty Vehicles. United States Department of Transportation, Bureau of Transportation Statistics. https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed July 14, 2022).

70 6,776,206 VMT per year ÷ 22.9 mpg = 295,904.19 gallons of gasoline per year

71 Total System Electric Generation. California Energy Commission. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation (Accessed July 14, 2022).

72 Table ES-1. *California Energy Demand 2018–2030 Revised Forecast.* California Energy Commission. file:///C:/Users/CDavis/Downloads/TN223244_20180419T154213_California_Energy_Demand_20182030_Revised_Forecast%20(8).pdf. (accessed July 14, 2022).

73 0.23 GWh (proposed project) ÷ 190,913 GWh (generated in State in 2020) = < 0.00012 percent.

74 Table 4-23. *Average Fuel Efficiency of U.S. Light Duty Vehicles.* United States Department of Transportation, Bureau of Transportation Statistics. https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (Accessed July 14, 2022).

75 *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks.* August 24, 2018. United States Environmental Protection Agency and United States Department of Transportation. https://www.govinfo.gov/content/pkg/FR-2018-08-24/pdf/2018-18418.pdf (accessed July 14, 2022).

As stated previously, implementation of the proposed project would increase the project-related annual gasoline demand by 295,904.19 gallons. Automobiles operated by patrons and employees are subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with the project site would increase throughout the life of the project as fuel efficiency of vehicles continues to improve in order to meet the State's 2050 GHG emission reduction goals. In addition, as the price and efficiency of electric passenger vehicles improve more people would buy them, reducing the number and use of fossil fuel dependent vehicles on the road. The result is a decrease the gasoline fuel demand in the transportation sector, including transit buses and passenger vehicles.

Patrons who would utilize the two proposed fast-food restaurants would benefit from improved transportation to the site, as the improvements to public transportation would result in an expanded network of municipal buses, bicycle infrastructure, and rideshare programs. Although the Traffic Impact Analysis (Appendix J) describes the project as generating 1,989 "new" daily vehicle trips to/from the project site, many of these trips are not necessarily new but more likely rerouted vehicle trips that are expected to be travelling to other land uses and already consuming gasoline. The long-term operation of the project would see a decrease in fuel consumption per mile due to continuous improvements to vehicles and transportation infrastructure, which would demand less energy consumption through the life of the project.

Increasingly stringent electricity, natural gas, and fuel efficiency standards improved alternative transportation infrastructure throughout the region would ensure operation of the project would demand only the energy required, and impacts from wasteful, inefficient, or unnecessary energy consumption would be less than significant.

Construction and operation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be **less than significant**.

b) **No Impact**. As discussed above, the State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The California Building Standards Commission adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State's efforts to reduce greenhouse gas (GHG) emissions and energy consumption from residential and nonresidential buildings. The County has adopted both the CBC and CALGreen Code pertaining to energy conservation standards. Therefore, the project would comply with the CBC and CalGreen Code pertaining to energy conservation standards in effect at the time of construction and the project would be consistent with applicable plans related to renewable energy and energy efficiency. **No impact** would occur.

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	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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, County of Riverside. Multi-Jurisdictional Local Hazard Mitigation Plan. Map 2: Riverside County Faults and Zones. Page 198. Approved and Adopted July 2018., (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E)

Findings of Fact:

a) **No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act (Act) mitigates fault rupture hazards by prohibiting the development of structures for human occupancy across the trace of an active fault. The Act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The boundary of an "Earthquake Fault Zone" is generally 500 feet from major active faults and between 200 and 300 feet from well-defined minor faults. The project site is not located within an Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zone Act of 1972 or as defined by the County's Local Hazard Mitigation Plan.[76] In addition, there is no evidence of any faults or faulting activity on the project site. **No impact** related to fault rupture would result from the implementation of the project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-3 "Generalized Liquefaction," (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E.)

Findings of Fact:

a) **Less than Significant Impact.** Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. Coarse-grained on-site soils are dense to very dense, and fine-grained on-site soils are stiff to hard. The Geotechnical Investigation and Percolation Testing Report did not encounter groundwater in borings extending to a maximum depth of 21 feet on the project site.[77] Based on review of available groundwater maps, the highest groundwater level in the vicinity of the project site is approximately 30 feet.[78] The project site is not located within a zone of required liquefaction investigation, and the Riverside County General Plan identifies the risk of liquefaction at the project site as low.[79] Proper engineering design and construction in conformance

76 County of Riverside. *Multi-Jurisdictional Local Hazard Mitigation Plan.* Map 2: Riverside County Faults and Zones. Page 198. Approved and Adopted July 2018.
77 Ibid. Page 4.
78 Ibid. Page 5.
79 Riverside County Parcel Report. APN 963070018. http://rivcoparcelreport.rivcoca.org/Report?apn=963070018&type=public&url=http://gis1.countyofriverside.us/Geocortex/Essentials/REST/TempFiles/Export.png?guid=080212a6-786d-4883-868e-795d4dccc234&contentType=image/png. (Accessed November 16, 2021).

with CBC standards and project-specific geotechnical recommendations (**RCM GEO-1**) would ensure potential for earthquake induced liquefaction and lateral spreading on-site would be low due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the on-site earth materials. Potential impacts from seismic-related ground failure, including liquefaction would be **less than significant**.

RCM: Mitigation is not required; however, the following RCM is a regulatory requirement that would be implemented to ensure impacts related to strong seismic ground shaking remain less than significant.

RCM GEO-1: The Applicant shall provide evidence to the County of Riverside for review and approval that on-site structures, features, and facilities have been designed and constructed in conformance with applicable provisions of the California Building Code in effect at the time of construction and the recommendations cited in the Geotechnical Investigation and Percolation Testing Report (Appendix E of the Initial Study). Geotechnical recommendations include, but are not limited to, the following:

- All vegetation and debris shall be collected and hauled off-site. In the areas of proposed buildings, the existing fill and top 3 feet of porous native soils shall be excavated until non-porous native soils are exposed.
- In the areas of the surface parking, only the surficial fill shall be removed and recompacted.
- The excavated areas shall be observed and approved by the Soil Engineer prior to placing any fill.
- The excavated materials from the site shall be reused in the compacted fill areas.
- Fill material, approved by the Soil Engineer, shall be placed in controlled layers. Each layer shall be compacted to at least 90 percent of the maximum unit weight as determined by American Society for Testing and Materials (ASTM) designation D 1557 for the material used.
- The fill material shall be placed in controlled layers of not to exceed 8 inches. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to insure uniformity of material in each layer.
- When moisture content of the fill material is too low to obtain adequate compaction, water shall be added and thoroughly dispersed until the moisture content is near optimum.
- When the moisture content of the fill material is too high to obtain adequate compaction, the fill material shall be aerated by blading or other satisfactory methods until near optimum moisture condition is achieved.
- Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained. Where compaction of less than 90 percent is indicated, additional compactive effort shall be made with adjustment of the moisture content or layer thickness, as necessary, until at least 90 percent compaction is obtained.

This condition shall be implemented to the satisfaction of the County of Riverside Deputy Building Official or designee.

Proper engineering design and construction in conformance with CBC and ASCE 7-16 standards and project-specific geotechnical recommendations (**RCM GEO-1**) would ensure potential impacts from strong seismic ground shaking would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

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

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), (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E.)

Findings of Fact:

a) **Less Than Significant Impact**. According to the Riverside County's Multi-Jurisdictional Local Hazard Mitigation Plan, Riverside County contains several "known active and potentially active earthquake faults, including the San Andreas Fault, San Jacinto Fault, and Elsinore Fault." In the event of an earthquake, factors such as the "location of the epicenter, as well as the time of day and season of the year" would have drastic impact on the number of casualties and property damage.[80] Like all of southern California, the project site has and would continue to be subject to ground shaking generated from activity on local and regional faults. Based on seismic parameters obtained from American Society of Civil Engineers (ASCE) 7-16, the proposed project may be subject to and must accommodate up to a maximum site horizontal acceleration (motions parallel to the horizon) of 1.396g (short period) and 0.519g (1-second period). Accordingly, the Geotechnical Investigation and Percolation Testing Report (Appendix E) prescribes seismic design parameters pursuant to the latest edition of the California Building Code (CBC) and ASCE 7-16 standards.[81]

Chapter 16 of the CBC includes General Design Requirements, including regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 and Chapter 33 include site demolition, excavations, foundations, retaining walls, and grading, including requirements for seismically resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control. The procedures and limitations for the design of structures are based on site characteristics, occupancy type, configuration, structural system height, and seismic zoning. Construction activities are also subject to occupational safety standards for excavation, shoring, and trenching as specified in California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8).

80 Ibid. Page 193.
81 AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. (Appendix E).

State law requires the design and construction of new structures to comply with current CBC requirements which address general geologic, seismic (including ground shaking), and soil constraints for new buildings. Accordingly, the Geotechnical Investigation and Percolation Testing Report details proper engineering design and construction recommendations to be implemented through development of the proposed project as **Regulatory Compliance Measure (RCM) GEO-1** in conformance with the current edition of the CBC and ASCE 7-16 standards. Implementation of **RCM GEO-1** would ensure that impacts related to strong seismic ground shaking would be less than significant.

RCM: Mitigation is not required; however, **RCM GEO-1** detailed in Section 12(a) above is a regulatory requirement that would be implemented to ensure impacts related to strong seismic ground shaking remain less than significant. Proper engineering design and construction in conformance with CBC and ASCE 7-16 standards and project-specific geotechnical recommendations (**RCM GEO-1**) would ensure potential impacts from strong seismic ground shaking would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

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," County of Riverside. Multi-Jurisdictional Local Hazard Mitigation Plan. Map 2: Riverside County Faults and Zones. Approved and Adopted July 2018, (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. Appendix E.)

Findings of Fact:

a) **No Impact**. The project site is characterized by flat to gently sloping topography and is not within an area potentially subject to earthquake-induced landslides. Additionally, the project site is surrounded by fully improved, engineered, and/or developed uses. Therefore, the likelihood of a landslide on the project site is minimal, and **no impact** associated with landslides would occur.

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," (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. Appendix E)

Findings of Fact:

a) **Less than Significant Impact.** Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. Shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping.

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 seismic inertial forces may cause the mass to move downslope toward 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.

Factors that contribute to slope failure and landslides include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface. Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low-density granular soils during an earthquake event that may cause several inches of settlement.

Hydrocompaction, or soil collapse, typically occurs in recently deposited Holocene (less than 11,000 years before present time) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. Sudden substantial settlement may occur when saturated, collapsible soils lose their cohesion. An increase in surface water infiltration (such as from irrigation) or a rise in the groundwater table, combined with the weight of a building or structure, may initiate settlement, causing foundations and walls to crack.

The project site is characterized by flat to gently sloping topography and is surrounded by urban development. There is no evidence of landslides and/or slope instabilities on the project site. As stated in Section 3.7.a(iii), the project site has low liquefaction potential, and the potential for seismic-induced settlement and lateral spreading at the project site is negligible. Additionally, the majority of the project site and vicinity are relatively flat. There are no known landslides at the site, nor is the site in the path of any known or potential landslides. Proposed project operations do not include oil, gas, or groundwater extraction, which could result in ground subsidence. On-site soils below a depth of 5 feet (i.e. refer to response to Checklist Question 3.7b) are dense and non-porous, and geotechnical field exploration and laboratory tests indicate the potential for subsidence, hydrocompaction, or soil collapse is low with implementation of **RCM GEO-1**.

Since the effective shrinkage of on-site soils would depend primarily on the type of compaction equipment and method of compaction used on-site by the contractor and accuracy of the topographic survey, the project is required to implement **RCM GEO-1** pursuant to the CBC to ensure remedial earthwork and/or ground improvement would provide a sufficient layer of engineered fill or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Pursuant to **RCM GEO-1,** verification testing must be performed upon completion of ground

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

improvements to confirm that the compressible soils have been sufficiently densified, which would ensure impacts from unstable geologic units or soils would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

16. Other Geologic Hazards a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☒	☐

Source(s): On-site Inspection, Project Application Materials, Volcano Hazard Program, Salton Buttes. United States Geological Survey. November 5, 2015 (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E).

Findings of Fact:

a) **Less Than Significant Impact**. Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. The nearest major water feature is Skinner Lake, located approximately 3.0 miles east of the project site. Therefore, seiche-related flooding is not anticipated to occur on-site. The project site is fairly level and is not susceptible to mudslides.

The Salton Buttes is a group of fumarolic[82] volcanoes on the southeast side of the Salton Sea approximately 90 miles southeast of the project site. The last eruption of the Salton Buttes occurred approximately 1,800 years ago, and future eruptions are possible due to the high heat from the area and relatively young age (approximately 400,000 years old) of this geothermal system. [83] However, due to the substantial distance between the project site and the Salton Buttes (90 miles), impacts from potential future eruptions would be less than significant. Therefore, the project site would have **less than significant** impacts from seiche, mudflows, or volcanic hazards.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes a) Change topography or ground surface relief features?	☐	☐	☐	☒
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☒	☐
c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

Source(s): Riv. Co. 800-Scale Slope Maps, Volcano Hazard Program, Salton Buttes. United States Geological Survey. November 5, 2015 Project Application Materials, (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E)

82 A fumarole is an opening in a planet's crust, often in areas surrounding volcanoes, which emits steam and gases.

83 Volcano Hazard Program, Salton Buttes. United States Geological Survey. November 5, 2015. https://volcanoes.usgs.gov/volcanoes/salton_buttes/ (Accessed January 3, 2021).

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

Findings of Fact:

a) **No Impact.** The project site is characterized by flat to gently sloping topography. Development of the project would include removal of existing on-site vegetation, excavation, grading, paving, construction of the commercial buildings and parking areas, and the installation of lighting, landscaping, and utility connection. Construction actives would be required to comply with current CBC requirements and Regulatory Compliance Measure (RCM) GEO-1. During grading, on-site soils would be excavated and recompacted, and approximately 1,098 cubic yards of soil would be exported to prepare the site for building construction. Additionally, stormwater would be directed to on-site retention facilities, which would be appropriately sized to retain and release stormwater runoff. The proposed project would not change topography or ground surface relief features, and **no impacts** would occur.

b) **Less Than Significant Impact** As stated above, the proposed project is relatively flat and would not change topography or ground surface relief features of the project site. All earthwork proposed for the project must occur in accordance with the CBC and ASCE 7-16 standards. The project is required to provide evidence to the County of Riverside for review and approval that on-site structures, features, and facilities have been designed and constructed in conformance with applicable provisions of the California Building Code in effect at the time of construction and the recommendations cited in the Geotechnical Investigation and Percolation Testing Report (Appendix E of the Initial Study) in accordance with Regulatory Compliance Measure **(RCM) GEO-1.** Through compliance with applicable CBC regulations and Regulatory Compliance Measure (RCM) GEO-1, impacts would be **less than significant.**

C) **No Impact**. The project would not require the construction or expansion of septic tanks or alternative wastewater disposal systems. The proposed project would be connected to the municipal wastewater system, and septic tanks and/or alternative wastewater disposal systems would not be utilized. Existing underground utilities (e.g., water, sewer, and natural gas) along the adjacent Benton Road and/or Penfield Lane frontages would interconnect to the proposed car wash and restaurants on the project site during finish grading of the site. Therefore, the project would not affect subsurface sewage disposal systems and **no impacts** would occur.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

18. Soils a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection, Web Soil Survey. Natural Resources Conservation Service, United States Department of Agriculture.

Findings of Fact:

a) **Less than Significant Impact.** The project site is currently undeveloped and comprises earthen surfaces with sparse vegetation. The Natural Resource Conservation Service (NRCS) identifies two soil types on-site:[84]

AuC: Auld clay, 2 to 8 percent slopes; and

MmB: Monserate sandy loam, 0 to 5 percent slopes

Wind erosion would be minimized through soil stabilization measures required by the SCAQMD Rule 403 (Fugitive Dust). In addition, the site where ground disturbance is proposed would be covered with asphalt, concrete, and landscaping materials during operations. Therefore, when compared to the existing undeveloped condition, soil erosion would be minimal. Compliance with State and federal requirements, as well as with County grading permit requirements, would ensure that the proposed project would have a **less than significant** impact related to soil erosion or loss of topsoil.

b) **Less than Significant Impact.** Expansive soils generally have a substantial amount of clay particles that can give up water (shrink) or absorb water (swell). The change in the volume exerts stress on structures and other loads placed on these soils. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins.

Preliminary laboratory test results indicate clayey soils found below the surficial fill on-site are potentially expansive, as classified in accordance with CBC Section 1803.5.3 and American Society for Testing and Materials (ASTM) D4829. Pursuant to **RCM GEO-1**, removal of low density, compressible earth materials such as upper alluvial materials must occur until firm, competent alluvium is encountered. Verification testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified, which would ensure impacts from expansive soils would be **less than significant**.

c) **No Impact.** The project would not require the construction or expansion of septic tanks or alternative wastewater disposal systems. The proposed project would be connected to the municipal wastewater system, and septic tanks and/or alternative wastewater disposal systems would not be utilized. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

84 Web Soil Survey. Natural Resources Conservation Service. United States Department of Agriculture. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed August 20, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 2019 General Plan Safety Element Figure S-8 "Wind Erosion Susceptibility Areas,"

Findings of Fact:

a) **Less than Significant Impact**. As stated above in section 18 (a), wind erosion would be minimized through soil stabilization measures required by the SCAQMD Rule 403 (Fugitive Dust). In addition, the site where ground disturbance is proposed would be covered with asphalt, concrete, and landscaping materials during operations. Therefore, when compared to the existing undeveloped condition, soil erosion would be minimal. Compliance with State and federal requirements, as well as with County grading permit requirements, would ensure that the proposed project would have a less than significant impact related to soil erosion or loss of topsoil.

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): Climate Action Plan Update, Appendix D. County of Riverside. November 2019, State goals pursuant to Senate Bill 32, Partial Settlement Agreement, 2017 (Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project Appendix B).

Findings of Fact:

a) **Less than Significant Impact**. *CEQA Guidelines* Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data." Climate change is a global issue and is described in the context of the cumulative environment.

