COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ200087
Project Case Type (s) and Number(s): PLOT PLAN – PPT-210016 (previously CUP-200043)
Lead Agency Name: County of Riverside Planning Department
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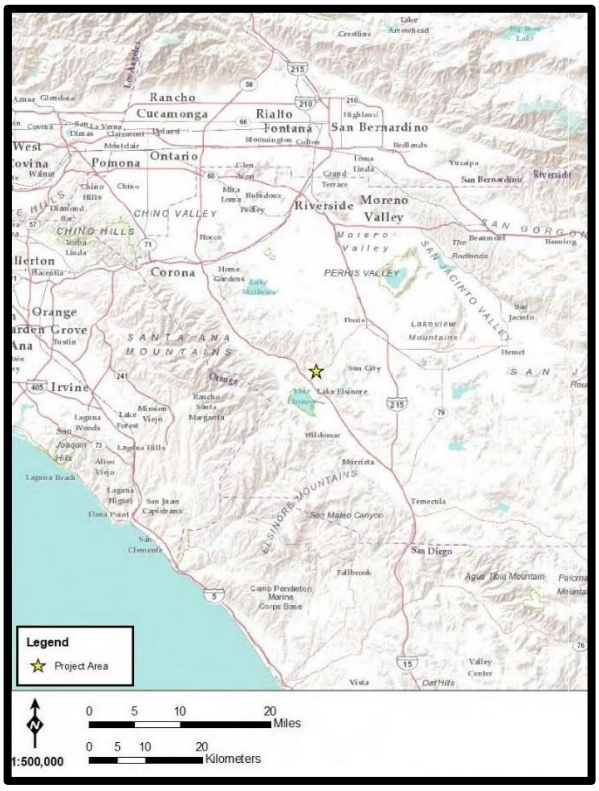


I. PROJECT INFORMATION

Project Description:

The project proposes to develop two vacant parcels totaling 1.44 acres with a new gas station. The site is triangular, taking access from a proposed cul-de-sac, Chris Circle, at the southerly point of the triangle. It will be developed with a 3,160-square-foot fueling canopy, six multi-product dispensers, and a 3,516-square-foot convenience store. Access to the project site will be provided via a newly constructed driveway and cul-de-sac on the northwestern leg of Highway 74/Central Avenue and Ardenwood Way signalized intersection.

The project site is in the Warm Springs Community, which forms a portion of the northern boundary of the Elsinore Area Plan. The project site is in the area of the Warm Springs Community in a place where development is concentrated adjacent to Interstate 15 and focused along State Route 74 adjacent to the City of Lake Elsinore. The site is in the County of Riverside at 28771 Highway 74/Central Avenue, northerly of Highway 74/Central Avenue between Rosetta Canyon Drive and Ardenwood Way.

The project was initially proposed for a gas station and convenience store with a Type 20 ABC license, necessitating a Conditional Use Permit, a General Plan Amendment, and a Change of Zone. The applicant no longer wishes to seek a Type 20 ABC license; therefore, the Conditional Use Permit, General Plan Amendment, and Change of Zone are unnecessary. The current proposal is permitted under a Plot Plan approval, whereas the project was changed from a Conditional Use Permit application (CUP200043) to a Plot Plan Application (PPT210016).

The proposed convenience store and fueling station will operate twenty-four hours a day, seven days a week, with eight (8) part-time and full-time employees, including a manager. The project will create new job opportunities for the area.

The service station canopy will cover the six (6) Multi-Product Dispenser (twelve (12) fueling positions) and will provide ADA-accessible fueling positions. To the south of the proposed canopy will be the underground fuel tanks.

The convenience store is of contemporary commercial building design with light and dark brown colors accented with white, light brown, and dark grey colors. The building will be designed with stucco walls and brick veneers. The primary focal point is at the main entrance on the south elevation, with a decorative tower element over the doors extending above the parapet. Another tower element rises further above the parapet on the easterly side of the south elevation with a curved aluminum cladding fascia for interest.

The project includes the following off-site improvements:

- Extension of Chris Circle to ½ street dimensions, with curb, gutter, sidewalk, and streetlights, including a raised median at the intersection.
- Extension of the eight-inch Elsinore Valley Municipal Water District (EVMWD) water line from the center of Highway 74/Central Avenue up proposed Chris Circle, approximately 284 feet.
- Extension of the EVMWD sewer line from the center of Highway 74/Central Avenue up proposed Chris Circle as a three-inch forcemain, approximately 406 feet.
- Extension of other required utilities as needed.
- The proposed striping of crosswalks across Chris Circle and across State Route 74/Central Avenue on both the east and west sides.
- The installation of ADA ramps at the crosswalks on the east and west sides of the crosswalk is proposed across Chris Circle.
- ADA path of travel from Highway 74/Central Avenue.
- A raised median in the north-south direction is proposed at Highway 74/Central Avenue and Allan Street to restrict access to right-in/right-out only at the intersection.
- Construction to ultimate half-width street improvements on Highway 74/Central Avenue. Highway 74/Central Avenue is classified as an Urban Arterial Highway with a 67-foot ultimate half-width. Improvements include but are not limited to curb (with curb line located 55 feet from centerline), gutter, sidewalk, curb ramps, widened pavement section, and signal modification.
- Implementation of a signal modification at the intersection of Highway 74/Central Avenue and Ardenwood Way.
- Streetlighting along Highway 74/Central Avenue.
- Installation of a sidewalk along the Highway 74/Central Avenue frontage adjacent to the car wash project site.
- Addition of a community sign “Welcome to Warm Springs.”