The County adopted a Climate Action Plan (CAP) on December 8, 2015, and a CAP Update on December 17, 2019, to integrate its past and current efforts with future efforts to reduce GHG emissions and promote sustainability in its operations and growth. The 2019 CAP Update includes an update to the County's GHG inventory for the year 2017 and sets a target to reduce communitywide GHG emissions by 15 percent from 2008 baseline levels by 2020, 49 percent by 2030, and 83 percent by 2050.[85] GHG reduction measures prescribed in the 2019 CAP Update build upon those adopted under

85 State goals pursuant to Senate Bill 32 are to achieve 1990 levels of emissions by 2020 (15 percent below 2008 baseline levels), 40 percent below 1990 levels of emissions by 2030 (49 percent below 2008 baseline levels) and 80 percent below 1990 levels of emissions by 2050 (83 percent below 2008 baseline levels).

the County's 2015 CAP to ensure that the County meets the reduction targets established pursuant to SB 32. The CAP Update also takes into consideration a Partial Settlement Agreement between Petitioners the Sierra Club, Center for Biological Diversity, and San Bernardino Audubon Society, and the County of Riverside.[86] The Partial Settlement Agreement includes specific considerations for EV charging stations, on-site renewable energy generation, and high efficiency traffic signal lights, as well as a requirement for the County to update the GHG inventory every four years, review the effectiveness of specific measures in the CAP, and revise associated point values in the screening tables according to available evidence.

In the County's guidance document titled "Greenhouse Gas Emissions, Screening Tables, County of Riverside, California,"[87] the County determined the size of development that is too small to be able to provide the level of GHG emission reductions expected from the Screening Tables or alternate emissions analysis method. The County's analysis determined that the 3,000 metric ton (MT) of carbon dioxide equivalent gases (CO_2e) per year value be used in defining small projects that, when combined with modest energy efficiency measures shown in the bullet points below, are considered less than significant and do not need to use the Screening Tables or alternative calculations. The efficiency measures required of small projects are:[88]

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

If the project exceeds the 3,000 MT CO_2e per year threshold, impacts to the environment from emissions of GHGs would be significant unless project GHG emissions are reduced by 25 percent from year 2017 emissions levels, or the project achieves a minimum of 100 points pursuant to the CAP Screening Tables. The Screening Tables also allow developers to tailor their mitigation measures to the project's needs, rather than have them be subject to one-size-fits-all mitigation measures that may be too stringent or inapplicable for various land uses.

This section evaluates potential significant impacts related to GHG that could result from implementation of the proposed project. Construction and operation of project development would generate GHG emissions. Overall, the following activities associated with the proposed project could contribute directly or indirectly to the generation of GHG emissions:

- Construction Activities: During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). Furthermore, CH4 is emitted during the fueling of heavy equipment.
- Motor Vehicle Use: Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

86 Partial Settlement Agreement, 2017. Petitioners: Sierra Club, Center for Biological Diversity, San Bernardino Audubon Society and Respondents: County of Riverside and Riverside County Board of Supervisors.
87 Climate Action Plan Update, Appendix D. County of Riverside. November 2019.
88 Ibid. Page 6.

- Gas, Electricity, and Water Use: Natural gas use results in the emission of two GHGs: CH4 (the major component of natural gas) and CO2 (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. Furthermore, California's water conveyance system is energy-intensive. CalEEMod defaults were used to estimate these emissions from the project. Electricity demand anticipated during project operation assumes energy efficient features such as the installations of the electric vehicle charging stations. The proposed fast food restaurant with dining area also would include daylighting rooms such that all of the occupied space would have daylight-using windows, solar tubes, skylights, or equivalents. Low-flow water fixtures consistent with CALGreen standards and efficient irrigation systems in compliance with the modern water efficient landscape ordinance (MWELO) as required by the Riverside County Ordinance 859.2 also would be incorporated into the project design.

- Solid Waste Disposal: Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of solid waste disposal use energy for transporting and managing the waste and produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH4 from the anaerobic decomposition of organic materials. CH4 is 25 times more potent a GHG than CO2. However, landfill CH4 can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere. The proposed project would implement the Statewide goal of meeting the 75 percent recycling program on-site pursuant to AB 341.

GHG emissions associated with project construction would occur over the short term from construction activities and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with project-related vehicular trips and stationary-source emissions (e.g., natural gas used for heating and food preparation, electricity usage for lighting, water used for irrigation). The calculations presented below include construction emissions in terms of CO2 and annual CO2e GHG emissions from increased energy consumption, water usage, solid waste disposal, and estimated GHG emissions from vehicular traffic that would result from implementation of the proposed project. The following project activities were analyzed for their contribution to global CO2e emissions.

Construction Emissions. Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. The construction GHG emission estimates were calculated using CalEEMod Version 2020.4.0. Table 3.8.A details the emissions estimates for construction of the project.

Table 3.8.A: Construction Greenhouse Gas Emissions

Construction Phase	Greenhouse Gas Emissions, CO_2e (Metric Tons per Year)
Site Preparation	3
Grading	10
Building Construction	214
Architectural Coating	2
Paving	8
Total Project Emissions	**237**
Total Construction Emissions Amortized over 30 years	**8**

Table 3.8.A: Construction Greenhouse Gas Emissions

Construction Phase	Greenhouse Gas Emissions, CO_2e (Metric Tons per Year)

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101).* Table G: Construction GHG Emissions. May 2, 2022 (Appendix B).
Note: Numbers may appear to not sum correctly due to rounding.
CO_2e = carbon dioxide equivalent

As indicated in Table 3.8.A, project construction would result in total emissions of 237 MT of CO2e, which when amortized over 30 years, would equal 8 MT CO2e. These construction emissions are added to the project operational emissions presented below in Table 3.8.B to evaluate the project's overall GHG emissions.

Operational Emissions. The operational GHG emissions estimates were also calculated using CalEEMod. GHGs associated with operation of the proposed project include emissions from stationary, energy, and mobile sources. Stationary sources include area sources such as architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and electricity for lighting. Mobile-source emissions are from vehicle trips associated with operation of the project. activities such as consumption of natural gas, electricity, and water; disposal of solid waste, and motor vehicle use are expected to contribute directly and/or indirectly to the generation of GHG emissions from operation of the proposed project. Table 3.8.B details the emissions estimates for the operation of the project.

Table 3.8.B: Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	CO_2e
Construction emissions amortized over 30 years				8
Operational Emissions				
Area Sources	<1	0	0	<1
Energy Sources	97	<1	<1	97
Mobile Sources	2,292	<1	<1	2,326
Waste Sources	12	<1	0	29
Water Usage	16	<1	<1	21
Total Project Emissions	**2,424**	**1**	**<1**	**2,481**
County CAP GHG Threshold	**—**	**—**	**—**	**3,000**
Significant Emissions?	**—**	**—**	**—**	**No**

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101).* Table H: Estimated Operational Greenhouse Gas Emissions. May 2, 2022 (Appendix B).
CAP = Climate Action Plan
CH_4 = methane
GHG = greenhouse gas
N_2O = nitrous oxide
CO_2e = carbon dioxide equivalent
CO_2 = carbon dioxide

As indicated in Table 3.8.B, project operations would generate GHG emissions of 2,481 MT of CO_2e per year. In accordance with the County's adopted CAP, the GHG threshold of 3,000 MT of CO_2e per year is used for the proposed project. The CO_2e emissions from construction and operation of the project would not exceed the County's 3,000 MT of CO_2e per year threshold. Therefore, impacts related to the generation of GHG emissions, either directly, indirectly, or cumulatively, that may have a significant impact on the environment would be **less than significant.**

b) **Less than Significant Impact.** The CARB, a part of the California Environmental Protection Agency (CalEPA) is responsible for the coordination and administration of both federal and State air pollution

control and climate change programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. As stated previously, the County's CAP contains further guidance on the County's GHG Inventory reduction goals, policies, guidelines, and implementation programs, elaborates on the General Plan goals and policies relative to GHG emissions, and provides a specific implementation tool to guide future decisions of the County.

The CAP is designed to ensure that the development accommodated by the buildout of the General Plan supports the goals of AB 32 - the Global Warming Solutions Act of 2006. As described in Section 20(a), above, the CAP specifies that any individual project that emits less than 3,000 MT of CO_2e per year is considered a small project that would not generate a substantial amount of GHG emissions. A threshold level above 3,000 MT CO2e per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The project would generate 2,481 MT of CO_2e per year and therefore is considered not to generate a substantial amount of GHG emissions and would not require Screening Tables or a project-specific technical analysis. Pursuant to the County's CAP, the following energy efficiency measures are required to be implemented by the proposed project:

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

However, since the project would be designed and constructed pursuant to the more stringent 2022 Title 24 and Green Building Standards requirements, the proposed project would meet or exceed the required compliance measures prescribed in the County's CAP.

The CARB adopted the State's strategy for achieving AB 32 targets in its Climate Change coping Plan (Scoping Plan) in 2008, with updates in 2017 - California Climate Change Scoping Plan. The proposed project is required to comply with Title 13-Section 2449 of the CCR and the CalRecycle Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions. Adherence to these regulations, including the implementation of best available control measures (BACMs) is a standard requirement for any construction or ground disturbance activity occurring within the South Coast Air Basin.

BACMs include, but are not limited to, requirements that the project Applicant utilize only low-sulfur fuel (i.e., having a sulfur content of 15 parts per million by weight or less); ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor would recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations.

Long-term (operational) project emissions typically include emissions from use of consumer products, energy and water usage, and emissions from vehicle use and the generation/disposal of solid waste.

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

As stated previously, the proposed project is required to comply with SCAQMD Rule 431.2; Title 13-Section 2449 of the CCR; and CalRecycle/Green Building Program regulations. Through compliance with BACMs as part of applicable regulatory policies designed to reduce emissions, the proposed project's estimated GHG emissions[89] would not conflict with the Global Warming Solutions Act of 2006 to support a more sustainable community. Therefore, the proposed project would not generate GHG emissions that would have a significant impact on the environment, nor the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Associated impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:				
21. Hazards and Hazardous Materials a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☒	☐
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	☐	☐	☒	☐
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Source(s): Project Application Materials, GeoTracker Database State Water Resources Control Board., EnviroStor Database California Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese). California Department of Toxic Substances Control. (Phase 1 Environmental Assessment Report. September 4, 2020. Appendix F).

Findings of Fact:

a) **Less than Significant Impact.** The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or that produce hazardous wastes as by-products of production applications. Relatively small amounts of potential hazardous materials such as paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during site preparation and construction. However, due to the limited quantities of these materials to be used, they are not considered hazardous to the public at large.

The transport, use, and storage of hazardous materials during the construction and operation of the proposed project would be conducted pursuant to all applicable local, State and federal laws, and in

89 As detailed in Table 3.8.B, annual project GHG emissions would total 2,481 MT of CO2e/year, which is less than the County CAP and SCAQMD Tier 3 threshold of 3,000 MT CO2e/year.

cooperation with the Riverside County Fire Department Office of Emergency Services (OES), Riverside County Department of Environmental Health Hazardous Materials Division (DEH) Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the Code of Federal Regulations and implemented by Title 13 of the California Code of Regulations.

The proposed car wash and fast-food restaurant facilities would utilize hazardous materials on a daily basis including oils, solvents, and cleaning products. Accordingly, the project would develop a Hazardous Materials Business Emergency Plan administered by the Riverside County Fire Department, as applicable, in accordance with California Health and Safety Code Section 25507 and other local, State, and federal standards, ordinances, and regulations. As required by Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (8).

The project would also be required to implement health and safety policies and procedures regarding hazardous materials used where employees would be expected to handle or work around hazardous materials. Pursuant to the Federal Hazard Communication Standard (29 CFR 1910.1200) and the Laboratory Standard (29 CFR 1910.1450), Safety Data Sheets (SDS) outlining procedures to address spills and leaks for individual chemicals would be used to conduct chemical safety training for all employees who work with chemicals in order to minimize the occurrence of accidental chemical releases and ensure that, when one does occur, it is handled in a safe manner.

These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. Through compliance with all applicable federal, State, and local laws, impacts to the public or environment from the routine transportation, use and disposal of hazardous materials would be **less than significant**. Mitigation is not required.

b) **Less than Significant Impact.** A project-specific Phase I Environmental Site Assessment (ESA) was prepared for the project for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions within one mile of the project site (Appendix F).[90] The Phase I ESA included a database search, on-site reconnaissance survey, and report in accordance with American Society for Testing and Materials (ASTM) E1527-13 guidance. The project site and a one-half mile radius encompassing the project site were evaluated also via the SWRCB GeoTracker database,[91] the Department of Toxic Substances Control's (DTSC) EnviroStor database,[92] and the Hazardous Waste and Substances Sites (Cortese) List.[93]

90 Robin Environmental Management (REM). Phase 1 Environmental Assessment Report. September 4, 2020. (Appendix F).

91 GeoTracker Database. State Water Resources Control Board. https://geotracker.waterboards.ca.gov/map/ (accessed July 18, 2022).

92 EnviroStor Database. California Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/map/ (accessed July 18, 2022).

93 Hazardous Waste and Substances Site List (Cortese). California Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/search.asp?page=6&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM%2CCOLUR&branch=&site_type=CSITES%2COPEN%2CFUDS%2CCLOSE&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cle

"Recognized environmental condition" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions. "Historical Recognized environmental condition" means an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. If a past release of any hazardous substances or petroleum products has occurred in connection with the property, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered a historical recognized environmental condition.

One property, the CVS Pharmacy No. 8848, located approximately 0.4 mile north of the project site, was identified on the Resource Conservation and Recovery Act (RCRA) small quantities hazardous waste generators database. However, upon a computer search of the facility, the Phase 1 ESA concluded that operation of the CVS facility would likely not impact the subsurface environment.[94] Accordingly, no recognized environmental conditions or historical recognized environmental conditions were identified in the Phase I ESA or in the GeoTracker, EnviroStor, or Cortese List databases within one-half mile of the project site. Additionally, the likelihood of site contamination from an off-site source is considered low.

The project site is vacant and undeveloped, and it is surrounded by industrial, commercial, and residential uses (see Figure 2). No signs of soil staining were observed, and no visible signs of hazardous waste generation, storage, dumping, or leaking were noted during the site reconnaissance survey.

Compliance with local, State, and federal laws; cooperation with the Riverside County Fire Department OES, Riverside County DEH Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration would ensure impacts from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be **less than significant**. Mitigation is not required.

c) **Less than Significant Impact.** Construction activities that could temporarily restrict vehicular traffic would incorporate appropriate measures to facilitate the passage of persons and vehicles through/around any temporary road closures in accordance with the California Fire Code. During construction, standard traffic control devices such as warning signs, warning lights, and flaggers would be utilized as applicable to minimize obstructions and ensure the safe passage of emergency vehicles as necessary for the purposes of coordinating efforts during local, State, and/or federal emergency events, including response to hazardous materials incidents. Implementation of these traffic control measures would include guidance and navigational tools throughout the project area in order to maintain traffic flow and safety during construction.

anup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustract=&cesdecile=&school_district=&orderby=county (accessed July 18, 2022).

94 Robin Environmental Management (REM). Phase 1 Environmental Assessment Report. Page 20. September 4, 2020. (Appendix F).

The project is proposed with two access driveways, one on Benton Road and one on Penfield Lane, that would provide entry and exit points for emergency access. The project site would include a C10 fire alarm without gates to ensure immediate fire department access to the project site in the event of an emergency. Fire department emergency vehicle apparatus access road locations and design is required to be in accordance with the California Fire Code, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards to ensure proper roadway turning radii, fire lane widths, etc. Additionally, the project site layout includes provisions for emergency vehicle access, which also would be reviewed for adequacy by the County Fire Department. Therefore, impacts would be **less than significant**. Mitigation is not required.

d) **Less than Significant Impact.** The nearest existing school to the project site is French Valley Elementary School, located at 36680 Cady Road, approximately 1.5 miles (4 minutes by automobile) east of the project site. The next nearest school is the Monte Vista Elementary School located at 37420 Via Mira Mosa, approximately 1.8 miles southwest of the project site.

As detailed in Section 3.9.a, the Riverside County Fire Department OES, Riverside County DEH Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration would regulate the transport, use, and storage of hazardous materials during construction, operation, and occupation of the proposed commercial retail development. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines.

These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. Furthermore, no recognized environmental conditions or historical recognized environmental conditions were identified as part of the Phase I ESA or in the GeoTracker, EnviroStor, or Cortese List databases within one-half mile of the project site (refer to Section V. 21(b).

Since no schools are located or proposed within a 0.25-mile of the project site, and any transport of hazardous materials associated with construction of the proposed project would be in accordance with applicable regulatory policy, impacts related to an accidental release of hazardous materials or emissions of hazardous substances within one-quarter mile of an existing or proposed school would be **less than significant**. Mitigation is not required.

e) **No Impact.** Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by the CalEPA Hazardous Materials Data Management Program. The DTSC compiles information from subsets of the following databases to make up the Cortese List:

1. The DTSC list of contaminated or potentially contaminated hazardous waste sites listed in the California Sites database, formerly known as ASPIS, is included;

2. The California State Water Resources Control Board listing of leaking underground storage tanks is included; and

3. The California Integrated Waste Management Board list of sanitary landfills that have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

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

A review of the Hazardous Waste and Substances Sites (Cortese) List revealed no properties listed in proximity to the project site. Therefore, **no impact** related to the Cortese List or other governmental databases compiled pursuant to Government Code Section 65962.5 would occur, and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22). Aeronautical Studies Nos. 2022-AWP-13582-OE, 2022-AWP-13583-OE, and 2022-AWP-13584-OE August 11, 2022 (Appendix G). GIS database

Findings of Fact:

a) **Less Than Significant with Mitigation Incorporated.** The Project site is located approximately .56 miles southwest of the French Valley Airport and is within Compatibility Zones B1 and C of the [French Valley] Riverside County Airport Land Use Compatibility Plan (ALUCP). The ALUCP is developed to promote compatible land uses adjacent to airfields.