The applicant is also proposing the following project design considerations:

- Two underground fuel tanks are proposed. One 20,000-gallon tank will hold 8,000 gallons of 91-octane and 12,000 gallons of E85-octane unleaded gasoline, and the other 22,000-gallon tank will hold 7,000 gallons of diesel fuel and 15,000 gallons of 87-octane unleaded gasoline;
- Twenty parking spaces, including two clean air vanpool/EV and two ADA-compliant spaces;
- One loading space;
- Air and water dispensers;
- 500-gallon above-ground propane tank;
- One monument sign;
- One gas price sign;
- One trash enclosure with two bins; and
- Landscaping totaling 31,446 square feet of permeable surface and 25,177 square feet of impervious surface.

Construction Characteristics

The applicant proposes construction to begin in February 2023, with construction completed in eight months. The grading is proposed to balance with no import or export proposed.

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

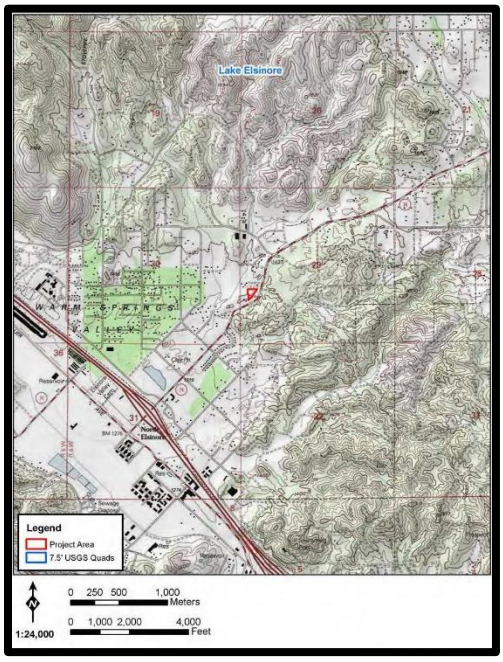
B. **Total Project Area:** 1.44 acres

Residential Acres:		**Lots:**		**Units:**		**Projected No. of Residents:**	
Commercial Acres:	1.44	**Lots:**	2.0	**Sq. Ft. of Bldg. Area:**	3,516	**Est. No. of Employees:**	8
Industrial Acres:		**Lots:**		**Sq. Ft. of Bldg. Area:**		**Est. No. of Employees:**	
Other:							

C. **Assessor's Parcel No(s):** 347-130-028 & 347-130-029

Street References: Northwest corner of Ardenwood Way & Highway 74/Central Avenue

D. **Section, Township & Range Description or reference/attach a Legal Description:** Lake Elsinore, California USGS 7.5-minute quadrangle within Township 5 South, Range 4 West, Section 29



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

The site was once developed with a commercial building, a barn-style structure, and various other outbuildings, including at least one recreational vehicle that may have been used for residential purposes. Currently, the project site consists of vacant land that has been subject to a variety of disturbances. The northeast corner is undisturbed and contains a mix of salt cedar, eucalyptus, and willow scrub.

The willow and salt cedar thickets grow because of a roadside swale originating from Highway 74/Central Avenue, the frontage road located along the northeastern boundary of the site. Street runoff enters the project site in the northern portion of APN 347-130-028 and continues westerly along the property boundary between the project site and the parcel north of the project site. This swale collects street runoff and is not natural or jurisdictional. No bed or bank is associated

with this swale, indicating a flow of water. The water runoff from Highway 74/Central Avenue travels west, backflows to the southeast, and percolates in the well-drained soils.

North: The property to the north is developed with the F & A Custom Wheels and Tires Shop.

South: The south and eastern edges of the project area border an improved storm drain system that appears to be associated with the development along Central Avenue. The southern border of the east parcel also contained a low-lying concrete retaining wall/curb, which appeared to be modern in construction style. Highway 74/Central Avenue, the frontage road, lies adjacent to the site, with single-family residential beyond in the City of Lake Elsinore.

East: The eastern parcel, APN 347-130-028, did not appear to have been previously graded or disturbed except for the southern edge, which had been benched, presumably for slope retention.

West: The parcel immediately west of the project has been developed with the Eco Express Wash and Lube on the same cul-de-sac, Chris Circle. Further to the west of the site is the PTI Sand and Gravel business.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. **General Plan Elements/Policies:**

1. Land Use: The project General Plan Land Use Designation is Community Development – Light Industrial (CD:LI) (0.25-0.60 FAR), permitting industrial and related uses, including warehousing/distribution, assembly, light manufacturing, repair facilities, and supporting retail uses. The project proposes a 3,516-square-foot convenience store with a 3,160-square-foot fueling canopy on a 1.44-acre site with a FAR of 0.11. The use is considered a supporting retail use consistent with the land use designation of Light Industrial.

The project is in the Warm Springs Policy area within the Elsinore Area Plan (ELAP). As designed and conditioned, the project is consistent with the General Plan Land Use designation and Land Use policies. The following is a sampling of the Land Use Element and ELAP policies the project has been designed and conditioned for consistency with the General Plan and ELAP.

As noted, the use is a supporting retail use permitted in the Light Industrial land use category. The site is on a planned transportation corridor with access from a signalized intersection. Highway 74/Central Avenue is a State eligible scenic highway per CalTrans Scenic Highways website. The County also gives this same designation on Figure C-8 – Scenic Highways in the General Plan and on Figure 9 – Elsinore Area Plan Scenic Highway of the ELAP. Landscaping and signage will be as permitted by the County's ordinances.

Although typically, the undergrounding of electric and communication distribution lines would be required for a scenic highway, to do so at this location would be problematic. The poles on either side of the project have not been undergrounded, and complete improvements of Highway 74/Central Avenue have not been fully developed. Therefore, undergrounding the single pole at this location would be challenging and is being deferred until the entire system can be undergrounded.