On August 11, 2022, The project was presented to the Riverside County Airport Land Use Commission (ALUC) because the project is within the airport influence area of the French Valley Airport. The Riverside ALUC issued application number ZAP1118FV22. Additionally, the Federal Aviation Administration (FAA) issued a Determination of No Hazard to Air Navigation for each structure proposed (Aeronautical Studies Nos. 2022-AWP-13582-OE, 2022-AWP-13583-OE, and 2022-AWP-13584-OE), provided the project applicant files an FAA Form 7460-2, Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height. Furthermore, the Riverside ALUC requested the following conditions be implemented, as prescribed below through **MM HAZ-1** through **MM HAZ-6**, to ensure the proposed project would not exceed obstruction standards and would not be a hazard to air navigation. [95]

95 Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22). August 11, 2022 (Appendix G).

With implementation of **MM HAZ-1** through **MM HAZ-6,** the Riverside ALUC considers the proposed project to be consistent with the ALUCP[96] (Appendix G). The ALUCP takes into account safety hazards and proposed land uses in close proximity to operations of the French Valley Airport and the potential for injury to residents or people working in such areas. Since the project is consistent with the ALUCP, impacts related to airport hazards for people residing or working on the project site would be **less than significant with mitigation incorporated**.

b) As described in the previous response, the Project has been presented to the Riverside County Airport Land Use Commission (ALUC) because the project is within the airport influence area of the French Valley Airport. Additionally, the Federal Aviation Administration (FAA) issued a Determination of No Hazard to Air Navigation for each structure proposed (Aeronautical Studies Nos. 2022-AWP-13582-OE, 2022-AWP-13583-OE, and 2022-AWP-13584-OE), provided the project applicant files an FAA Form 7460-2, Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height. With implementation of **MM HAZ-1** through **MM HAZ-6**, the Riverside ALUC considers the proposed project to be consistent with the ALUCP (Appendix G). Therefore, the project would be **less than significant with mitigation incorporated**.

c) The Project site is located approximately .60 miles south of the French Valley Airport. As described previously, the project is within Compatibility Zones B1 and C of the [French Valley] Riverside County Airport Land Use Compatibility Plan (ALUCP). The Project has been presented to the Riverside County Airport Land Use Commission (ALUC) and the ALUC considers the proposed project to be consistent with the ALUCP With implementation of **MM HAZ-1** through **MM HAZ-6**. Therefore, the project would be **less than significant with mitigation incorporated**.

d) **No Impact.** The project site is not within the vicinity of a private airstrip or heliport; therefore, the project will not result in an airport safety hazard for people residing or working in the project area. **No impact** would occur.

Mitigation:

MM HAZ-1: Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the project lot lines and areas or change in use that differs from what was previously evaluated by the Airport Land Use Commission (ALUC) (three new structures including a 5,215-square-foot car wash tunnel with 15-car stack on 0.75 acre; a 2,535-square-foot sit-down restaurant with drive-through, including 600 square feet of indoor dining area and 1,200 square feet of kitchen area, and a 7-car stack drive through on 1.15 acres; and a 729-square-foot carry out restaurant with drive through, including 405 square feet of kitchen area and a 7-car stack drive through on 0.31 acres) shall require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

Furthermore, the proposed structures shall not exceed a height and a maximum elevation at top point than what is identified in the aeronautical studies (20 feet for the Arby's, 21 feet for the Wienerschnitzel, and 28 feet for the Tommy's Express car wash). The maximum height and top point elevation specified above shall not be amended without further review by the ALUC and the Federal Aviation Administration (FAA);

96 Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22). August 11, 2022 (Appendix G).

provided, however, that reduction in structure height or elevation shall not require further review by the ALUC. Additionally, temporary construction equipment used during actual construction of the structures shall not exceed a height and a maximum elevation greater than the proposed project buildings, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

If marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project. Furthermore, any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the ALUC.

MM HAZ-2: The following uses shall be prohibited:

a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e. Children’s schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

f. Highly noise-sensitive outdoor nonresidential uses.

g. Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

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

MM HAZ-3: Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed.

MM HAZ-4: Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure, which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

MM HAZ-5 Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

MM HAZ-6: Within five days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project Applicant or his/her designee and e-filed with the FAA. This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	☐	☐	☒	☐

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

Source(s): 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, San Diego RWQCB, Santa Margarita Watershed MS4 Permit, GIS database: Federal Emergency Management Agency. National Flood Insurance Program, City of Menifee. Section 5.9 Hydrology and Water Quality. The City of Menifee General Plan Draft Environmental Impact Report, SCH #2012071033, California Department of Water Resources. Sustainable Groundwater Management Act 2019 Basin Prioritization, Process and Results. May 2020. (Cross Engineering Services. Final Storm Drainage Report, Tommy's- French Valley. Winter, 2022. Appendix H-1, Cross Engineering Services. County Project Specific Water Quality Management Plan. Tommy's- French Valley. July 24, 2018. H-2) (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. Appendix E).

Findings of Fact:

a) **Less than Significant Impact.**

Construction. During soil-disturbing construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm water runoff into receiving waters.

Construction of the proposed project would disturb greater than one acre of land and is therefore subject to the requirements of the State Water Resources Control Board's National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit or CGP), as specified in **RCM HYD-1**. The Construction General Permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of construction BMPs during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control, designed to minimize erosion and retain sediment on site, and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into Warm Springs Creek and downstream receiving waters. Because preparation of a SWPPP and implementation of construction BMPs would target pollutants of concern in stormwater runoff, adherence to **RCM HYD-1** would ensure that construction of the proposed project would not violate water quality standards or degrade surface water quality. Therefore, impacts associated with the violation of surface water quality standards and waste discharge requirements would be less than significant.

According to the Geotechnical Investigation and Percolation Testing Report (Appendix E) prepared for the project, no groundwater was encountered on the project site during exploratory borings drilled to a 21-foot depth.[97] Review of available maps showed the highest groundwater level in the vicinity of the project site may be approximately 30 feet.[98] Project construction would include excavation to install underground storage tanks and site grading to a maximum vertical height of approximately 12 feet below ground surface.[99] Based on the depth of groundwater underlying the project site and depth of excavation during construction, dewatering activities during project construction are not anticipated. Storm water that may infiltrate soil during construction would not be expected to affect groundwater quality because of the depth to groundwater on the project site and low infiltration rates of on-site soils.[100] Therefore, impacts associated with the violation of groundwater quality standards and waste discharge requirements would be **less than significant**. No mitigation is required.

Implementation of **RCM HYD-1**, which requires the proposed project to seek coverage under the Statewide CGP, including the preparation of an SWPPP and implementation of Construction BMPs to target and reduce pollutants of concern in storm water runoff would ensure that impacts related to violation of any water quality standards or waste discharge requirements (WDRs) and degradation of surface or groundwater quality during construction would be less than significant.

Operation. The 2.24-acre project site is currently vacant. The proposed project would develop a car wash and two restaurant facilities, surface parking lot, and drive aisles that would total approximately 1.66 acres of the project site. The remaining 0.58 acre of the project site would include landscaping and remain pervious. Pollutants of concern associated with the proposed project include pathogens (bacterial indicators), metals, nutrients, toxic organic compounds, pesticides, fertilizers, trash and debris, and oil and grease.

To address potential water contaminants during project operations from the addition of 1.66 acres of development and associated impervious surfaces, the project would be required to comply with the requirements of the San Diego Regional Water Quality Control Board (RWQCB) Waste Discharge Requirement for Discharges from the Municipal Separate Storm Sewer System (MS4) within the Santa Margarita Watershed (Order No. R9-2013-0001, NPDES Permit No. CAS0109266, as amended by Order No. R9-2015-0001 and R9-2015-0100) (San Diego Region MS4 Permit), on which the County of Riverside is a co-permittee. The San Diego Region MS4 Permit requires priority development projects within the Santa Margarita River Watershed,[101] to prepare a Final Water Quality Management Plan (WQMP) in accordance with the Santa Margarita Watershed WQMP Guidance Document. The Final Storm Drainage Report for the proposed project was prepared based on the Santa Margarita Watershed WQMP Guidance Document.[102]

As specified in **RCM HYD-2**, a Final WQMP would be developed for the proposed project. The Final WQMP would specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Site Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project

97 AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. (Appendix E).
98 Ibid. Figure 4.
99 Ibid. Page 7.
100 Ibid. Pages 13 and 14.
101 San Diego RWQCB, Santa Margarita Watershed MS4 Permit. Page 94 of 139 and Page 95 of 139.
102 Cross Engineering Services. Final Storm Drainage Report, Tommy's- French Valley. Winter, 2022. (Appendix H-1).

site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters.

A Preliminary Water Quality Management Plan has been prepared for the proposed project, which details the proposed project's approach to managing stormwater in accordance with the retention requirements of the San Diego Region MS4 Permit and is described below.[103] In the post project condition, the project site would be subdivided into four Drainage Management Areas (DMA 1, DMA 2, and DMA 3, DMA 4) to collect and manage storm water and direct it to Warm Springs Creek located 0.6-mile southwest of the project site.[104] DMA 1 (0.71 acre) is located in the western and northwestern portions of the project site; DMA 2 (0.74 acre) is located along the northeastern portion of the site; and DMA 3 (0.79 acre) is located along the southern and central portions of the site; DMA 4 (0.19) is located along the northern portion of the project site. Stormwater runoff from DMAs 1 through 3 would be captured by inlets and channeled within conduits to its respective underground retention basin, while DMA 4 would include areas of offsite improvement which would not drain onto the site for treatment. The retention basins for DMAs 1-4 would be sized with a Design Capture Volume (DCV) that is larger than the required volume needed to adequately manage stormwater within each respective DMA in accordance with the San Diego Region MS4 Permit, which requires the project to retain storm water for the 85th percentile storm.

As previously discussed, a majority of the project site would be covered with impervious surface. The project site plan includes some landscaping to promote infiltration. However, given the percentage of impervious surface and the low permeability of the soils,[105] stormwater infiltration would be minimal. A majority of the surface flow would be directed to retention basins where storm water volume for the 85th percentile storm event would be retained and the remaining volume would be conveyed to an existing natural drainage channel west of the site via a 284-foot, 12-inch, corrugated outlet pipe and into Warm Springs Creek. Finally, the proposed retention basins would be designed and constructed to prevent runoff with high Total Suspended Solids (TSS) from leaving the project site in accordance with the San Diego Region MS4 Permit.[106] As noted above, landscaping within the project site would capture and infiltrate a small percentage (approximately 27.8 percent) of post project stormwater runoff.

With implementation of **RCM HYD-2**, requiring the preparation of a Final WQMP in compliance with the San Diego Region MS4 Permit, impacts associated with a violation of water quality standards or waste discharge requirements or a substantial degradation of surface or groundwater quality would be **less than significant,** and no mitigation is required.

RCM: The following RCMs are regulatory requirements implemented as a routine action by the County to ensure compliance with the requirements of the County, the CGP, Ground Water Discharge Permit, and the San Diego Region MS4 Permit.

RCM HYD-1: Construction General Permit. Prior to commencement of construction activities, the Applicant shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with

103 Cross Engineering Services. County Project Specific Water Quality Management Plan. Tommy's- French Valley. July 24, 2018. (H-2)
104 Ibid. Page 5.
105 AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Pages 13-14. January 25, 2021. (Appendix E).
106 Ibid. Page 9.

Construction and Land Disturbance Activities (Construction General Permit), NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Storm Water Pollution Prevention Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained for the proposed project from the SMARTS and provided to the County Engineer/Public Works Director, or designee, to demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the proposed project. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and shall include BMPs (e.g. soil binders, straw mulch, non-vegetative stabilization, fiber rolls, sandbag barrier, straw bale barrier, stabilized construction entrance/exit, stabilized construction roadway, and entrance/outlet tire wash) to control the pollutants in storm water runoff. Upon completion of construction activities and stabilization of the project site, a Notice of Termination shall be submitted via SMARTS.

RCM HYD-2: Prior to the issuance of a grading permit, the project Applicant shall submit a Final Water Quality Management Plan (Final WQMP) and Final Storm Drainage Report to Riverside County for review and approval. The Final WQMP shall demonstrate that the proposed on-site development plan includes best management practices (BMPs) for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. The Final WQMP shall also incorporate the results of the Final Storm Drainage Report to demonstrate that BMPs are designed and implemented to retain the pollutants contained in the volume of storm water runoff produced from a 24-hour 85th percentile storm event in accordance with the San Diego Regional Water Quality Control Board Order Number R9-2013-0001, NPDES Permit No. CAS0109266, as amended by Order No. R9-2015-0001 and R9-2015-0100 (MS4 Permit). The proposed LID BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the County for review and approval. Periodic maintenance of any required BMPs and landscaped areas during project occupancy and operation shall be in accordance with the schedule outlined in the Final WQMP. This measure shall be implemented to the satisfaction of Riverside County.

b) **Less than Significant Impact.**

The project site is located within the boundary of the Temecula Valley Groundwater Basin.

Construction. According to the Geotechnical Investigation and Percolation Testing Report (Appendix E) prepared for the project, no groundwater was encountered during on-site boring as

deep as 21 feet.[107] Review of available maps showed the highest groundwater level in the vicinity of the project site may be approximately 30 feet.[108] Percolation testing was performed at two locations within the project site to determine the infiltration rates of the on-site soils; however the water used to presoak the test pits did not percolate due to the low infiltration rates of the soils and the percolation tests were not performed.[109] Based on the depth to groundwater and low infiltration rates on the project site, dewatering activities would not be required during project construction activities. Therefore, construction impacts related to a decrease in groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be **less than significant**, and no mitigation is required.

Operation. Development of the project would increase impervious surface area by approximately 1.66 acres, which would decrease on-site infiltration. The project includes landscaped areas, which would provide pervious areas where storm water runoff can collect and continue to infiltrate. However, under existing conditions, the soils on the project site have low permeability and the project site is not a source of significant groundwater recharge. Additionally, on-site runoff would be captured by on-site retention basins appropriately sized to capture the 85th percentile storm event pursuant to the San Diego Region MS4 Permit. Therefore, the increase in impervious surface area that would result from the development of the proposed project would not significantly decrease groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management. Additionally, the project's water demand would not substantially decrease groundwater supply. Refer to Section V. 46, for a detailed discussion of project impacts related to water supply and demand. Given the above, project impacts related to depletion of groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be **less than significant**. Mitigation is not required.

c and d) **Less than Significant Impact.**

Construction. During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above in Section V.23, the project applicant would be required to obtain coverage under the CGP, which requires the preparation of an SWPPP (**RCM HYD-1**). The SWPPP would detail Erosion Control and Sediment Control BMPs to be implemented during project construction to minimize erosion and retain sediment on site. With compliance with the requirements of the CGP and with implementation of the construction BMPs, construction impacts related to on- or off-site erosion or siltation would be **less than significant**.

Operation. Currently, the project site is undeveloped and consists only of pervious surfaces. Development of the proposed project would increase impervious surface by approximately 1.66 acres, which is not prone to on-site erosion or siltation because there would be no exposed soil. The remaining 0.58-acre of the project site would include landscaping and remain pervious. These areas would include vegetation and landscaping that would stabilize the soil and promote infiltration

107 AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. (Appendix E).
108 Ibid. Figure No. 4.
109 Ibid Page 13. January 25, 2021. (Appendix E).

and thereby minimize on-site erosion and siltation. Therefore, on-site erosion and siltation impacts would be minimal.

Development of the project site would increase impervious surfaces, which can increase the volume and rate of stormwater runoff entering downstream receiving waters, which could increase downstream erosion and siltation. However, as detailed in Section V.23, 100 percent of stormwater flows would be collected on-site and conveyed to underground retention basins, which are appropriately sized to retain the 85th percentile storm event pursuant to the San Diego Region MS4 Permit. If stormwater volumes collected in the underground retention basins exceed the required retention volume (85th percentile storm event volume), then the excess stormwater would be discharged into a natural drainage channel west of the site before flowing into Warm Springs Creek.[110] With implementation of **RCM HYD-2**, which requires the project to comply with the requirements of the San Diego Region MS4 Permit to reduce storm water runoff from the project site, operation impacts related to substantial on- or off-site erosion or siltation would be **less than significant**. Mitigation is not required.

e and f) **Less than Significant Impact.**

Construction. As discussed above under Section 23(a), project construction would comply with the requirements of the Construction General Permit and would include the preparation and implementation of a SWPPP (**RCM HYD-1**). The SWPPP would specify construction BMPs to control and direct on-site surface runoff to ensure that stormwater runoff from the construction site does not exceed the capacity of the stormwater drainage system and does not discharge polluted runoff during construction activities. With implementation **RCM HYD-1**, construction impacts related to surface runoff resulting in flooding on-site or off-site or exceeding the capacity of the stormwater drainage system would be **less than significant**, and mitigation is not required.

Operation. As discussed in Threshold A above, stormwater would be directed to on-site retention facilities, which would be appropriately sized to retain and release stormwater runoff such that excess runoff does not exceed the capacity of the existing storm drain system in accordance with the San Diego Region MS4 permit (**RCM HYD-2**).[111] Additionally, implementation of BMPs to reduce pollutants of concern in stormwater runoff in compliance with the San Diego Region MS4 permit (**RCM HYD-2**) would ensure the proposed project would result in less-than-significant impacts related to discharge of polluted runoff during project operations. Therefore, operational impacts related to creation or contribution of surface runoff resulting in flooding on-site or off-site or storm water runoff that would exceed the capacity of existing or planned storm drain would be **less than significant**. Mitigation is not required.

g) **Less than Significant Impact.**

Construction. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C2730G (August 28, 2008),[112] the project site is not located within a 100-year floodplain and is in Zone D. Zone D areas are defined by FEMA as areas of minimal flood hazard, which are the areas outside of the Special Flood Hazard Area and higher than the elevation

110 Cross Engineering Services. Final Storm Drainage Report, Tommy's- French Valley. Pages 3 and 6. Winter, 2022. (Appendix H-

111 *Ibid.*

112 Federal Emergency Management Agency. National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas. Panel Number 06065C2730G. August 28, 2008 (Not Printed).

of the 0.2 percent annual chance flood. Therefore, construction of the project would not impede or redirect flood flows.