The landscape plans have been prepared in accordance with the County's Water conservation and water-efficient requirements.

Land Use Compatibility

LU 7.1 Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.

Circulation

LU 13.2 Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.

Scenic Corridors

LU 14.3 Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.

LU 14.4 Maintain an appropriate setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways based on local surrounding development, topography, and other conditions.

LU 14.5 Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.

LU 14.6 Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways.

Water Conservation and Water-Efficient Landscaping

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

LU 18.2 Minimize use of turf. Minimize the use of natural turf in landscape medians, front-yard typical designs, parkways, other common areas, etc. and use drought tolerant planting options, mulch, or a combination thereof as a substitute. Limit the use of natural turf to those areas that serve a functional recreational element. Incorporate other aesthetic design elements such as boulders, stamped concrete, pavers, flagstone, decomposed granite, manufactured rock products to enhance visual interest and impact.

LU 18.3 Design and field check irrigation plans to reduce run-off. Emphasize the use of subsurface irrigation techniques for landscape areas adjoining non-permeable hardscape. Utilize subsurface irrigation or other low volume irrigation technology in association with long, narrow, or irregularly shaped turf areas. Minimize use of irregularly shaped turf areas.

LU 18.4 Coordinate Riverside County water-efficiency efforts with those of local water agencies. Support local water agencies' water conservation efforts.

LU 18.5 Emphasize and expand the use of recycled water in conjunction with local water agencies. Recycled water determined to be available pursuant to Section 13550 of the California State Water Code shall be used for appropriate non-potable uses whenever it: a) provides a beneficial use to the customer; b) is economically and technically feasible; c) is consistent with applicable regulatory requirements; and d) is in the best interests of public health, safety, and welfare. With the exception of non-common areas of single-family home residential developments, all other irrigation systems must be designed and installed to accommodate the current or future use of recycled water for irrigation. If no recycled water availability exists or is imminent in the vicinity of a project (as determined by prevailing water agency), all subsurface piping shall be installed as "recycled water ready" to reduce future retrofit costs. Such irrigation plans shall be developed in accordance with standards and policies of the applicable recycled water purveyor. Recycled water systems shall be designed to meet regulatory requirements of the California Department of Public Health and the local recycled water purveyor.

Policies:

ELAP 1.1 Protect the life and property of residents and maintain the character of the Gavilan Hills through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the Environmentally Sensitive Lands section of the Multipurpose Open Space Element, and the Slope and Soil Instability Hazards and Fire Hazards sections of the General Plan Safety Element.

ELAP 1.2 Require that development of contiguous areas designated as Light Industrial be designed in a coordinated manner.

ELAP 1.3 Require that all commercial and industrial uses be sensitive to environmental hazards (i.e., flooding) and not substantially impact environmental resources (i.e., biological and water quality).

ELAP 1.4 Require commercial and industrial uses to not substantially impact circulation systems.

2. Circulation: The northwestern side of Highway 74/Central Avenue is in the County, whereas the southwestern side is in the City of Lake Elsinore. The County designates Highway 74/Central Avenue as a 184-foot Expressway. Expressways are designed with six or eight lanes, sometimes requiring rights-of-way at intersections. An Expressway is a multi-modal highway corridor for through traffic to which access from abutting property is restricted. Intersections with other streets or highways are limited to approximately one-half-mile intervals.

The City of Lake Elsinore designates Highway 74/Central Avenue as an augmented eight-lane state Highway at 134 feet of right-of-way.

As noted in the Elsinore Area Plan, Highway 74/Central Avenue has been designated an Eligible State Scenic Highway. The western segment is a secondary County entrance road and will serve as a link to Orange County's system of scenic routes.

A project-specific Vehicle Mile Traveled (VMT) analysis has been prepared pursuant to CEQA and was less than significant. The project, as designed and conditioned, is consistent with the General Plan Circulation Element.

Although not a CEQA-related issue, a Traffic Impact Analysis (TIA) was prepared to determine the project's impacts on traffic and circulation for the County's and the City of Lake Elsinore's transportation system. The result of this TIA will be analyzed with needed improvements to the circulation system to accommodate the new project added as conditions of approval.

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

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

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

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

C 3.1 Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.

C 3.2 Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.

C 3.3 Implement design guidelines that identify intersection improvements consistent with the lane geometrics in Table C-2 unless additional lanes are needed to maintain consistency with Policy C 2.2. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification, particularly where the change takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in Figure C-4 for the segment with the lower classification to accommodate the transition.

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

drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

C 3.7 Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.

C 3.11 Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.

C 3.13 Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.

C 3.15 Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.

C 3.16 Dedicate necessary rights-of-way as part of the land division and land use review processes.

Pedestrian Facilities

C 4.4 Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.

C 4.6 Consult the Riverside County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.

C 4.7 Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

C 4.8 Coordinate with all transit operators to ensure that ADA compliant pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility may not be otherwise warranted.

System Access

C 6.2 Require all-weather access to all new development.

C 6.3 Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Require that access points be located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement.

C 6.4 Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.

C 6.5 Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.

C 7.8 Collaborate with all incorporated cities and all adjacent counties to implement and integrate right-of-way requirements and improvement standards for General Plan roads that cross jurisdictional boundaries. Detailed procedures have been developed and include the following:

a. For development under Riverside County jurisdiction but within the sphere of influence (SOI) of a city having roadway standards different from Riverside County, city and Riverside County staff will cooperate and agree on a reasonable choice of design standards for the particular circumstances involved, and negotiate logical transitions from city to Riverside County standards.

b. In general, for such development under Riverside County jurisdiction but within the SOI of an incorporated jurisdiction, city standards should apply if the staffs concur that annexation to the City will logically occur in the short to intermediate range future. Where annexation seems doubtful into the long-term future, Riverside County standards should apply.

c. Transition areas at meeting points of roadways designed to differing city and Riverside County standards or differing functional classifications should be individually designed to facilitate satisfactory operational and safety performance. Further, Riverside County should update the road standards to reflect the intent of this policy and standards agreed upon by the County of Riverside and other local agencies.