Project construction would occur in accordance with the requirements of the Construction General Permit and would include the preparation and implementation of a SWPPP (**RCM HYD-1)**. The SWPPP would specify construction BMPs to control and direct on-site surface runoff to ensure that stormwater runoff from the construction site does not exceed the capacity of the downstream receiving waters. With implementation of an SWPPP and BMPs (**RCM HYD-1)**, construction impacts related to a substantial increase in the rate or amount of surface runoff that would result in flooding would be **less than significant**.

Operation. Currently, the project site is undeveloped and consists of only pervious surfaces. As stated in Response to Threshold C (i) above, development of the proposed project would increase impervious surface area by approximately 1.66 acres, which would increase stormwater runoff and could potentially result in flooding. However, as discussed above, the project site is not located within a 100-year floodplain and therefore would not impede or redirect flood flows. Additionally, the proposed on-site storm drain facilities and LID BMPs (underground retention basins) would be appropriately sized to capture the 85th storm event volumes pursuant to the San Diego Region MS4 Permit. Stormwater runoff that exceeds the required retention volume would be discharged into a natural drainage channel west of the site before flowing into Warm Springs Creek.[113]

With implementation of LID BMPs identified in the Final Storm Drainage Report,[114] operation of the proposed project would not impede or redirect flood flows and would not result in on-site flooding and associated with an increase in stormwater runoff would be **less than significant**. Mitigation is not required.

h) **Less than Significant Impact.** The project site is approximately 30 miles northeast of the Pacific Ocean and is not located within a tsunami hazard zone.[115] Based on the distance from the Pacific Ocean, the project site would not be susceptible to impacts associated with a tsunami.

Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor and go up and down or oscillate and do not progress forward like standard ocean waves. Seiches are also referred to as standing waves and are triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunamis, or tidal influence. The height and frequency of seiches are determined by the strength of the triggering factor(s) and the size of the basin. The project site is not adjacent to or near any closed bodies of water. The nearest large body of water to the project site is Lake Skinner, located approximately 2.8 miles east of the site and is separated from the site by several tracts of residential development that have incorporated storm drain improvements to convey water downstream to various creeks leading to the Santa Margarita River. Therefore, the project site would not be susceptible to impacts associated with a seiche.

The project site is within existing inundation areas for three dams at Diamond Valley Lake and for Lake Skinner.[116] However, each of these dams has been engineered to withstand earthquakes of 7.5 magnitude along the San Jacinto Fault and 8.0 magnitude along the San Andreas Fault, and

113 Cross Engineering Services. Final Storm Drainage Report, Tommy's- French Valley. Pages 3 and 6. Winter, 2022. (Appendix H-1).
114 Ibid.
115 California Department of Conservation. California Tsunami Maps and Data. https://www.conservation.ca.gov/cgs/tsunami/maps (accessed December 8, 2022).
116 Riverside County. Southwest Area Plan. County of Riverside General Plan Amendment No. 960. Figure 10: Southwest Area Plan Flood Hazards. February 2015. Revised April 6, 2019.

the MWD continuously monitors these dams and their foundations for deformation, which would reduce impacts from dam failure to less than significant.[117]

FEMA designates the project site as Flood Zone D, which are defined as areas where flood hazards are undetermined, but possible.[118] Zone D is not considered a high flood hazard area. During construction, BMPs would be implemented to ensure that during a rain event, pollutants would be retained on site and be prevented from reaching downstream receiving waters (**RCM HYD-1**). During operations, the project would include BMPs to reduce pollutants of concern in stormwater runoff (on-site retention facilities) in compliance with the San Diego Region MS4 permit (**RCM HYD-2**). Additionally, BMPs would be sized to retain and release stormwater runoff so that excess runoff does not exceed the capacity of the existing stormwater system (**RCM HYD-2**), which would reduce the chance of flooding that could release pollutants to downstream receiving waters. Therefore, the chance of project inundation, resulting in the release of pollutants to downstream receiving waters would be low.

Since the risk of project inundation is low, impacts associated with flood hazards, tsunami, or seiches, or release of pollutants due to project inundation would be **less than significant**. Mitigation is not required.

i) **Less than Significant Impact.** The project site is within the jurisdiction of the San Diego RWQCB. The San Diego RWQCB adopted a Basin Plan that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. The proposed project would comply with the San Diego Region MS4 Permit requirements and would implement construction and operational BMPs to reduce pollutants of concern in storm water runoff (**RCM HYD-1** and **RCM HYD-2**). Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, causing the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the proposed project would not result in water quality impacts that would conflict with the San Diego RWQCB Water Quality Control Plan for the San Diego Basin (Basin Plan). Construction and operational impacts related to a conflict with the Basin Plan would be **less than significant**.

The Sustainable Groundwater Management Act (SGMA), which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins.

The project site is located in the Temecula Valley Groundwater Basin, which is designated by the California Department of Water Resources as a very low priority basin.[119] Although public agencies in basins designated as very low priority aren't required to form GSAs or develop GSPs, the California Department of Water Resources encourages public agencies to update existing groundwater management plans or develop new plans in accordance with Water Code Section

117 City of Menifee. Section 5.9 Hydrology and Water Quality. The City of Menifee General Plan Draft Environmental Impact Report, SCH #2012071033. Pages 5.9-23 and 5.9-24. September 2013.

118 Federal Emergency Management Agency. National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas. Panel Number 06065C2730G. August 28, 2008 (Not Printed).

119 California Department of Water Resources. Sustainable Groundwater Management Act 2019 Basin Prioritization, Process and Results. Page A-27. May 2020.

10750 et seq.[120] Accordingly, the Temecula Valley Basin Groundwater Management Plan was completed in September 2017 to guide the management of the Basin groundwater monitoring on a sustainable safe yield basis. The proposed project would not require dewatering activities during construction as construction depth would not reach the current groundwater level underlying the project site. As previously discussed, the increase in impervious surface areas would not substantially decrease infiltration compared to existing conditions because the soils on the project site have low permeability and the project site is not a source of significant groundwater recharge under existing conditions. Additionally, the proposed project would be designed to collect storm water flows from impervious areas into underground retention basins and route flow to the existing storm drain system where flows would be conveyed into Warm Springs Creek and eventually the Santa Margarita River, therefore contributing to infiltration to the groundwater basin.

The proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan. Therefore, construction and operational impacts related to conflict with or obstruction of water quality control plans or sustainable groundwater management plans would be **less than significant.** Mitigation is not required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE AND PLANNING Would the project:				
24. Land Use a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Source(s): Riverside County General Plan, Riverside County. Ordinance No. 348.4814 An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. September 22, 2015, Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). April 1, 2021, GIS database, Project Application Materials

Findings of Fact:

a) No Impact. The site is located within the Borel Airpark Center Specific Plan and is bound by Benton Road and commercial uses to the north, Penfield Lane and residential uses to the east, commercial uses to the south and a mix of vacant property and commercial and light industrial uses to the west (Figure 2).

The proposed car wash and fast-food restaurant facilities would continue the Specific Plan's pattern of development in the community and provide commercial services to the existing residential communities located adjacent to the east, northeast of Benton Road and east across Van Gaale Lane. Additionally, the proposed project would provide commercial services to people who work at the industrial uses to the west, and people who work at or visit commercial uses to the north, south, and west. Since the project site is already physically bound by Benton Road to the north, Penfield Lane to the east, commercial uses to the south, and a mix of vacant property and commercial and light industrial uses to

120 California Department of Water Resources. Groundwater Sustainability Plans. https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainability-Plans (accessed December 12, 2022).

the west, development of the site would not physically divide an established community. **No impact** would occur.

b) **Less than Significant Impact.** The project site is located within the unincorporated community of French Valley, Riverside County. The project site is administered in accordance with the Borel Airpark Center Specific Plan. Table 2.2.A summarizes surrounding land uses, County General Plan land use designations, and zoning designations. The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC).

The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)[121] to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination[122] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[123] Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). No other changes are proposed to the General Plan land use designation or zoning.

The proposed project would comply with all applicable development standards set forth in the Borel Airpark Center Specific Plan and also be consistent with the County's General Plan for the development of light industrial uses. As detailed throughout this Initial Study, all impacts to the environment resulting from the proposed project are subject to applicable mitigation and local, State and/or federal regulations, which would reduce those impacts to less than significant levels. Therefore, impacts on any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-6 "Mineral Resources Area, County of Riverside. Environmental Impact Report No. 521. Section 4.14: Mineral Resources. Figure 4.14.2: Mineral Resource Zones – Temescal Valley and San

121 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

122 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan…(Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

123 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

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

Bernardino Production/Consumption Regions. February 2015."; California Department of Conservation. Special Report 165, Mineral Land Classification of the Temescal Valley Area, Riverside County, California. By: Russell V. Miller, Dinah O. Shumway, and Robert L. Hill. 1991. County of Riverside. Borel Airpark Center Specific Plan. Specific Plan No. 265. Land Use Plan, SPA265, May 2014, as amended. (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021 Appendix E)

Findings of Fact:

a) and b) **Less than Significant Impact**. The project site is classified as Mineral Resource Zone (MRZ)-3, which is an area containing known or inferred mineral occurrences of undetermined mineral resource significance.[124] No mineral resources are known to occur on the project site, nor has the project site been previously used for mineral extraction. The project site has no potential to be mined in the future because it is surrounded by commercial uses adjacent to the north, west, and south, as well as a residential use adjacent to the east. The site and vicinity are not considered a State-designated mineral resource extraction zone,[125] and there are no plans to utilize the project site or vicinity for mineral resource extraction.[126] Development of the project site would not result in the loss of a known mineral resource that would be of value to the region and residents of the State or that has been delineated on a local land use plan. Impacts would be less than significant.

d) **No Impact.** The project site is not located in the vicinity of any proposed, existing, or abandoned quarries or mines. Therefore, the project would not expose people or property to hazards from such uses, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," Riverside County Airport Land Use Commission. Riverside County Airport Land Use Compatibility Plan. Chapter W4 Background Data: French Valley Airport and Environs. Exhibit FV-4 9 (Existing Noise Impacts) and Exhibit FV-5 (Future Noise Impacts). October 14, 2004, Amended January 2012 County of Riverside Airport Facilities Map

Findings of Fact:

124 County of Riverside. Environmental Impact Report No. 521. Section 4.14: Mineral Resources. Figure 4.14.2: Mineral Resource Zones – Temescal Valley and San Bernardino Production/Consumption Regions. February 2015.

125 California Department of Conservation. Special Report 165, Mineral Land Classification of the Temescal Valley Area, Riverside County, California. By: Russell V. Miller, Dinah O. Shumway, and Robert L. Hill. 1991. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc (accessed June 1, 2021).

126 County of Riverside. Borel Airpark Center Specific Plan. Specific Plan No. 265. Land Use Plan, SPA265, A1 – Figure I-1, Page I-4. May 2014, as amended.

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

a) and b) **No Impact**. There are no private airstrips located within the vicinity of the project site. The closest airport to the project site is the French Valley Airport, which is located approximately 0.56 mile southwest. The project site is located beyond the existing and future 60 dBA CNEL impact zone from French Valley Airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

27. Noise Effects by the Project a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

Source(s): Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"), Project Application Materials, National Institute for Occupational Safety and Health. Occupational Noise Exposure, Revised Criteria 1998. June 1998. California Department of Transportation. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013. Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September 2018. (LSA Associates, Inc. Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California. Table O. May 25, 2022. Appendix I)

Findings of Fact:

a) **Less than Significant Impact**. The following discussion is based on the project-specific Traffic Impact Analysis (Appendix J) and Noise and Vibration Impact Analysis Memorandum (Appendix I) prepared for proposed project.

Construction Noise. Two types of short-term noise could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site would incrementally increase noise levels on roadways in the project area. There would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 A-weighted decibels [dBA]). The effect on longer-term (hourly or daily) ambient noise levels would be minimal because the hourly/daily construction-related vehicle trips would be few when compared to existing hourly/daily traffic volume in the project area.

The building construction phase would generate the most trips out of all of the construction phases, at approximately 112 vehicles/trucks per day based on the CalEEMod results in Appendix B. Benton Road and/or Winchester Road would be used to access the project site. Benton Road and Winchester Road have estimated existing daily traffic volumes of 11,110 and 27,420, respectively. Based on the construction-related traffic and existing traffic volumes, construction personnel and equipment trips to and from the project site would not generate a discernable increase in traffic noise levels along these roadways. Therefore, there would be no incremental increase in ambient noise from construction-related vehicle trips, and short-term, construction-related impacts associated with construction

personnel and equipment transport to the project site would be less than significant. Mitigation is not required.

The second type of short-term noise is related to noise generated during excavation, grading, and building erection on the project site. Construction is completed in discrete phases, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site as well as the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 3.13.A lists typical construction equipment noise levels recommended for noise impact assessments based on a distance of 50 feet between the equipment and a noise receptor. [127]

Table 3.13.A: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor[1]	Suggested Maximum Sound Level for Analysis at 50 feet (dBA)[2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder	40	73

Source: LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table K: Typical Construction Equipment Noise Levels. May 25, 2022. (Appendix I).

1 Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

2 Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.

dBA = A-weighted decibels L_{max} = maximum instantaneous sound level

CA/T = Central Artery/Tunnel

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment anticipated for the proposed

127 United States Department of Transportation. Federal Highway Administration Roadway Construction Noise Model User's Guide. HEP-05-054. DOT-VNTSC-FHWA-05-01. January 2006. Page 2. https://www.fhwa.dot.gov/Environment/noise/construction_noise/rcnm/index.cfm (accessed July 15, 2022).

project is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Table 3.13.A details maximum noise levels of typical construction equipment expected to be used on the project site.

Project construction is expected to require primarily the use of a graders, bulldozers, and water trucks/pickup trucks. As indicated in Table 3.13.A, noise associated with the use of construction equipment is estimated to be between 55 and 85 dBA maximum instantaneous noise level (L_{max}) at a distance of 50 feet from the active construction area for the site preparation phase. Each grader would generate a maximum noise level of approximately 85 dBA L_{max} at 50 feet, each bulldozer would generate approximately 85 dBA L_{max} at 50 feet, and water trucks/pickup trucks would generate approximately 55 dBA L_{max} at 50 feet.

Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates within approximately 50 feet of the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA L_{max} at a distance of 50 feet from the active construction area. Based on a usage factor of 40 percent, the worst-case combined noise level during this phase of construction would be 84 dBA[128] equivalent continuous sound level (L_{eq})[129] at a distance of 50 feet from the active construction area.

Regarding noise impacts, the sensitive receptor closest to the project construction boundary is a residential property located approximately 60 feet east of the project construction boundary (measured from the construction boundary to the residential property line) and would be exposed to construction noise levels of 82.4 dBA L_{eq} after distance attenuation.[130] These noise levels represent a worst-case scenario that is typically related to grading activity, which only represents a limited duration in time during the overall construction period.

The National Institute for Occupational Safety and Health (NIOSH) has established a threshold of 85 dBA for an 8-hour period that would result in damage to hearing.[131] As noise levels increase beyond 85 dBA, the exposure time decreases for damage to hearing to occur. (e.g., damage would occur at four hours of exposure for a noise level of 88 dbA). Construction noise would not exceed the NIOSH 85dBA threshold at the nearest sensitive receptors. Therefore, construction of the project would result in temporary and periodic increases in noise, which would result in annoyance and inconveniences, rather than the more serious effects such as hearing loss, sleep deprivation, and stress. Because construction noise is usually generated in short bursts and the heavy equipment used during site preparation moves around the construction site, maximum noise levels are not likely to occur for sustained periods of time, and the temporary inconvenience would not be a substantial increase which could alter human health or safety. Additionally, implementation of regulatory measures that include compliance with the construction hours specified in the County's Noise Ordinance No. 847 § 1, 2006 and standard conditions for construction that include properly maintained noise mufflers for all construction equipment, stationary construction equipment staged away from off-site sensitive uses, and position construction equipment so that emitted noise is

128 The usage factor of 40 percent is approximately 4 dBA less than the maximum noise level (88 dBA maximum noise level - 4 dBA usage factor = 84 dBA).

129 The L_{eq} noise level is provided to describe construction noise levels for a longer period of time (compared to the maximum instantaneous noise level, L_{max}) and compare it to ambient noise levels described subsequently in terms of L_{eq}.

130 According to the Inverse Square Law, sound levels decrease approximately 6 dB for each doubling of distance from the source. (Georgia State University, Department of Physics and Astronomy. *HyperPhysics.* 2016. http://hyperphysics.phy-astr.gsu.edu/hbase/Acoustic/isprob2.html (accessed July 15, 2022)).

131 National Institute for Occupational Safety and Health. *Occupational Noise Exposure, Revised Criteria 1998.* Page 1. June 1998.

directed away from sensitive receptors would minimize the temporary annoyance and inconveniences associated with construction noise. County Noise Ordinance No. 847, Section 1, 2006 would restrict construction activities within one-quarter mile (1,320 feet) of an inhabited dwelling to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May.

Measured ambient noise levels near the project site ranges from 51.8 dBA L_{eq} to 87.7 dBA L_{eq}. Although there would be a temporary increase in noise levels within the project vicinity, construction noise is a temporary occurrence and would stop once project construction is completed. Additionally, construction noise levels at the closest residence located 60 feet to the east of the project site would be exposed to 82.4 dBA L_{eq}, which would not exceed the NIOSH threshold. Therefore, noise generated from project construction activity would be **less than significant**. No mitigation is required.

Long-Term Mobile Noise. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-*108)* was used to evaluate highway traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the community noise equivalent level (CNEL) values.[132]

Traffic volumes were obtained from the project-specific Traffic Impact Analysis (Appendix J). Tables 3.13.B and 3.13.C respectively provide the traffic noise levels for the existing and existing plus project conditions. These noise levels represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn. Appendix I provides the specific assumptions used in developing these noise levels and model printouts.