Combination Class I Bikeway/Regional Trails

C 17.1 Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combination Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted Riverside County Design Guidelines (for communities that have them), the Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines.

Policies:

ELAP 11.1 Protect Interstate 15 and State Route 74 from change that would diminish the aesthetic value of adjacent properties through adherence to the Scenic Corridors sections of the General Plan Land Use and Circulation Elements.

3. **Multipurpose Open Space:** Although the Elsinore Area Plan is generally located in the Santa Margarita River watershed, the project site is in the Santa Ana River water shed and the sub-watershed of Temescal Creek. The site is not located in a floodplain, and no naturally occurring watercourses occur on the property. As previously noted, the northeast corner of the site is a drainage caused by a roadside swale originating from Highway 74/Central Avenue. The project will adhere to all required WQMP, BMPs, NPDES, and SWPPP requirements. The site is not designated as an open space area on the County General Plan.

Water Quality

OS 3.4 Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP).

OS 3.6 Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.

OS 3.7 Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating "Low Impact Development," green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.

Scenic Corridors

OS 22.1 Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.

OS 22.3 Encourage joint efforts among federal, state, and county agencies, and citizen groups to ensure compatible development within scenic corridors.

4. **Safety:** A Preliminary Geotechnical Investigation Report for Foundation Design was prepared for the project. A review of the FEMA Flood Maps, Airport Land Use Commission Maps, and the General Plan Safety Element Maps has been performed to determine the project's compliance with the County's General Plan Safety Element. Safety can come in the form of hazards that are both natural and manmade conditions. The property is not located within:

- An airport influence area,
- A floodplain,
- A dam inundation area,

- A fault zone area,
- On a fault line,
- A liquefaction area, or
- An area subject to subsidence.

However, the site is located in a very high fire severity zone under the state's responsibility. In addition, the project will be storing and dispensing a hazardous material, vehicle fuel. As such, the project has been designed and conditioned for these hazards.

Fire Hazards

S 4.1 All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:

a) All proposed development and construction shall meet minimum state, county, and local standards, and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.

b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and state requirements.

d) Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

e) Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.

f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for

ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.)

g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit, and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.

S 4.3 Monitor fire-prevention measures (e.g., fuel reduction) through a site-specific fire-prevention plan to reduce long-term fire risks in Very High Fire Hazard Severity Zones.

S 4.5 Require proposed development in High or Very High Fire Hazard Severity Zones be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the Riverside County Fire Department.

S 4.6 Request that conceptual landscaping plans for development in Fire Hazard Severity Zones be reviewed by TLMA and Fire Department prior to the issuance of development permits. The conceptual landscaping plan of the proposed development should, at a minimum, include:

a) Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards.
b) Retention of existing natural vegetation to the maximum extent feasible.
c) Removal of on-site combustible plants.

Hazardous Waste and Materials

S 5.2 Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the County, between the installation and property boundaries sufficient to protect public safety.

S 5.3 Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.

S 5.4 Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.

S 5.5 Regulate the storage of hazardous materials and wastes and require secondary containment and periodic examination for all such materials as necessary.

S 5.6 Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.

S 5.8 Ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.

S 5.9 Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

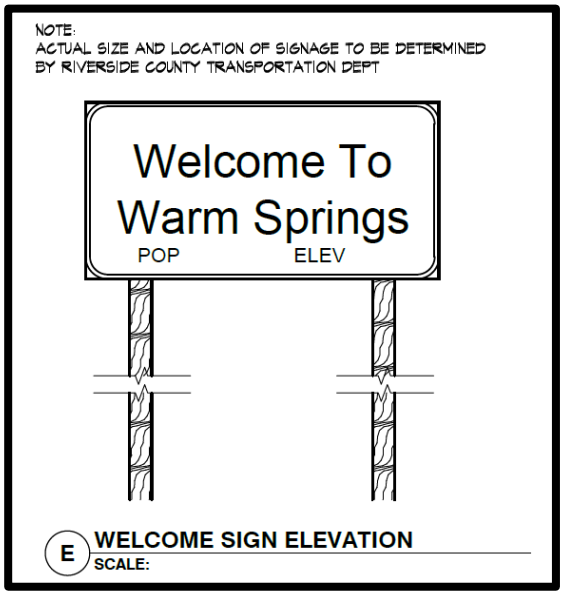
5. **Noise:** A project-specific Noise Impact Study was prepared for the project. It was determined that the project would comply with the County's General Plan and Zoning Regulations when operational. See the Noise Impact Study (Appendix L) for specific General Plan policies.