Table 3.13.B: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Winchester Road North of Benton Road	30,640	77	158	338	70.2
Winchester Road South of Benton Road	27,420	72	147	314	69.8
Benton Road Between Winchester Road and Temeku Street	13,505	< 50	94	197	66.7
Benton Road Between Temeku Street and Penfield Lane	11,110	< 50	83	173	65.8
Benton Road Between Penfield Lane and Leon Road	11,435	< 50	85	176	66.0

Source: LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table N: Existing Without and With Project Traffic Noise Levels. May 25, 2022 (Appendix I).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic dBA = A-weighted decibels
CNEL = Community Noise Equivalent Level

132 The CNEL level is used because the County of Riverside General Plan Noise Element uses CNEL to consider long-term mobile noise effects.

Table 3.13.B provides baseline traffic noise levels (i.e., existing traffic noise without the project) to which the anticipated project-related traffic noise contribution would be added to determine if project-related traffic noise would be significant.

Table 3.13.C: Existing With Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Condition
Winchester Road North of Benton Road	32,090	79	163	348	70.4	0.2
Winchester Road South of Benton Road	28,630	73	151	323	69.9	0.1
Benton Road Between Winchester Road and Temeku Street	14,380	< 50	98	205	67.0	0.3
Benton Road Between Temeku Street and Penfield Lane	11,965	< 50	87	182	66.2	0.4
Benton Road Between Penfield Lane and Leon Road	12,545	< 50	90	187	66.4	0.4

Source: LSA Associates, Inc. Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California. Table N: Existing Without and With Project Traffic Noise Levels. May 25, 2022 (Appendix I). Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic dBA = A-weighted decibels
CNEL = Community Noise Equivalent Level

Table 3.13.C details the noise levels in the project vicinity when combining existing traffic noise with the anticipated project-related traffic noise contribution. As indicated in Table 3.13.C, the project-related traffic noise contribution to existing traffic noise levels would reach 0.4 dBA. Noise level increases less than 3 dBA would not be perceptible to the human ear in an outdoor environment.[133] Therefore, project-related traffic noise on off-site sensitive receptors would be less than significant. Mitigation is not required.

Long-Term Stationary Noise. Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed car wash operations, truck unloading operations, Heating, Ventilation, and Air Conditioning (HVAC) equipment, drive-through speakerphones, and parking lot activities.

The proposed car wash operations would include a 130-foot wash tunnel that would only operate during daytime hours (7:00 a.m. and 10:00 p.m.). Noise from the blowers near the exit of the wash tunnel would generate a noise level of 95 dBA L_{eq} at 7 feet.[134] Noise near the exit of the wash tunnel would be reduced to 77.9 dBA L_{eq} at 50 feet and noise at the entrance of the wash tunnel would be 70.9 L_{eq} at 50 feet.

Truck delivery and unloading activities would occur near the two proposed fast-food restaurants during daytime hours only. The maximum noise levels generated from truck delivery and unloading activities would be 75 dBA L_{eq} at 50 feet. Maximum noise level occurs in less than 5 minutes and it

133 California Department of Transportation. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Page 2-44. September 2013.

134 Noise level of 95 dBA Leq at 7 feet is based on a recent Tommy's Express Car Wash noise study conducted by ABD Engineering & Design, June 2020.

is estimated that there would be a maximum of one delivery truck per hour, which would result in a cumulative period of 5 minutes in any area. Therefore, truck delivery and unloading activities would generate a noise level of 64.2 dBA L_{eq} at 50 feet.

The proposed project would include rooftop HVAC equipment on each of the two fast-food restaurant buildings, which would generate noise. However, noise levels generated by HVAC equipment is exempted based on County Noise Ordinance No. 847 § 1, 2006. Potential noise level generated by HVAC equipment are provided below for informational purposes. Rooftop HVAC equipment could potentially operate 24 hour per day and one piece of rooftop HVAC equipment would generate noise levels of 66.6 dBA L_{eq} at 5 feet[135] based on previous measurements conducted by LSA.

The two proposed fast-food restaurants would each include a drive-through speakerphone that is part of the menu board. The fast-food restaurants are assumed to operate during daytime (7:00 a.m. and 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.). Noise generated from each speakerphone is approximately 84 dBA at 1 foot.

The project includes a surface parking lot that could generate noise potentially affecting adjacent land uses. Noisy activities occurring in the project parking lot would include vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. These activities would occur generally during daytime and nighttime hours and are intermittent in nature. Representative parking activities would generate approximately 60 to 70 dBA L_{max} at 50 feet based on measurements conducted by LSA for projects of similar scale. Daytime parking activity noise levels would reach 60.7 dBA L_{eq} at 50 feet and nighttime parking activity noise levels would reach 55.2 dBA L_{eq} at 50 feet.[136,137]

Table 3.13.D represents the combined calculated daytime and nighttime noise levels at the closest residential property line east of the project site using SoundPLAN from the individual stationary noise sources discussed above.

Table 3.13.D: Operational Noise Levels

Receptor	Land Use	Direction	Noise Level[1] (dBA L_{eq})		Noise Standard (10-minute L_{eq})		Exceed Noise Standard?	
			Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R-1	Residence	East	50.4	45.0	65	45	No	No

Source: LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table K: Typical Construction Equipment Noise Levels. May 25, 2022 (Appendix I).

[1] Noise level at the residential property line.

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

135 Five (5) feet is an appropriate distance for a noise measurement because HVAC equipment is typically attached to buildings (e.g., rooftops) or located at the base of a building potentially within several feet of a person occupying the site.

136 LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table O. May 25, 2022. (Appendix I).

137 Parking activity noise levels were estimated based on the estimated number of cumulative minutes generating the maximum noise level of 70 dBA at 50 feet in any hour.

As shown in Table 3.13.D, the combined daytime and nighttime stationary-source noise level is 50.4 dBA L_{eq} and 45.0 dBA L_{eq}, respectively, at the closest residential property line east of the project site. Therefore, the combined calculated daytime and nighttime noise levels would not exceed the County's exterior daytime and nighttime 10-minute noise standards of 65 dBA L_{eq} and 45.0 dBA L_{eq}, respectively. Noise impacts from project operations would be **less than significant**.

b) **Less than Significant Impact.** Groundborne noise is typically assessed at locations where there is no airborne noise path, or for buildings with substantial sound insulation such as a recording studio. For typical buildings, the interior airborne noise levels are often higher than the groundborne noise levels. Therefore, the main focus of the discussion/analysis is groundborne vibration. A vibration level of 94 vibration velocity decibels (VdB) (0.2 peak particle velocity [PPV] inches per second [in/sec]) is the threshold used to evaluate construction vibration impacts because this vibration level has the potential to damage residential structures made of non-engineered timber.[138] A vibration level of 78 VdB is used to describe potential human responses[139] (i.e., annoyance) from vibration levels generated by project construction as a means of disclosure, but this community annoyance threshold is not used to identify an impact because of the subjective nature of human annoyance and the temporary nature of construction. The greatest levels of vibration are anticipated to occur during the site preparation phase, during which a large bulldozer and a loaded truck are expected to be used. All other phases are expected to result in lower vibration levels.

Construction Vibration. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within buildings. Table 3.13.E shows the PPV and VdB values at a distance of 25 feet from the construction vibration source. As shown in Table 3.13.E, bulldozers and loaded trucks would generate a groundborne vibration level of 87 and 86 VdB, respectively, when measured at a distance of 25 feet, based on the Federal transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.[140]

The formula for vibration transmission is provided below:

$$L_vdB\ (D) = L_vdB\ (25\ feet) - 30\ Log\ (D/25)$$
$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

Table 3.13.F lists the projected vibration level from various construction equipment expected to be used on the project site to the nearest buildings in the project vicinity. For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet.

Table 3.13.E: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_v at 25 feet	
	PPV (in/sec)	L_v (Vdb)[1]
Hoe Ram	0.089	87
Large Bulldozer[2]	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks[2]	0.076	86

138 Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed July 17, 2022).

139 Ibid.

140 Ibid.

Table 3.13.E: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_v at 25 feet	
	PPV (in/sec)	L_v (Vdb)[1]
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report-0123 (accessed July 17, 2022).

[1] Root-mean-square VdB is 1 µin/sec.

[2] Equipment shown in **bold** is expected to be used on site.

µin/sec = microinches per second
L_V = velocity in decibels
FTA = Federal Transit Administration
PPV = peak particle velocity
in/sec = inches per second
VdB = vibration velocity decibels

Table 3.13.F: Summary of Construction Vibration Levels

Land Use	Direction	Equipment/Activity	Reference Vibration Level (VdB) at 25 ft	Reference Vibration Level (PPV) at 25 ft	Distance [1] (ft)	Maximum Vibration Level (VdB)	Maximum Vibration Level (PPV)
Commercial	North	Large Bulldozer	87	0.089	195	60	0.004
		Loaded Trucks	86	0.076		59	0.003
Barn	East	Large Bulldozer	87	0.089	80	72	0.016
		Loaded Trucks	86	0.076		71	0.013
Residential	East	Large Bulldozer	87	0.089	110	68	0.010
		Loaded Trucks	86	0.076		67	0.008
Commercial	Southeast	Large Bulldozer	87	0.089	130	66	0.008
		Loaded Trucks	86	0.076		65	0.006
Commercial	South	Large Bulldozer	87	0.089	55	77	0.027
		Loaded Trucks	86	0.076		76	0.023
Industrial	West	Large Bulldozer	87	0.089	290	55	0.002
		Loaded Trucks	86	0.076		54	0.002
Commercial	West	Large Bulldozer	87	0.089	275	56	0.002
		Loaded Trucks	86	0.076		55	0.002

Source: LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table M: Summary of Construction Vibration Levels. May 25, 2022 (Appendix I).

[1] Distance from the project construction boundary to the building structure.

ft = foot/feet
VdB = vibration velocity decibels
PPV = peak particle velocity

The closest residential, commercial, and industrial structures are located east, south, and west, respectively, of the project site. The closest commercial structure to the south is approximately 55 feet from the project construction boundary (measured from the construction boundary to the commercial structure). As shown in Table 3.13.F, the closest commercial structure at 55 feet from the project construction boundary would experience vibration levels of up to 77 VdB (0.027 PPV in/sec). All other structures, including residential structures, are farther than 55 feet from the project construction boundary and would experience lower vibration levels.

Construction vibration levels at the closest commercial building from construction equipment or activity would not exceed the FTA threshold of 94 VdB (0.2 PPV [in/sec]) for building damage when bulldozers and loaded trucks operate at the project construction boundary. In addition, construction vibration levels would not exceed the vibration annoyance threshold of 78 VdB for daytime residential uses and 84 VdB for commercial and industrial uses. Therefore, construction vibration levels would be less than significant.

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

Long-Term Operational Vibration. Operation of the proposed car wash and two fast-food restaurants would not generate vibration. In addition, vibration generated from project-related traffic on the adjacent roadways (Benton Road, Winchester Road, and local roadways within the project area) is not expected to be substantial for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration generated from project-related traffic on the adjacent roadways would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity," Paleontological Resource Impact Mitigation Program ("PRIMP") Report, Geologic Map of the Bachelor Mountain 7.5' Quadrangle, Riverside County, California. United States Geological Survey Department of Earth Sciences, University of California, Riverside. Morton, Douglas M. and M.P. Kennedy. 1991, 1995 through 1998. (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021 Appendix E)

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated.** As detailed in the Geologic Map of the Bachelor Mountain 7.5' Quadrangle, Riverside County, California, the project site is underlain by Very Old Alluvial Valley Deposits (Middle to Early Pleistocene).[141] Although Pleistocene sediments have some potential to contain paleontological resources, the County General Plan indicates the project site is in an area of low paleontological sensitivity. However, ground-disturbing activities at the project site may reach down to 12 feet below grade and have the potential to disturb previously unknown resources if excavation depths reach native, undisturbed sediments. Therefore, **MM GEO-1** shall be implemented during ground disturbing activities to reduce impacts on paleontological resources to **less than significant levels with mitigation incorporated** by ensuring paleontological resources, if encountered on site, would be subject to scientific recovery, evaluation, and curation.

Mitigation: **MM GEO-1** Prior to the issuance of grading permits, Riverside County shall verify that the following mitigation is included in all grading plans:

> If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may continue unimpeded on other portions of the project site. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation shall be required within the exclusionary buffer, and construction activity shall be allowed to resume therein. However, if the

141 Geologic Map of the Bachelor Mountain 7.5' Quadrangle, Riverside County, California. United States Geological Survey Department of Earth Sciences, University of California, Riverside. Morton, Douglas M. and M.P. Kennedy. 1991, 1995 through 1998.

paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer in order to assess its significance pursuant to the California Environmental Quality Act. Collected resources shall be prepared to the point of curation, identified to the lowest taxonomic level possible, catalogued, and curated into the permanent collections of an accredited scientific institution. All subsequent ground-disturbing activities shall be monitored at the discretion of the paleontologist. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.

In the event that paleontological resources are encountered when a paleontological monitor is not on site, work in the immediate area of the find shall be redirected, and the qualified paleontologist shall be contacted to assess the find for significance. If the find is determined to be significant, it shall be collected from the field, and the paleontologist shall make recommendations for monitoring, curation, and reporting.

This measure shall be implemented to the satisfaction of Riverside County.

Monitoring: No monitoring is required.

POPULATION AND HOUSING Would the project:				
29. Housing a) 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☒	☐

Source(s): Project Application Materials, GIS database, Riverside County General Plan Housing Element, Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning September 22, 2015, Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial), Cross Engineering Services, Inc, Southern California Association of Governments. Employment Density Study Summary Report. October 31, 2001

Findings of Fact:

a) **Less than Significant Impact.** The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC). As detailed in Table 2.2.A, the County's General Plan designates the project site land use as Light Industrial, and the zoning of the site is [Borel Airpark Center] Specific Plan Zone (SP). Pursuant to the Specific Plan Zoning Ordinance, commercial land uses restaurants and other eating establishments are permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to

Section 2(c)(1)[142] to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination[143] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[144] No other changes are proposed to the General Plan land use designation or zoning. Therefore, the project would not generate any increase in population that otherwise would not have been planned for in the County.

Based on discussions with the Project Applicant[145] and employment density projections by the Southern California Association of Governments (SCAG),[146] the proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business. The County General Plan and Borel Airpark Center Specific Plan are used to control and allocate growth. Accordingly, development of the proposed project would serve to fulfill both an existing and anticipated need to provide commercial services to this area of the County. Additionally, generation of 24 employment positions in an area of the Southwest Area Plan dominated by commercial, industrial, and residential uses would help balance the jobs-to-housing ratio in the community surrounding the project site. Since the project site is adjacent to improved streets and infrastructure, the project also does not include any significant infrastructure improvements or the significant extension of roads that could indirectly induce growth in the County. Therefore, the proposed project would not generate substantial direct or indirect unplanned population growth. Impacts would be **less than significant.** No mitigation is required.

b) **No Impact.** The project site is located on vacant land. Therefore, **no impact** would occur to people or housing such that replacement housing would be required. No mitigation is required.

c). **Less than Significant Impact**. The proposed project includes construction of a 5,215 square-foot drive-through car wash, a 2,535 square-foot drive-through restaurant with indoor dining area, and a 730-square-foot drive-through restaurant without indoor dining on approximately 2.24 acres within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC). Based on discussions with the Project Applicant[147] and employment density projections by the Southern California Association of Governments (SCAG),[148] the proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business.

142 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

143 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan. (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

144 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

145 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

146 Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

147 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

148 Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

The County General Plan and Borel Airpark Center Specific Plan are used to control and allocate growth. Accordingly, development of the proposed project would serve to fulfill both an existing and anticipated need to provide commercial services to this area of the County. Additionally, generation of 24 employment positions in an area of the Southwest Area Plan dominated by commercial, industrial, and residential uses would help balance the jobs-to-housing ratio in the community surrounding the project site. Since the project site is adjacent to improved streets and infrastructure, the project also does not include any significant infrastructure improvements or the significant extension of roads that could indirectly induce growth in the County. Therefore, the proposed project would not generate substantial direct or indirect unplanned population growth or the demand for additional housing. Impacts would be **less than significant**. No mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Safety Element

Findings of Fact:

a) **Less than Significant Impact.** The proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, Riverside County Ordinance No. 460, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards pertaining to human health and safety (through the building plan check process) to ensure the project would minimize exposure of people or structures to a significant risk of loss, injury, or death involving fires.

Development of the proposed project would incrementally increase demand for fire protection services, but not to the degree that existing fire stations could not meet the demand. The nearest fire station is French Valley Fire Station No. 83 located at 37500 Sky Canyon Drive one mile (five minutes by automobile) south of the site. Project design features incorporated into the structural design and layout would keep service demand increases to a minimum. The County's plan check process includes County Fire Department review of proposed fire hydrant spacing and incorporation of automatic sprinkler systems in accordance with applicable Sections of Ordinance No. 787 (e.g., Sections 901.6.1, 903.2, 903.4.2.1, 4.3, 3, 5, and 8603.1), proper roadway turning radii, and fire lane widths, etc. Since the proposed development is located adjacent to Benton Road and Penfield Lane, emergency vehicles would have the ability to park along these roadways adjacent to the project site in the event that the project driveway is inaccessible. The project site layout, including provisions for emergency vehicle access, would be reviewed for adequacy by the County Fire Department. Therefore, the construction of the proposed project would be in accordance with applicable County policies and regulations and would not require new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant**.**

Mitigation: No mitigation is required.

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

Monitoring: No monitoring is required.

31. Sheriff Services	☐	☐	☒	☐

Source(s): Riverside County General Plan

Findings of Fact:

a) **Less than Significant Impact.** The Riverside County Sheriff's Department (RCSD) provides law enforcement and crime prevention services to the project site. Similar to fire protection services, the proposed project is expected to incrementally increase demand for sheriff protection services in the project area. However, due to the proposed project's relatively limited size of 2.24 acres and scale, the project would not create a significant impact on RCSD's services.

Development of the site with crime prevention through environmental design (CPTED) features would deter trespassing and reduce police service demand to the extent feasible through implementation of applicable design methods. For example, the project would incorporate public zones and private zones via physical and symbolic barriers to define acceptable uses of the commercial space and determine who has a right to occupy such zones. Additionally, the proposed car wash and restaurant facilities would be equipped with formal surveillance through the use of closed-circuit television, electronic monitoring, and potential security patrols, as well as informal surveillance such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants. Therefore, the construction of the proposed project would be in accordance with applicable County policies and would not require new or physically altered sheriff protection facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools	☐	☐	☐	☒

Source(s): School District correspondence, GIS database, California State Legislature, Legislative Analyst's Office. An Evaluation of the School Facility Fee Affordable Housing Assistance Programs, January 2001.

Findings of Fact:

No Impact. The project does not include a residential component and no direct increase in the local student population would occur. The anticipated indirect increase in worker population (i.e., 24 employees) who would likely come from the surrounding area would not be expected to indirectly increase student population. Furthermore, California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as "Level 1 fees" and are subject to inflation adjustment every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district's total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of

their total facility costs, termed "Level 2" fees. If, however, there are no State funds available, "Level 3" fees may be imposed for the full cost of their facility needs.[149]

Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities." The Project Applicant would be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Through payment of development fees, no impacts related to school services would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries	☐	☐	☒	☐

Source(s): Riverside County General Plan

Findings of Fact:

Less than Significant Impact. The type of use of the proposed project (i.e. dining and car wash) would not generate new population because employees and customers are expected to reside in French Valley and vicinity. Additionally, the project would be consistent with the applicable Land Use and Zoning designations pursuant to a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) under a substantial conformance determination.[150] Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). Therefore, the proposed development would not cause an unanticipated increase in population that would require construction or expansion of any public facilities, including libraries. Payment of required fees, taxes, and other development impact fees by the Project Applicant would sufficiently offset any incremental increase in demand for governmental services. Impacts would be **less than significant.** Mitigation is not required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Health Services	☐	☐	☒	☐

Source(s): Riverside County General Plan

Findings of Fact:

Less than Significant Impact. The type of use of the proposed project (i.e. dining and car wash) would not generate new population because employees and customers are expected to reside in French Valley and vicinity. Additionally, the project would be consistent with the applicable Land Use and Zoning designations pursuant to a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan to allow car wash facilities within Planning Area 3 (Manufacturing-

149 California State Legislature, Legislative Analyst's Office. An Evaluation of the School Facility Fee Affordable Housing Assistance Programs, January 2001. http://www.lao.ca.gov/2001/011701_school_facility_fee.html (accessed July 17, 2022).

150 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan…(Riverside County. Ordinance No. Ord.

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

Service Commercial (M-SC)) under a substantial conformance determination.[151] Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). Therefore, the proposed development would not cause an unanticipated increase in population that would exceed the service capacity of health services in the County. Payment of required fees, taxes, and other development impact fees by the Project Applicant would sufficiently offset any incremental increase in demand to health services. Impacts would be **less than significant.** Mitigation is not required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): GIS database, Parks & Open Space Department Review

Findings of Fact:

a) and b) **Less than Significant Impact.** The proposed project is expected to generate 24 employees, which could result in an incremental increase in use of nearby recreational facilities during project operation. Riverside County Ordinance No. 659 collects development impact fees used to fund capital costs associated with constructing new park and recreation facilities and purchasing equipment for such facilities. DIFs are intended to offset any incremental increases of demand for park and recreation facilities and services.

The proposed project would be required to pay applicable DIF's prior to issuance of building permits. Any future construction of new or expansion of existing park and recreation facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. However, construction of the proposed project in accordance with applicable County policies would contribute only an incremental increase in demand for recreational services that would not in and of itself require new or physically altered park and recreation facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

151 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan…(Riverside County. Ordinance No. Ord.

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

c) **Less than Significant Impact.** The project site is not within a Community Service Area. As stated above, Riverside County Ordinance No. 659 collects development impact fees used to fund capital costs associated with constructing new park and recreation facilities and purchasing equipment for such facilities. DIFs are intended to offset any incremental increases of demand for park and recreation facilities and services. The proposed project would be required to pay applicable DIF's prior to issuance of building permits. Therefore, payment of DIFs pursuant to County Ordinance No. 659 would ensure impacts to park and recreation facilities would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure C-7 Trails and Bikeway System, Specific Plan No.

Findings of Fact:

a) **Less than Significant Impact.** The Project consists of drive-through car wash, and drive- through restaurant facilities and does not include the construction or expansion of a trail system. There are no identified trails adjacent to the proposed Project site according to the Riverside County General Plan Figure C-7. As described above, the proposed project is expected to generate 24 employees, which could result in an incremental increase in use of nearby recreational facilities during project operation. Therefore, the proposed Project would not generate a substantial population increase that would use or require recreational trails, and impacts would be less than significant.

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, Project Application Materials (Linscott, Law & Greenspan, Engineers. Traffic Impact Analysis Report, French Valley Tommy's Express Wash. Page 36. March 11, 2022 Appendix J)

Findings of Fact:

a) The following discussion is based in part on the project-specific Traffic Impact Analysis (TIA) prepared for the proposed project (Appendix J).

Less than Significant Impact. This section discusses potential impacts to the circulation system, transit services, bicycle facilities, and pedestrian system. The following analysis of level of service (LOS) is for disclosure purposes as it relates to consistency with the County's General Plan minimum level of service criteria for intersections, as *CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" criteria in lieu of LOS for analyzing transportation impacts. Refer to Section V. 37(b) below for an analysis of vehicle miles traveled.

Traffic Circulation. The project TIA scope was approved through consultation with County Staff to evaluate effects of project-generated traffic volume during the a.m. and p.m. peak hours [152] and not pursuant to average daily trips.

The project study area regarding the surrounding transportation network includes the following intersections:

1. Winchester Road/Benton Road;
2. Temeku Street/Benton Road;
3. Penfield Lane/Benton Road;[153]
4. Leon Road/Benton Road;
5. Van Gaale Lane/Cognac Street at Benton Road; and
6. Pourroy Road/Benton Road.

Study intersections are under the jurisdictions of the County or Caltrans. The project site is located within the Southwest Area Plan. The County uses level of service (LOS) D as their minimum level of service criteria for intersections within the Southwest Area Plan.

The traffic analysis examines traffic operations in the vicinity of the proposed project under the following three scenarios:

- **Existing Without Project**: Baseline conditions.

- **Existing Plus Ambient Plus Project**: Existing Plus Project volumes were combined with ambient growth, which was calculated by increasing existing roadway volumes by two percent per year over two years for Year 2024 conditions. Applied to existing Year 2022 traffic volumes results in a four percent increase growth in existing volumes to Horizon Year 2024.[154]

152 The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 7:00 p.m.

153 Includes Project improvements.

154 Linscott, Law & Greenspan, Engineers. *Traffic Impact Analysis Report, French Valley Tommy's Express Wash.* Page 13. March 11, 2022. (Appendix J).

- **Existing Plus Ambient Plus Project Plus Cumulative**: Developed by adding trips generated by other developments to the Existing Plus Ambient Plus Project forecast.

The proposed project is anticipated to add 1,989 daily trips, with 62 trips occurring during the a.m. peak hour and 108 trips occurring during the p.m. peak hour. Evaluation of LOS effects are presented in Section 8.0 of Appendix J. All study intersections operate at a satisfactory LOS under existing without and with project conditions. All study intersections are forecast to operate at a satisfactory LOS under cumulative with project conditions with the exception of two intersections (#s 1 and 4 listed above). Planned and recommended transportation improvements (including project-specific improvements) to facilitate satisfactory LOS of the study intersections listed above during project operation are detailed in Section 9.0 of Appendix J. As discussed in Section 9.3 "Recommended Improvements" of Appendix J, recommended improvements include to widen and restripe the south leg and modify the existing traffic signal at the intersection of Winchester Road/Benton Road and install a traffic signal and stripe a crosswalk on the west leg at the intersection of Leon Road/Benton Road. Where the project results in an adverse LOS on the roadway network and the agency with jurisdiction over the affected intersection does not have a Development Impact Fee Program for a specific improvement, the project would pay its respective fair share for the proposed improvement. The project's fair share has been calculated based on project traffic as a percentage of total growth from Existing to Cumulative conditions. Section 11.0 of Appendix J details the recommended improvements for the deficient intersections (Intersections #1 and #4 listed above) that require the project to pay for its fair share contribution. Specific design of all recommended improvements would be reviewed and approved by the County Engineer in the final engineering phase in order to ensure LOS at all project study intersections operate at satisfactory LOS.

The project would not be directly accessed from Highway 79 (Winchester Road), which is a Caltrans facility; therefore, the project has not been reviewed for factors pertaining to site access or local roadways in accordance with *Caltrans Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance (July 2020)*.[155] However, the project is anticipated to generate new vehicle trips along Highway 79 (i.e. study Intersection #1, Winchester Road/Benton Road). Therefore, an analysis of the project's impact on turn pocket queuing at Intersection #1 was prepared to determine if the project would cause or contribute towards slowing or stopped traffic on through traffic lanes along Highway 79, resulting in unsafe speed differentials between adjacent lanes.[156] As detailed in Section 12.0 of Appendix J, estimated storage is not provided to accommodate queues for the southbound left-turn lane at Intersection #1 under both the Ambient Growth with Project and Ambient Growth with Project with Cumulative Projects traffic conditions. Therefore, it is recommended the southbound left turn pocket be restriped and designed to include a minimum storage of 400 feet per lane to accommodate the forecasted deficiencies.[157]

Access to the project site would be provided via one driveway along Benton Road and one driveway along Penfield Lane. As detailed in Section 13.0 of Appendix J, the proposed driveways are anticipated to operate at an acceptable LOS during the a.m. and p.m. peak hours under both the Ambient Growth with Project and Ambient Growth with Project with Cumulative Projects traffic conditions. Additionally, project traffic is not anticipated to cause significant internal queuing/stacking effects at project driveways or within the site's internal drive aisle. Finally, there is adequate turning radii for passenger cars, service/delivery trucks, and trash trucks for project ingress and egress traffic. Therefore, motorists would be able to enter and exit the project site from the proposed driveways safely, and without excessive congestion.

155 *Ibid.* Section 12.2.
156 *Ibid.* Pages 30 through 31.
157 *Ibid.* Page 31.

As stated above, the preceding analysis of LOS is for disclosure purposes as it relates to consistency with the County's General Plan minimum level of service criteria for intersections, as *CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" criteria in lieu of LOS for analyzing transportation impacts. With implementation of improvements discussed in Section 9.0, "Planned and Recommended Improvements" of Appendix J, LOS at all project study intersections would operate at satisfactory LOS. Additionally, adequate storage within the dual southbound left-turns at the Winchester Road/Benton Road intersection would be provided with implementation of recommended improvements discussed in Section 12.2 of Appendix J. Therefore, impacts to traffic circulation would be **less than significant**. No mitigation measures would be required.

Pedestrian System, Transit Services, and Bicycle Facilities. The Riverside Transit Agency's Route 79 bus stop near the intersection of Temeku Street/Benton Road approximately 184 feet west of the site provides transit service in the project vicinity. Additionally, a community [bicycle] trail located approximately 882 feet northwest of the site (across Highway 79) connects to a regional urban/suburban trail, which facilitates alternative modes of transportation in the project vicinity. By introducing new employment opportunities and commercial services on an underutilized property in proximity to an existing bus stop and bicycle facility, the project would facilitate increased alternative transit mobility in the project vicinity. As detailed in Figure 4, the proposed project would construct a portion of a pedestrian sidewalk along Benton Road and Penfield Lane to promote safe pedestrian access to the site. The proposed project would be site specific and would not require new transit stops or the significant relocation of existing transit stops and would not preclude development and/or use of existing public and alternative transit facilities. Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the transit services, pedestrian system, or bicycle facilities and this impact would be **less than significant**.

b) **Less than Significant Impact.** *CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" criteria in lieu of LOS for analyzing transportation impacts and was signed into law as Senate Bill (SB) 743 in 2013. The Office of Planning and Research approved regulatory changes to the *CEQA Guidelines* that implement SB 743 on December 28, 2018. However, lead agencies were able to use LOS for analyzing transportation impacts until July 1, 2020. Pursuant to SB 743, the County adopted Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) to analyze a project's transportation impacts. The County's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled is generally consistent with the methodology and screening criteria contained in the OPR's Technical Advisory for Evaluating Transportation Impacts in CEQA (dated December 2018), which provides additional detail on the language and approach used in the project-specific TIA to demonstrate compliance with SB 743.

According to the County's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, small projects with low trip generation pursuant to existing CEQA exemptions or based on the County Greenhouse Gas Screening Tables (see Section V.20) are presumed to cause a less than significant VMT impact. These projects include the following:[158]

- Single Family Housing projects less than or equal to 110 dwelling units
- Multifamily (Low-Rise) Housing projects less than or equal to 147 dwelling units

158 Linscott, Law & Greenspan, Engineers. Traffic Impact Analysis Report, French Valley Tommy's Express Wash. Page 36. March 11, 2022.

- Multifamily (Mid-Rise) Housing projects less than or equal to 194 dwelling units
- General Office Building with area less than or equal to 165,000 square feet
- Retail buildings with area less than or equal to 60,000 square feet
- Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 square feet
- General Light Industrial buildings with area less than or equal to 179,000 square feet
- Project GHG emissions less than 3,000 Metric tons of Carbon Dioxide Equivalent (MTCO2e)
- Unless specified above, project trip generation with less than 110 trips per day

The proposed project would consist of a 5,215 square foot carwash with a 130-foot wash tunnel, a 2,535-square foot fast food restaurant with drive through, and another 729-square foot fast restaurant with drive through, totaling 8,479 square feet. Therefore, the proposed project can be screened out of the VMT analysis pursuant to the above criteria for retail buildings with area less or equal to 60,000 square feet, and VMT impacts would be **less than significant**.

c) **Less than Significant Impact.** Roadway improvements in and around the project site would be designed and constructed to satisfy all County requirements for street widths, corner radii, intersection control pursuant to the County's Street Improvement Plan Policies and Guidelines. Additionally, proposed driveways would be designed and constructed in accordance with County Standard No. 207A and reviewed for approval by the Riverside County Transportation Department. The on-site drive aisle would serve as an emergency fire lane to ensure adequate access for first responders to an emergency and would be constructed to adequate widths for public safety pursuant to the California Fire Code.

Off-site, the project would dedicate and widen Benton Road along the project frontage in accordance with the County's General Plan Circulation Plan. Additionally, the project would include construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site along Benton Road and the western frontage of the site along Penfield Lane. Additionally, the project would restripe the east leg of Benton Road and modify the existing traffic signal to provide an exclusive eastbound right turn at the intersection of Penfield Lane and Benton Road.

The County, at final plan check, would ensure that all improvements associated with the project are consistent with California Fire Code and County standards and requirements. Adherence to these standards and requirements would ensure the proposed development would not include any sharp curves or dangerous intersections. Therefore, no substantial increase in hazards due to a design feature would occur. Impacts are **less than significant**.

d) **Less Than Significant Impact**. Implementation of the proposed project would contribute an incremental amount of additional vehicle trips to the project area. As detailed in response to Checklist Question 37.a, the project will include improvements to the intersection of Winchester Road and Benton Road to improve circulation and safety of the project site and within the vicinity of the project. Impacts associated with such improvements have been analyzed throughout this Initial Study and determined to be **less than significant**.

e) **Less Than Significant Impact**. The project will generate temporary impacts to circulation during project construction, which includes improvements to the intersection at Winchester Road and Benton Road. During construction, standard traffic control devices such as warning signs, warning lights, and flaggers will be utilized as applicable to minimize obstructions and ensure the safe passage of emergency vehicles as necessary. Implementation of these traffic control measures will include guidance and navigational tools throughout the project area in order to maintain traffic flow and safety during construction. Therefore, impacts would be **less than significant**.

f) **Less than Significant Impact.** Roadway facilities with regional access such as Highway 79 serve as evacuation routes in the event of an emergency. The project is required to incorporate adequate emergency water flow and to identify and mitigate any fire hazards during the development review process. The project is proposed with two, two-lane access driveways, one off of Benton Road and one off of Penfield Lane, that would provide entry and exit points for emergency access. The project would include a C10 fire alarm without gates to ensure immediate fire department access to the project site in the event of an emergency. Fire department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards to ensure proper roadway turning radii, fire lane widths, etc. Since the proposed development is located adjacent to Benton Road, emergency vehicles would have the ability to park on the north side of Benton Road adjacent to the project site in the event that the project driveway is inaccessible. The project site layout, including provisions for emergency vehicle access, would be reviewed for adequacy by the County Fire Department. Therefore, impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan

Findings of Fact:

a) **No Impact.** A community [bicycle] trail located approximately 882 feet northwest of the site (across Highway 79) connects to a regional urban/suburban trail, which facilitates alternative modes of transportation in the project vicinity. By introducing new employment opportunities and commercial services on an underutilized property in proximity to an existing bus stop and bicycle facility, the project would facilitate increased alternative transit mobility in the project vicinity. The proposed project would be site specific and would not require new transit stops or the significant relocation of existing transit stops and would not preclude development and/or use of existing public and alternative transit facilities. Therefore, **no impacts** to bicycle trails will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
39. Tribal Cultural Resources a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	☐	☒	☐	☐

Source(s): County Archaeologist, AB52 Tribal Consultation

Findings of Fact:

a) Please refer to the response to Checklist Question 39 b. below,

b)**Less than Significant with Mitigation Incorporated.** Tribal cultural resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB 52), notices regarding this project were mailed to all requesting tribes on March 04, 2021. No response was received from Ramona Band of Cahuilla, Morongo Band of Mission Indians, Santa Rosa, Colorado River Indian Tribes, or the Cahuilla Band. The Pala Band of Mission Indians declined consultation and the Agua Caliente Band of Cahuilla Indians deferred to closer tribes.

Consultation was requested by Temecula Band of Luiseño Indians (Pechanga), Soboba Band of Luiseño Indians and Rincon Band of Luiseño Indians.