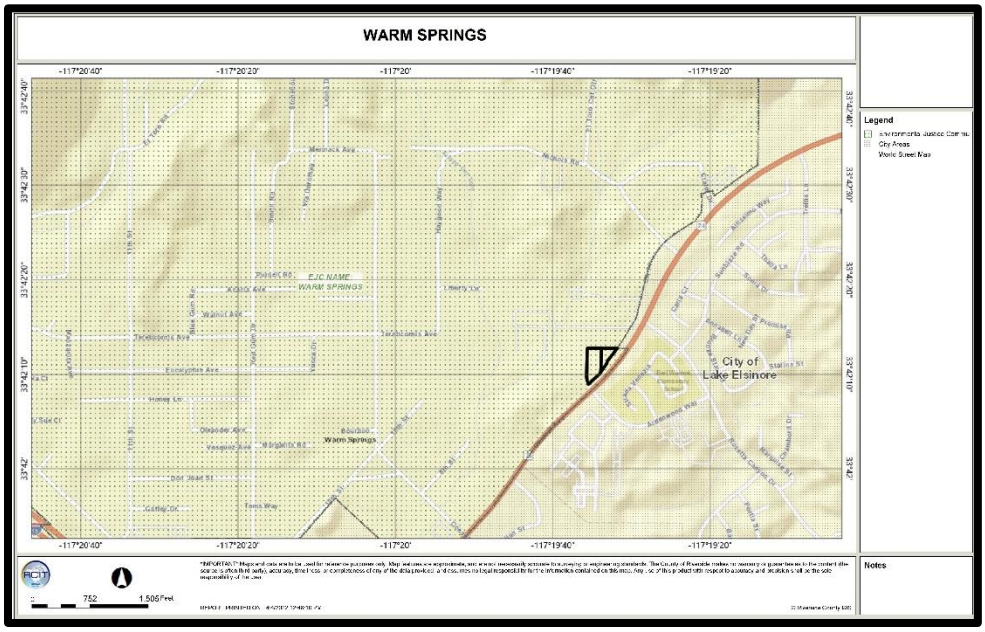
6. **Housing:** The project does not include the development or demolition of housing. It is not expected that a project of this size would create a demand for housing beyond that planned under the County's General Plan.

7. **Air Quality:** The project will meet all requirements of the South Coast Air Quality Management District (SCAQMD) and, as designed and conditioned, complies with the County's General Plan Air Quality Element. A project-specific Air Quality and Greenhouse Gas Impact Study has been prepared for the project that further details the project's compliance with SCAQMD's requirements and the County's General Plan. It is noted that a Health Risk Assessment is provided in Section 8 of the Air Quality and Greenhouse Gas Impact Study. See the Air Quality and Greenhouse Gas Impact Study (Appendix A) for specific General Plan policies.

8. **Healthy Communities:** The Healthy Communities Element addresses areas where public health and planning intersect, including transportation and active living, access to nutritious foods, health care, mental health, quality of life, and environmental health. The project would introduce a vehicle-oriented commercial use on a heavily traveled state highway. While the project does not promote the policies of the Healthy Communities Element due to the site location, it also does not conflict with those policies.

9. **Environmental Justice:** The project site is located in the Warm Springs Environmental Justice Community. The project is located on the outer edge of the community adjacent to Highway 74/Central Avenue. After a thorough review of the Environmental Justice Form, the project is compatible through project design features and conditions of approval. The project design features shown on the plans include the ADA path of travel from Highway 74/Central Avenue to the project site and the proposed community signage. The project is also to be conditioned to provide a sidewalk along the Highway 74/Central Avenue frontage adjacent to the car wash project site.





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

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

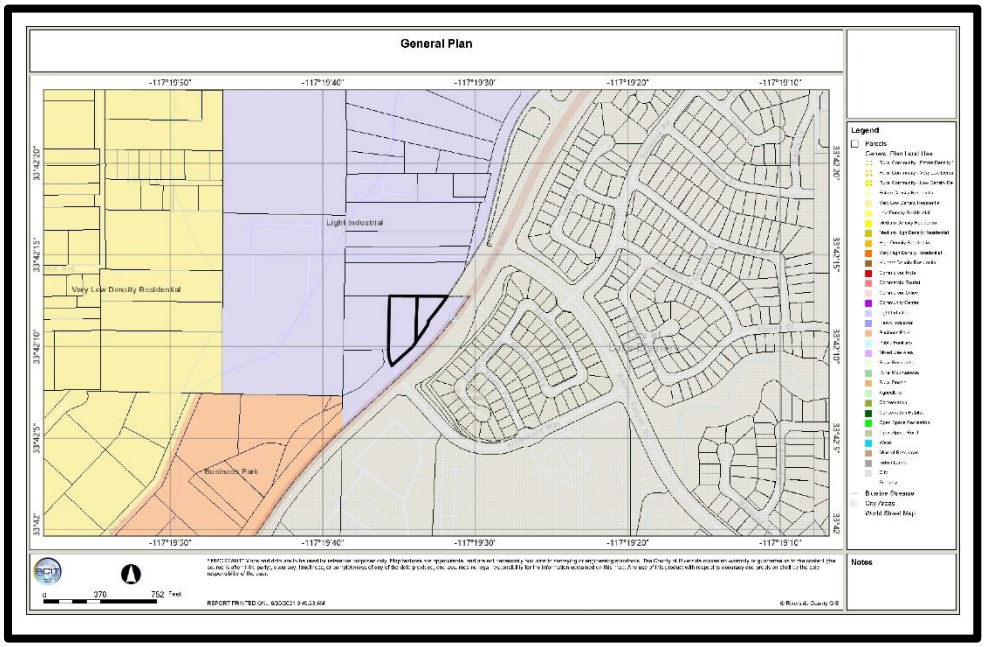
D. **Land Use Designation(s):** Light Industrial – LI

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

F. **Policy Area(s), if any:** Warm Springs Policy Area

G. **Adjacent and Surrounding:**

1. **General Plan Area Plan(s):** Elsinore Area Plan and to the east across Highway 74/Central Avenue in the City of Lake Elsinore is the Lake Elsinore Hills District Specific Plan



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

3. **Land Use Designation(s):** Light Industrial – LI (0.25 – 0.60 FAR) and to the east across Highway 74/Central Avenue in the City of Lake Elsinore is the Medium Density Residential Land Use Designation