The Rincon Band responded in an email dated March 10, 2021 requesting consultation. The cultural report and conditions of approval were sent to the tribe on July 14, 2021. The Rincon Band representative agreed with the conditions and concluded consultation via email on July 15, 2021.

Consultation was requested by the Soboba Band in an email letter dated March 22, 2021. The cultural report and the conditions of approval were provided to the tribe on July 14, 2021. The Soboba Band

representative agreed with the conditions of approval and concluded consultation via email on July 17, 2021.

The Pechanga Band requested to consult in an email letter dated March 19, 2021. The project exhibits were sent to the tribe on March 22, 2021. A meeting was held on March 29, 2021, in which this project was discussed. The Pechanga Band representative provided information that the project was within the Adobe Springs village complex.

No specific impacts or physical resources were identified by the Pechanga Band. On July 14, 2021 the cultural report and conditions of approval were provided to the Pechanga Band. A follow-up email was sent to the tribe on August 04, 2021 asking if the Pechanga Band had any further comments or concerns. No response was received, and consultation was concluded via email letter on August 26, 2021.

All of the consulting tribes expressed concerns that the project has the potential for as yet unidentified subsurface tribal cultural resources. The tribes request that a Native American monitor be present during ground disturbing activities so any unanticipated finds would be handled in a timely and culturally appropriate manner. Based on information provided by the consulting tribes the proposed would require a Native American Monitor to be present during ground disturbing activities **(MM TCR-1).**

Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) for Native American Monitor(s) (**MM TCR-1).** The project would also be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made **(MM TCR-2).**

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during project construction. Therefore, the County prescribes **MM TCR-3** to implement procedures should any unanticipated cultural resources be identified during ground disturbing activities.

With the inclusion of mitigation measures **MM TCR-1** through **MM TCR-3**, impacts to any previously unidentified tribal cultural resources would be reduced to **less than significant**.

Mitigation:

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

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

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

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

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

MM TCR-2 (If Human Remains Found) In the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made.

MM TCR-3 (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.

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

** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities, as necessary.

Monitoring: Native American Monitoring will be conducted by a representative from the consulting tribe(s) during ground disturbing activities. See **MM TCR-1** through **MM TCR-3.**

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?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐

Source(s): Project Application Materials, Service Provider (Eastern Municipal Water District), Eastern Municipal Water District. 2020 Urban Water Management Plan. July 1, 2021., Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Riverside County, Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions,

Findings of Fact:

a) **Less than Significant Impact.** The proposed project improvements would connect to existing utilities, including water, drainage, and electric power located beneath Benton Road and/or Penfield Lane. The approval of drainage features/improvements occurs through the building plan check process. As part of this process, all project-related drainage features would be required to meet County and SDRWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per County standards and the requirements identified in the Final WQMP (per **RCM HYD-2**).

All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway frontage improvements for the project site. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation of utilities would be **less than significant.**

b) **Less than Significant Impact.** Water for the project would be provided by the Eastern Municipal Water District (EMWD). The 2020 Urban Water Management Plan indicates that the EMWD uses local and imported water to supply potable and non-potable water within its jurisdictional boundary.[159] EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, including the West San Jacinto Groundwater Basin Management Plan area and the Hemet/San Jacinto Groundwater Management Plan area.

As detailed in Section I, Project Description, the project includes a 5,215 square-foot drive-through car wash, a 2,535 square-foot drive-through restaurant with indoor dining area, and a 730 square-foot drive-through restaurant without indoor dining area. Based on information obtained from the project applicant,[160] the car wash would demand 13,320 gallons per day; the restaurant with drive through only would generate 1,100 gallons per day, and the restaurant with indoor dining area would generate 2,900 gallons per today. Therefore, the project would demand approximately 17,320 gallons of water per day. On March 28, 2022, the California Governor issued Executive Order N-7-22, which encourages all Californians and water agencies to restrict water usage and recommends urban water suppliers to implement Stage 2 of its Water Shortage Contingency Plan. The EMWD enacted Stage 3a (water waste reduction) of its Water Shortage Contingency Plan in November 2021, which places more stringent

159 Eastern Municipal Water District. 2020 Urban Water Management Plan. Page E-2. July 1, 2021.
160 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).

restrictions on customers than Stage 2. Stage 3a of the EMWD's Water Shortage Contingency Plan includes the following:[161]

- No variances allowed for filling pools, establishing new landscape (except Landscapes for Living participation), or leaks not repaired within 48 hours.

- Customers who are exceeding their water budgets are encouraged to reduce their water use by:

    - Cutting down on watering or irrigating lawns, landscapes or other vegetated areas with sprinklers by one day a week.
    - Repairing all leaks, breaks, or other malfunctions in plumbing or distribution systems within 48 hours.
    - Refraining from filling or re-filling ornamental lakes or ponds.
    - Refraining from using potable water to wash or clean a vehicle, including but not limited to, any automobile, truck, van, bus, motorcycle, boat or trailer, whether motorized or not.

The EMWD imports approximately half of its water supply from the Metropolitan Water District, which projects it would have adequate supply to meet demand of all of its member agencies through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[162] Through a combination of locally-sourced groundwater in conjunction with imported water from the Metropolitan Water District, the EMWD anticipates to have sufficient water supplies to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[163] The EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves. As discussed in Section 3.11, Threshold B, the project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)[164] to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination[165] pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.[166] Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) and no other changes are proposed to the General Plan land use designation or zoning.

As such, the proposed project within the County of Riverside is already accounted for in the water (groundwater) supply and demand scenarios determined by EMWD. Furthermore, the EMWD does not currently identify "threats to its groundwater supply that cannot be mitigated by treatment or blending, and EMWD does not anticipate a significant loss of supply due to water quality issues."[167] Sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be **less than significant.**

161 Eastern Municipal Water District. Our Services. Water Supply Status. https://www.emwd.org/water-supply-status (accessed December 5, 2022).
162 Eastern Municipal Water District. 2020 Urban Water Management Plan. Page 7-2. July 1, 2021.
163 Ibid. Page 7-7, Page 7-8, and Page 7-9.
164 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.
165 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan…(Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).
166 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.
167 Ibid. Page 7-4.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

41. Sewer a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	☐	☐	☒	☐
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Source(s): Department of Environmental Health Review, Service Provider (Eastern Municipal Water District)

Findings of Fact:

a) **Less than Significant Impact.** As stated above in section V.40, the proposed project improvements would connect to existing utilities, including water, drainage, and electric power located beneath Benton Road and/or Penfield Lane. The approval of drainage features/improvements occurs through the building plan check process. As part of this process, all project-related drainage features would be required to meet County and SDRWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per County standards and the requirements identified in the Final WQMP (per **RCM HYD-2**).

All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway frontage improvements for the project site. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation of utilities would be **less than significant.**

b) **Less than Significant Impact**. Wastewater from the project site would be collected at the Temecula Valley Regional Water Reclamation Facility (RWRF) for treatment. The typical daily flow at the Temecula Valley RWRF is 14 million gallons per day with a current capacity of 23 million gallons per day, having a current excess capacity of approximately 9 million gallons per day.[168]

As stated previously, the project would demand approximately 17,320 gallons of water per day. As a worst-case scenario, even if 100 percent of the project's anticipated water demand (17,320 gallons per day) were dedicated to wastewater, the project demand for wastewater treatment would represent 0.19 percent of the Temecula Valley RWRF's current excess wastewater treatment capacity of approximately 9 million gallons per day, which would be more than adequate to serve the project in addition to existing entitlements. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

168 Eastern Municipal Water District. Temecula Valley Regional Water Reclamation Facility. Fact Sheet. January 2021.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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, Riverside County Waste Management District correspondence, Service Provider, CalRecycle. Solid Waste information System (SWIS). El Sobrante Landfill (33-AA-0217), Estimated Solid Waste Generation Rates, CalRecycle

Findings of Fact:

a) **Less than Significant Impact.** Solid waste collection is a "demand-responsive" service, and current service levels can be expanded and funded through user fees. The majority of solid waste from French Valley is disposed at the El Sobrante Landfill in unincorporated Riverside County south of the City of Corona, and Badlands Sanitary Landfill near the City of Moreno Valley. According to CalRecycle, the El Sobrante Landfill maintains a permitted throughput of 16,054 tons per day of solid waste and a remaining capacity of approximately 144 million cubic yards,[169] while Badlands Sanitary Landfill maintains a permitted throughput of 5,000 tons per day of solid waste and a remaining capacity of 7.8 million cubic yards.[170] Disposal of solid waste to be generated by the proposed project would be the responsibility of the County and therefore could be directed to either El Sobrante or Badlands Landfills, or several other available disposal sites within the County.

Construction activities occurring on the project site would generate solid waste, of which at least 65 percent of non-hazardous material would be diverted to a material recycling facility. According to CalRecycle, solid waste generation from fast food restaurant uses can be approximately 17 pounds per employee per day (lb./employee/day) and solid waste generation from auto service uses can be approximately 0.9 pound per 100 square feet per day (lb./100 sq ft/day).[171] Therefore, once operational, the proposed fast food restaurant facilities and car wash would generate approximately 387 pounds of solid waste per day,[172] which is approximately 0.0003 percent of the El Sobrante remaining capacity and 0.005 percent of the Badlands Sanitary Landfill remaining capacity.[173] Therefore, the project is not expected to generate solid waste in excess of the remaining capacity of landfills serving the project site. Per the California Green Building Code (CAL Green), a minimum of 65 percent of debris would be diverted to a material recycling facility, thus reducing the input of solid waste to Badlands Landfill and El Sobrante Landfill. The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be **less than significant**.

169 CalRecycle. Solid Waste information System (SWIS). El Sobrante Landfill (33-AA-0217) https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402 (accessed December 5, 2022).

170 Ibid. Badlands Sanitary Landfill (33-AA-0006) https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367 (accessed December 5, 2022).

171 Estimated Solid Waste Generation Rates. CalRecycle, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Industrial (accessed December 5, 2022).

172 Restaurants: 20 employees × 17 pounds =340 pounds of solid waste per day. Car Wash: 5,215 square feet ÷ 100 square feet = 52.15 square feet × 0.9 pound per 100 square foot per day = 46.94 pounds of solid waste per day. Total: 386.94 pounds.

173 143,977,170 pounds of remaining capacity at El Sobrante ÷ 387 pounds per day = 0.0003 percent. 7,800,000 pounds of remaining capacity at Badlands ÷ 387 pounds per day = 0.005 percent.

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

b) **Less than Significant Impact.** Solid waste generated during project operation would be managed pursuant to the California Integrated Waste Management Act of 1989 (AB 939), which requires each city or county's source reduction and recycling element to include an implementation schedule demonstrating at least 50 percent diversion of solid waste from landfill disposal or transformation on and after January 1, 2000. In addition, construction waste would be subject to Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen), which requires a minimum of 65 percent of construction waste be diverted from landfills for reuse and/or recycling. Project compliance with the CALGreen Program is required as a matter of regulatory policy. The proposed project must comply with the County's waste disposal requirements as well as the California Green Building Code and, as such, would not conflict with any federal, State, or local regulations related to solid waste. Impacts would be **less than significant**.

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

Source(s): Project Application Materials, Utility Service Providers

Findings of Fact:

a) through e) **Less than Significant Impact** As stated in Section V.40, the proposed project improvements would connect to existing utilities, including water, drainage, and electric power located beneath Benton Road and/or Penfield Lane. The approval of drainage features/improvements occurs through the building plan check process. As part of this process, all project-related drainage features would be required to meet County and SDRWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per County standards and the requirements identified in the Final WQMP (per **RCM HYD-2**).

All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway frontage improvements for the project site. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation of utilities would be less than significant.

Mitigation: No mitigation is required.

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

Monitoring: No monitoring is required.

WILDFIRE If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
44. Wildfire Impacts a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Source(s): Riverside County General Plan Figure S-11 "Wildfire Susceptibility", City of Murrieta. Fire Hazard Severity Zones in Local Responsibility Area (LRA GIS database, Project Application Materials

Findings of Fact:

a) **Less than Significant Impact.** The project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the California Department of Forestry and Fire Protection (CAL FIRE). However, the project site is located adjacent to a VHFHSZ. [174] Design and construction of the project in accordance with the CBC and California Fire Code, which include design features such as ignition-resistant materials and incorporation of fire sprinklers, would minimize risk of exposure of persons or property to wildland fires. The VHFHSZ adjacent to the project site is primarily developed with commercial uses, rendering the area less prone to wildfire risk. Additionally, existing development within the VHFHSZ adjacent to the project site would have been developed in accordance with applicable CBC, California Fire Code, and County Municipal Code regulations to reduce the risk of wildfires.

Construction activities that could temporarily restrict vehicular traffic would incorporate appropriate measures to facilitate the passage of persons and vehicles through/around any temporary road closures in accordance with the California Fire Code. During construction, standard traffic control devices such as warning signs, warning lights, and flaggers would be utilized as applicable to minimize obstructions and ensure the safe passage of emergency vehicles as necessary for the purposes of coordinating efforts during local, State, and/or federal emergency events, including response to hazardous materials

174 City of Murrieta. Fire Hazard Severity Zones in Local Responsibility Area (LRA), Western Riverside County. Murrieta. California Department of Forestry and Fire Protection (CAL FIRE). Adopted December 24, 2009.

incidents. Implementation of these traffic control measures would include guidance and navigational tools throughout the project area in order to maintain traffic flow and safety during construction.

The proposed project would include a C10 fire alarm without gates to ensure immediate fire department access to the project site in the event of an emergency. Fire department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards to ensure proper roadway turning radii, fire lane widths, etc. The proposed project is located adjacent to Benton Road and is approximately 0.15 miles east of Highway 79. The project is proposed with two entrances, one off of Benton Road to the north, and another entrance off of Penfield Lane to the east, that would provide entry and exit points for emergency access. Both entranceways provide access to emergency vehicles that would have the ability to park on either adjacent road in the event that a project driveway is inaccessible. The project site layout, including provisions for emergency vehicle access, would be reviewed for adequacy by the County Fire Department. Therefore, impacts would be **less than significant**.

b) **Less than Significant Impact.** The project site is relatively flat and is surrounded by developed land uses and roadways. On-site vegetation is routinely disked to reduce wildfire risks. Development of the site in accordance with the CBC and California Fire Code, which include design features such as ignition-resistant materials and incorporation of fire sprinklers, as well as hardscaping and irrigated landscaping, would reduce the risk of wildfire compared to the existing condition by removing sources of ignition currently on the site. Additionally, the VHFHSZ adjacent to the project site is already developed with commercial uses that would have been built in accordance with CBC and California Fire Code, rendering land in the project vicinity less prone to wildfire risk. Therefore, the project would not exacerbate wildfire risks that could otherwise expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be **less than significant**.

c) **Less than Significant Impact.** The project is proposed with two entrances, one off of Benton Road to the north, and another entrance off of Penfield Lane to the east, that would provide entry and exit points for emergency access. Entrances and exits to and from the site would be clearly marked with appropriate directional signage. The driveway approach would facilitate additional access to the site for emergency fire apparatuses. Furthermore, the landscape would be designed to maintain storm water permeability on the site while reducing the potential for soil erosion and siltation. The project does require the minor extension of utilities for interconnection on-site, but this is not expected to result in temporary or ongoing impacts to the environment beyond those identified, disclosed, and mitigated as necessary throughout this Initial Study. Further, design and construction of the project in accordance with the current CBC, which includes design features such as ignition-resistant materials and incorporation of fire sprinklers that would minimize any risk of exposure of persons or property to wildfires, would ensure impacts remain **less than significant**.

d) and e) **Less than Significant Impact.** The project site is not located within a VHFHSZ, however the site is adjacent to a VHFHSZ, as designated by CAL FIRE.[175] Land immediately upstream of the project site, including the VHFHSZ adjacent to the site, is already developed with commercial and industrial uses and would have been constructed in accordance with current CBC and California Fire Code regulations. Therefore, the risk of flooding or landslides from wildfires is minimal.

175 Ibid.

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

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C2730G (August 28, 2008),[176] the project site is not located within a 100-year floodplain and is in Zone D. Zone D areas are defined by FEMA as areas of minimal flood hazard, which are the areas outside of the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance flood. Under existing conditions, a fire north of the project site could trigger increased downstream sediment movement, which could raise the elevation of potential flooding along the drainages in the project site. As discussed in Section V.3.10, the project site would be developed in accordance with standards and Best Management Practices (BMPs) that would reduce flooding and post-fire flows and prescribes a system of on-site surface and underground retention facilities to accommodate projected storm water volumes (**RCM HYD-2**).

In the unlikely event that a wildfire should spread to the project site, it is not expected that development of the project site would contribute any additional runoff or sedimentation to the on-site drainage facilities or other downstream drainages. This is due to the lack of steep slopes prone to landslide or erosion on the project site and the fact that the drainage improvements would remain intact after a major wildfire, allowing them to continue to reduce the potential for flooding conditions in downstream storm drain facilities. Therefore, downslope, or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes are unlikely to expose occupants or structures on the project site to significant risks. Impacts to on-site occupants and structures related to post-wildfire flooding risks would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:				
45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Source(s): Staff Review, Project Application Materials, Cross Engineering Services, Inc, Federal Emergency Management Agency. National Flood Insurance Program, Flood Insurance Rate Map, Riverside County

Findings of Fact:

Less than Significant with Mitigation Incorporated. Although potential hydrology and water quality impacts could result from the proposed project, implementation of NPDES permits ensures the State's mandatory standards for the maintenance of clean water and the federal minimums are met. No mitigation is required; however, compliance with the provisions of the Construction General Permit, NPDES permit, and implementation of the LID BMPs specified in the Final Storm Drainage Report and Final WQMP are regulatory requirements that apply to all development projects. These requirements are detailed as **RCM HYD-1** and **RCM HYD-2** to be included in the conditions of approval for this project.

176 Federal Emergency Management Agency. National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas. Panel Number 06065C2730G. August 28, 2008 (Not Printed).