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

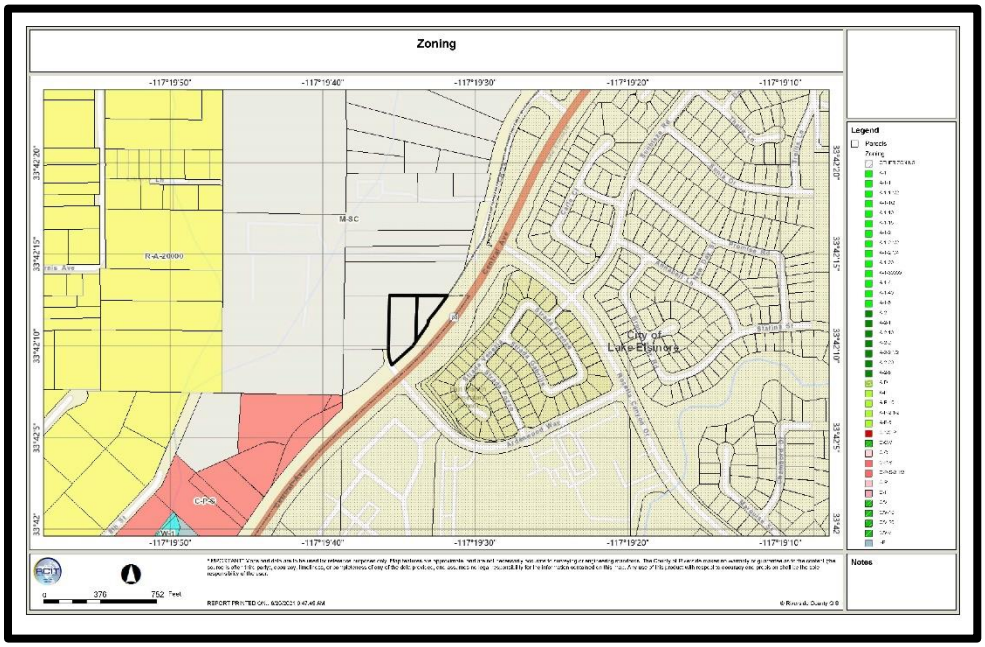
5. **Policy Area(s), if any:** Warm Springs Policy Area

H. **Adopted Specific Plan Information**

1. **Name and Number of Specific Plan, if any:** None in the County and to the east across Highway 74/Central Avenue in the City of Lake Elsinore is the Lake Elsinore Hills District Specific Plan

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

I. **Existing Zoning:** M-SC – Manufacturing – Service Commercial Zone



J. **Proposed Zoning, if any:** None

K. **Adjacent and Surrounding Zoning:** M-SC – Manufacturing – Service Commercial Zone. Across Highway 74/Central Avenue in the City of Lake Elsinore, to the east, is the Medium Density Residential Lake Elsinore Hills District.

III. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., permits, financing approval, or participation agreement)

A. Elsinore Valley Municipal Water District (EVMWD)
B. Southern California Edison
C. Southern California Gas
D. AT&T
E. Spectrum
F. Frontier
G. Riverside County Flood Control and Water Conservation District (RCFCWCD)
H. Riverside County Environmental Health
I. South Coast Air Quality Management District (SCAQMD)
J. Statewide Construction General Permit

IV. APPENDICES – (Found as Separate Documents and Incorporated by Reference into this IS/MND Pursuant to CEQA Guidelines Section 15150)

A. Gas Station & Convenience Store – Lighting Study, County of Riverside, CA, prepared by MD Acoustics, Updated March 30, 2021
B. Air Quality and Greenhouse Gas Impact Study – Central Avenue Gas Station, prepared by MD Acoustics, December 19, 2022
C. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, Commercial Retail – 76 Station Central Avenue (Hwy 74) and Eighth Street, prepared by Jericho Systems, Inc, March 2021
D. Biological Resources Assessment (BRA), Jurisdictional Delineation (JD), Commercial Retail (76 Station) – APN: 347-130-029 & 347-130-028, Central Avenue (Hwy 74) and

Eighth Street, City of Lake Elsinore, Riverside County, California, prepared by Jericho Systems, Inc, February 23, 2021, revised May 1, 2021

E. Phase 1 Cultural Resources Assessment Report for the 28771 Highway 74 Project, APNs 347-130-028 and 347-130-029, Lake Elsinore, Riverside County, California, prepared by Red Tail Environmental, February 2021

F. Gas Station & Convenience Store – CEQA Energy Review, County of Riverside, CA, prepared by MD Acoustics, December 19, 2022

G. Phase 1 Environmental Site Assessment, Vacant Property, 28771 Central Avenue, Lake Elsinore, CA 92532, Prepared by Geotechnical and Environmental Engineering Consultants, Inc., December 28, 2020

H. Revised Work Plan for a Supplemental Site Assessment, Proposed Gasoline Service Station, 28771 Central Avenue, Lake Elsinore, County of Riverside, California, prepared by Geotechnical and Environmental Engineering Consultants, Inc., April 26, 2021

I. Supplemental Environmental Site Assessment, Vacant Property, 28771 Central Avenue, Lake Elsinore, RSCO, California, Geotechnical and Environmental Engineering Consultants, Inc., June 15, 2021

J. Hydrology Report for 28771 Central Avenue Gas Station, prepared by Kamal Mchantaf, March 10, 2021

K. Project Specific Water Quality Management Plan, 28771 Central Avenue Gas Station, prepared by Western States Engineering, Inc., September 23, 2020, Revised May 3, 2021

L. Gas Station & Convenience Store, Noise Impact Study County of Riverside, CA, prepared by MD Acoustics LLC, January 26, 2023