The Final WQMP would be approved as a routine action during the processing of the project by the County; therefore, the required measures and features detailed in the Final WQMP to safeguard water quality would be incorporated into the proposed project. Adherence to **RCM HYD-1** and **RCM HYD-2** and the requirements included in the NPDES permit, SWPPP, and Final WQMP would ensure potential water quality impacts remain **less than significant.**

Edge effects and the alteration of existing on-site vegetation may result in changes in the behavioral patterns of wildlife or reduce the amount or diversity of wildlife adjacent to the site. Accordingly, implementation of **MM BIO-1** and **MM-BIO-2** are necessary as noted in RCA Joint Project Review (JPR) Findings (Appendix C-2) in order to reduce significant edge effects and to contain construction and operational runoff, including toxics, on the project site.

The project site occurs with Rough Step Unit 6. the proposed project does not conflict with Rough Step. However, development allowance may have changed by the time this project submits for a grading permit.[177] Therefore, project implementation may result in potentially significant impacts to MSHCP Conservation. With implementation of **MM BIO-3**, the Permittee would confirm with the RCA that the project would not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.

Burrowing owls have some potential to occur on the project site even though none were observed during the habitat assessment field survey. Therefore, **MM BIO-4** is required to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. Additionally, there is potential for the project site to support bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711); therefore, **MM BIO-5** is required to ensure that no nesting birds have colonized the site in the days preceding the ground-disturbing activities.

The MSHCP includes a Local Development Mitigation Fee in accordance with Riverside County Ordinance No. 810 (as codified in **RCM BIO-1**) to assist in providing revenue to acquire and preserve vegetation communities and natural areas within Riverside County known to support populations of threatened, endangered, or key sensitive populations of plant and wildlife species. MSHCP payment would be submitted based on a per-acre fee of development pursuant to County Ordinance No. 810. In addition to the MSHCP, the project site is within the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee boundary, and payment of the appropriate fee (as codified in **RCM BIO-2**) in accordance with Riverside County Ordinance No. 663.10 would be required as a matter of law.

Implementation of **MM BIO-1** through **MM BIO-5** would ensure the proposed project would not conflict with or obstruct implementation of the MSHCP and would not have any significant impacts to biological resources. Furthermore, as required for all development projects in the County of Riverside, the project applicant shall pay applicable MSHCP Local Development Mitigation fees (**RCM BIO-1**) and the SKR HCP Fee (**RCM BIO-2**), as established and implemented by the County at the rates in force at the time grading permits are issued. Impacts from potential conflict with the MSHCP would be **less than significant with mitigation incorporated.**

The project site's proximity to previously recorded cultural resources, as indicated through the records search, indicates there is some potential for the site to contain subsurface cultural resources, and mitigation is required. Therefore, **MM CUL-1** through **MM CUL-5** and **MM TCR-1** through **MM TCR-3** are required to ensure impacts to any unanticipated cultural resources, including human remains, would be reduced to **less than significant with mitigation incorporated.** Additionally, ground-disturbing activities at the project site have the potential to disturb previously unknown paleontological resources

[177] *Ibid.*

if excavation depths reach native, undisturbed sediments. Therefore, **MM GEO-1** shall be implemented during ground disturbing activities to ensure impacts to paleontological resources are reduced to **less than significant with mitigation incorporated**.

In accordance with PRC 21080.3.2, the consulting Native American parties may propose mitigation measures, including, but not limited to, those recommended in Section 21084.3, capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource. All of the consulting tribes, including Pechanga, Rincon, and Soboba, indicated that the area was culturally sensitive, and **MM TCR-1** through **MM TCR-3** are prescribed to protect against impacting tribal cultural resources.

The proposed project has either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental issues pursuant to CEQA. Due to the limited scope of physical impacts to the environment associated with the proposed project, implementation of the mitigation measures described above would reduce impacts to the quality of the environment to **less than significant with mitigation incorporated**.

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

Source(s): Staff Review, Project Application Materials, Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.), Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001

Findings of Fact:

Less than Significant Impact. As presented in the discussion of environmental checklist Sections V. 1 through V.47, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues (Refer to Section VII below for a Mitigation Monitoring and Reporting Program).

The proposed project includes construction and operation of a 5,215 square-foot drive-through car wash, a 2,535 square-foot drive-through restaurant with indoor dining area, and a 730 square-foot drive-through restaurant without indoor dining area, which is estimated to generate approximately 24 employees.[178,179] The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination.[180] Restaurants and other eating establishments are already

178 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

179 Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

180 The term "substantial conformance" means…a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan. (Riverside County. Ordinance No.

permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). Therefore, the proposed project is consistent with the General Plan land use designation of Light Industrial and Specific Plan zoning designation of Manufacturing-Service Commercial (M-SC) and would be designed and constructed in accordance with the Borel Airpark Center Specific Plan Zoning Ordinance for the Manufacturing-Service Commercial (M-SC) uses. Although the potential exists for the proposed project to result in population growth through employment opportunities, the project is consistent with the General Plan and Specific Plan land use and zoning designations for the site. Therefore, population increase as a result of the proposed project would not directly or indirectly induce unplanned growth in the County. Additionally, the project site is located within an urbanized area and would be connected to existing municipal roadways and utility infrastructure.

The proposed project is generally consistent with growth projections of the General Plan and goals and policies of SCAG's 2020 RTP/SCS. Accordingly, the project is designed to integrate within the City's and region's existing and proposed infrastructure framework, and cumulative overburdening of community infrastructure and service capacity is not expected to occur. Impacts specified throughout this Initial Study are considered project-specific in nature due to the limited scope of direct physical impacts to the environment. Consequently, the project along with other cumulative projects would result in **a less than significant** cumulative impact with respect to all environmental issues.

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

Source(s): Staff Review, Project Application Materials

Findings of Fact:

Less than Significant with Mitigation Incorporated. In general, impacts to human beings are associated with air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. The South Coast Air Basin is currently designated as a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$. Implementation of the proposed project would not contribute significant amounts of air pollutant emissions on either a short-term or long-term basis. Adherence to SCAQMD dust control measures would further reduce short-term construction air quality impacts, and no project-specific mitigation is required.

All construction and development within the project site would be required to comply with applicable provisions of the 2020 CBC and the County's building regulations. Accordingly, proper engineering design and construction in conformance with the 2020 CBC standards and project-specific geotechnical recommendations (**RCM GEO-1**) would ensure that the project does not subject people to significant geologic hazards.

The project-specific Phase I ESA (Appendix F) did not identify any hazardous materials or recognized environmental conditions on the project site. Any hazardous materials utilized during construction and operation of the project would be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. Additionally, the routine transport, use, and disposal of hazardous materials at the project site during construction and operation would be performed in

348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

accordance with the requirements of CCR Title 8, which would minimize potential health hazards for construction workers, landscapers, maintenance personnel, and employees.

The project site is located within Compatibility Zones B1 and C of the [*French Valley Airport*] *Riverside County Airport Land Use Compatibility Plan* (ALUCP). The ALUCP takes into account safety hazards and proposed land uses in close proximity to operations of the French Valley Airport and the potential for injury to residents or people working in such areas. The Riverside ALUC prescribed **MM HAZ-1** through **MM HAZ-6** to ensure the proposed project would be consistent with the ALUCP. Since the project is consistent with the ALUCP, employees on the project site would be protected from airport related hazards.

Compliance with construction- and operation-phase storm water requirements, as set forth in **RCM HYD-1** and **RCM HYD-2**, would ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the project would not result in substantial erosion or siltation on or off site, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site, or create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

As detailed in the discussion in Section V.26, Noise, the project would not result in exposure of persons to or generation of noise levels in excess of standards established in the County General Plan or noise ordinance, nor would the project generate a substantial temporary or permanent increase in ambient noise levels above levels existing without the project. Additionally, construction vibration levels would not exceed the FTA's community vibration annoyance threshold of 78 VdB for daytime residential uses and 84 VdB for commercial and industrial uses. Therefore, the project would not have a substantial direct or indirect effect on human beings.

With implementation of these RCMs and mitigation measures, potential impacts on human beings would remain **less than significant with mitigation incorporated**.

VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

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

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

Revised: 2/3/2024 1:10 AM
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VII. MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the:

French Valley Commercial Project
CZ2000034 (Change of Zone), SP00265S03 (Third Substantial Conformance to Specific Plan No. 00265S03), PPT200033 (Plot Plan)

The program has been prepared in compliance with State law and the Mitigated Negative Declaration (MND) prepared for the project by the County of Riverside (County).

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid significant effects on the environment (Public Resource Code Section 21081.6). The law states the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

1. The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.

2. A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

3. The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation identified in the MND.

MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the County is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The County will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project site. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the County shall be immediately informed, and the County will then inform any affected responsible agencies. The County, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

REGULATORY COMPLIANCE MEASURES

Regulatory Compliance Measures are presented in instances where the proposed project would not create a significant impact but would be required to adhere to regulatory requirements in order to ensure impacts do not become significant. Regulatory Compliance Measures outline compliance with various federal, State, and/or local acts, laws, rules, regulations, municipal codes, etc.

FRENCH VALLEY COMMERCIAL PROJECT
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Biological Resources Mitigation Measures							
MM BIO-1	The following guidelines contained in Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 shall be implemented by the Permittee: i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Best Management Practices (BMPs) will be implemented to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm downstream biological resources or ecosystems. ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff. iii. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting. iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent	During construction and operation	Evidence to the County applicable MSHCP guidelines are implemented during construction and operation	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features. vi. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. vii. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area. viii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.						
MM BIO-2	The following MSHCP Appendix C best management practices (BMPs), as applicable, shall be implemented for the duration of construction: i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of	Prior to site grubbing or grading and during construction	Issuance of grading permit; evidence to the County applicable BMPs are implemented during construction	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished. ii. Water pollution and erosion control plans shall be developed and implemented in accordance with Regional Water Quality Control Board (RWQCB) requirements. iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible. iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work. v. Projects shall be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern. vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7. vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.						

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG [CDFW], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas. ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks. x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint. xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. xii. Exotic species that prey upon or displace target species of concern shall be permanently removed from the site to the extent feasible. xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).						

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing shall be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.						
MM BIO-3	In accordance with MSHCP Volume I, Section 6.7, it is the Permittees responsibility that *if the rough step rule is not met during any analysis period* (performed annually by the Regional Conservation Authority [RCA]), *the Permittees must conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the rule was not achieved.* The Permittee is encouraged to consult with the RCA on current rough step allowances prior to working with project applicants developing grading plans. The Permittee must not cause additional loss of any rough step vegetation that is out of balance. Prior to issuance of a grading permit, the Permittee will confirm with the RCA that the Project will not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.	Prior to issuance of grading permit	Issuance of grading permit	Riverside County Transportation and Land Management Agency			
MM BIO-4	Due to the presence of potentially suitable habitat, a 30-day preconstruction survey for burrowing owls is required prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks	Prior to site grubbing or grading	Issuance of grading permit	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.						
MM BIO-5	If activities associated with vegetation removal, construction, or grading are planned during the bird nesting/breeding season (generally February 1 through August 31; January 1 for raptors), a qualified biologist shall conduct surveys for active nests. Preconstruction nesting bird surveys shall be conducted weekly beginning 14 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than 3 days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional preconstruction surveys shall be conducted so that no more than 3 days have elapsed between the survey and ground-disturbing activities. Active nests found within 100 feet of the construction zone shall be delineated with highly visible construction fencing or other exclusionary material that would inhibit entry by personnel or equipment into the buffer zone. Installation of the exclusionary material will be completed by construction personnel under the supervision of a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by at least one adult bird) and until young birds have fledged and no continued use of the nest is	Prior to site grubbing or grading	Issuance of grading permit	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	observed, as determined by a qualified biologist. The barrier shall be removed by construction personnel at the direction of the biologist. The following RCMs are regulatory requirements implemented as a routine action by the County to ensure compliance with the requirements of the County.						
Cultural Resources Mitigation Measures							
MM CUL-1	Prior to the issuance of grading permits, the developer/ permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s). 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.	Prior to grading and during grading	Issuance and maintenance of grading permit	Riverside County Transportation and Land Management Agency			
MM CUL-2	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	Prior to grading and during grading	Issuance and maintenance of grading permit	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	and historic resources to a level that is less than significant as well as address potential impacts to 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 condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.						
MM CUL-3	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. C. 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	During ground disturbing activities	Halt ground disturbance in vicinity of find and manage resources per mitigation measure	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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. D. 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.						
MM CUL-4	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.	Prior to Grading Permit Final Inspection	Submission of a Phase IV Cultural Resources	Riverside County Transportation and Land			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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 Management Plan.		Monitoring Report	Management Agency			
MM CUL-5	Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the 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.	During ground disturbing activities	Halt ground disturbance in vicinity of find and contact County Coroner	Riverside County Transportation and Land Management Agency			
Geology and Soils Mitigation Measures							
MM GEO-1	Prior to the issuance of grading permits, Riverside County shall verify that the following mitigation is included in all grading plans: If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may	Prior to issuance of grading permits	Issuance of grading permit	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	continue unimpeded on other portions of the project site. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation shall be required within the exclusionary buffer, and construction activity shall be allowed to resume therein. However, if the paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer in order to assess its significance pursuant to the California Environmental Quality Act. Collected resources shall be prepared to the point of curation, identified to the lowest taxonomic level possible, catalogued, and curated into the permanent collections of an accredited scientific institution. All subsequent ground-disturbing activities shall be monitored at the discretion of the paleontologist. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program. In the event that paleontological resources are encountered when a paleontological monitor is not on site, work in the immediate area of the find shall be redirected, and the qualified paleontologist shall be contacted to assess the find for significance. If the find is determined to be significant, it shall be collected from the field, and the paleontologist shall make recommendations for monitoring, curation, and reporting. This measure shall be implemented to the satisfaction of Riverside County.						
Hazardous Materials Mitigation Measure							
MM HAZ-1	Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the project lot lines and areas or change in use that differs from what was previously evaluated by the Airport Land Use	During construction	Amended review to evaluate consistency with the	Riverside County Transportation and Land Management			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Commission (ALUC) (three new structures including a 5,215-square-foot car wash tunnel with 15-car stack on 0.75 acre; a 2,535-square-foot sit-down restaurant with drive-through, including 600 square feet of indoor dining area and 1,200 square feet of kitchen area, and a 7-car stack drive through on 1.15 acres; and a 729-square-foot carry out restaurant with drive through, including 405 square feet of kitchen area and a 7-car stack drive through on 0.31 acres) shall require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director. Furthermore, the proposed structures shall not exceed a height and a maximum elevation at top point than what is identified in the aeronautical studies (20 feet for the Arby's, 21 feet for the Wienerschnitzel, and 28 feet for the Tommy's Express car wash). The maximum height and top point elevation specified above shall not be amended without further review by the ALUC and the Federal Aviation Administration (FAA); provided, however, that reduction in structure height or elevation shall not require further review by the ALUC. Additionally, temporary construction equipment used during actual construction of the structures shall not exceed a height and a maximum elevation greater than the proposed project buildings, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process. If marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project. Furthermore, any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare		ALUCP compatibility criteria	Agency and the Riverside County Airport Land Use Commission			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	a solar glare study that analyzes glare impacts, and this study shall be reviewed by the ALUC.						
MM HAZ-2	The following uses shall be prohibited: a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.) d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. e. Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials. f. Highly noise-sensitive outdoor nonresidential uses.	During construction	Issuance of occupancy permits	Riverside County Transportation and Land Management Agency and the Riverside County Airport Land Use Commission			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	g. Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.						
MM HAZ-3	Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed.	Prior to issuance of building permits	Issuance of building permits	Riverside County Transportation and Land Management Agency and the Riverside County Airport Land Use Commission			
MM HAZ-4	Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries. Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure, which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. A notice sign shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or	During construction and occupancy	Issuance of grading, building, and/or occupancy permits	Riverside County Transportation and Land Management Agency and the Riverside County Airport Land Use Commission			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	other contact information of the person or entity responsible to monitor the stormwater basin.						
MM HAZ-5	Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.	Prior to issuance of building permits	Issuance of building permits	Riverside County Transportation and Land Management Agency and the Riverside County Airport Land Use Commission			
MM HAZ-6	Within five (5) days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project Applicant or his/her designee and e-filed with the Federal Aviation Administration. This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.	Prior to issuance of occupancy permits	Issuance of occupancy permits	Federal Aviation Administration and the Riverside County Airport Land Use Commission			
Tribal Cultural Resources Mitigation Measure							
MM TCR-1	(Native American Monitoring) Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.	Prior to the issuance of grading permits and during ground disturbance	enter into an agreement with the consulting tribe(s) for a Native American Monitor	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. Monitoring: Native American Monitoring will be conducted by a representative from the consulting tribe(s).						
MM TCR-2	(If Human Remains Found) In the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made	During ground disturbance	Halt grading activity in vicinity of find and notify County Coroner	Riverside County Transportation and Land Management Agency			
MM TCR-3	(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.	During ground disturbance	Halt grading activity in vicinity of find and consult project archaeologist and Native American tribal representative	Riverside County Transportation and Land Management Agency			

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. * A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. ** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities, as necessary.						

APPENDIX A

REQUEST FOR DATA

APPENDIX B

AIR QUALITY REPORT

APPENDIX C-1

MSHCP CONSISTENCY ANALYSIS

APPENDIX C-2

RIVERSIDE COUNTY REGIONAL CONSERVATION AUTHORITY APPROVAL OF MSHCP CONSISTENCY ANALYSIS

APPENDIX D

CULTURAL RESOURCES ASSESSMENT

APPENDIX E

GEOTECHNICAL INVESTIGATION AND PERCOLATION TESTING REPORT

APPENDIX F

PHASE I ENVIRONMENTAL ASSESSMENT REPORT

APPENDIX G

ALUC APPROVAL LETTER

APPENDIX H-1

STORM DRAINAGE REPORT

APPENDIX H-2

PRELIMINARY WATER QUALITY REPORT

APPENDIX I

NOISE IMPACT ANALYSIS

APPENDIX J

TRAFFIC IMPACT ANALYSIS