M. Paleontological Resources Assessment Report for the 28771 Highway 74 Project, APNs 347-130-028 and 347-130-029, Lake Elsinore, Riverside County, California, prepared by Red Tail Environmental, April 2021

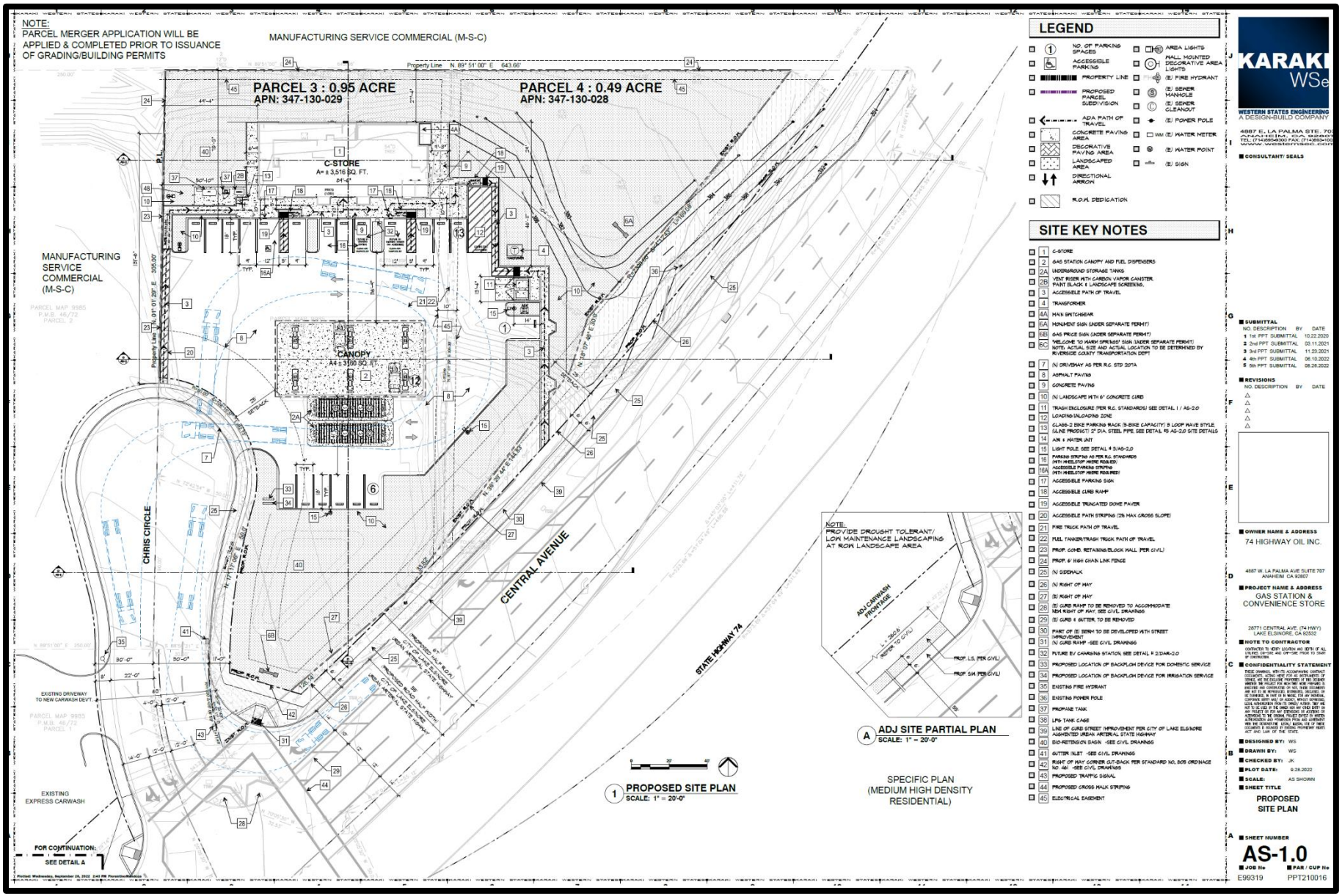
N. Central Avenue Gas Station Vehicle Miles Traveled (VMT) Analysis, prepared by Integrated Engineering Group, March 2021

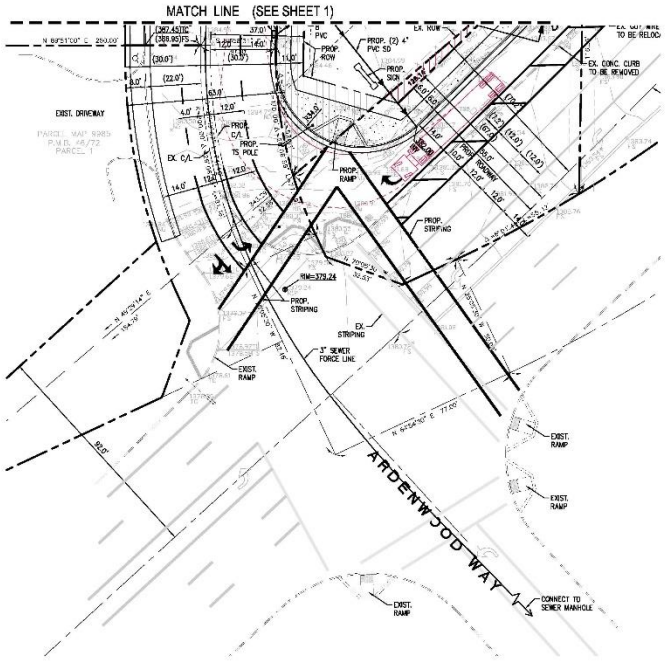
O. Central Avenue Gas Station Traffic Impact Analysis, prepared by Integrated Engineering Group, October 2021

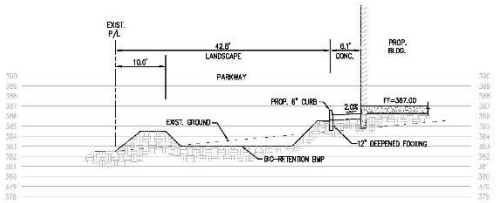
ACRONYMS

ABC -	Alcohol Beverage Control
ACM -	Asbestos Containing Materials
ACCM -	Asbestos Construction Containing Materials
ADA -	Americans with Disabilities Act
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
BMP -	Best Management Practice
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
CUP -	Conditional Use Permit
DOSH -	Division of Occupational Safety and Health Administration
DP -	Development Plan
DTSC -	Department of Toxic Substance Control
DWR -	Department of Water Resources
EIR -	Environmental Impact Report
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FMMP -	Farmland Mapping and Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
GPU -	General Plan Update
HCM -	Highway Capacity Manual
HCP -	Habitat Conservation Plan
HOA -	Homeowners' Association
IS -	Initial Study
LBP -	Lead-Based Paint
LEUSD	Lake Elsinore Unified School District
LHMP -	Local Hazard Mitigation Plan
LID -	Low Impact Development
LOS -	Level of Service
LST -	Localized Significance Threshold
MCUP -	Minor Conditional Use Permit
MM -	Mitigation Measure
MSHCP -	Multiple Species Habitat Conservation Plan
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
OSHA -	Occupational Health and Safety Administration
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
PWQMP -	Preliminary Water Quality Management Plan
RCEH -	Riverside County Environmental Health
RCFCWCD -	Riverside County Flood Control & Water Conservation District
RCP -	Regional Comprehensive Plan
RTA -	Riverside Transit Agency
RTIP -	Regional Transportation Improvement Plan

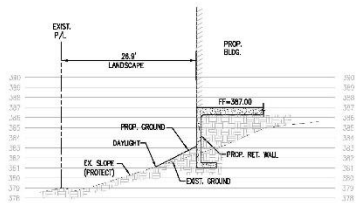
RTP -	Regional Transportation Plan
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SEIR -	Supplemental Environmental Impact Report
SKRHCP -	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
UBC -	Uniform Building Code
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
VMT -	Vehicle Miles Traveled
WMWD	Western Municipal Water District
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Governments


NOTE:
PARCEL MERGER APPLICATION WILL BE APPLIED & COMPLETED PRIOR TO ISSUANCE OF GRADING/BUILDING PERMITS
MANUFACTURING SERVICE COMMERCIAL (M-S-C)
PARCEL 3 : 0.95 ACRE
APN: 347-130-029
PARCEL 4 : 0.49 ACRE
APN: 347-130-028
C-STORE
A= ± 3,516 SQ. FT.
CANOPY
A= ± 3,100 SQ. FT.
MANUFACTURING SERVICE COMMERCIAL (M-S-C)
CHRIS CIRCLE
CENTRAL AVENUE
STATE HIGHWAY 74
EXISTING EXPRESS CARWASH
EXISTING DRIVEWAY TO NEW CARWASH DEVT.
FOR CONTINUATION:
SEE DETAIL A
1 PROPOSED SITE PLAN
SCALE: 1" = 20'-0"
A ADJ SITE PARTIAL PLAN
SCALE: 1" = 20'-0"
ADJ CARWASH FRONTAGE
PROP. LS. PER CIVIL
PROP. SW PER CIVIL
SPECIFIC PLAN
(MEDIUM HIGH DENSITY
RESIDENTIAL)
LEGEND
NO. OF PARKING SPACES
ACCESSIBLE PARKING
PROPERTY LINE
PROPOSED PARCEL SUBDIVISION
ADA PATH OF TRAVEL
CONCRETE PAVING AREA
DECORATIVE PAVING AREA
LANDSCAPED AREA
DIRECTIONAL ARROW
R.O.W. DEDICATION
AREA LIGHTS
WALL MOUNTED DECORATIVE AREA LIGHTS
(E) FIRE HYDRANT
(E) SEWER MANHOLE
(E) SEWER CLEANOUT
(E) POWER POLE
(E) WATER METER
(E) WATER POINT
(E) SIGN
SITE KEY NOTES
1 C-STORE
2 GAS STATION CANOPY AND FUEL DISPENSERS
2A UNDERGROUND STORAGE TANKS
2B VENT RISER WITH CARBON VAPOR CANISTER. PAINT BLACK & LANDSCAPE SCREENING.
3 ACCESSIBLE PATH OF TRAVEL
4 TRANSFORMER
4A MAIN SWITCHGEAR
6A MONUMENT SIGN (UNDER SEPARATE PERMIT)
6B GAS PRICE SIGN (UNDER SEPARATE PERMIT)
6C "WELCOME TO VANNY SPRINGS" SIGN (UNDER SEPARATE PERMIT) NOTE: ACTUAL SIZE AND ACTUAL LOCATION TO BE DETERMINED BY RIVERSIDE COUNTY TRANSPORTATION DEPT
7 (N) DRIVEWAY AS PER R.C. STD 207A
8 ASPHALT PAVING
9 CONCRETE PAVING
10 (N) LANDSCAPE WITH 6" CONCRETE CURB
11 TRASH ENCLOSURE (PER R.C. STANDARDS) SEE DETAIL 1 / AS-2.0
12 LOADING/UNLOADING ZONE
13 CLASS-2 BIKE PARKING RACK (5-BIKE CAPACITY) 3 LOOP WAVE STYLE, GLINE PRODUCT 2" DIA. STEEL PIPE SEE DETAIL #5 AS-2.0 SITE DETAILS
14 AIR & WATER UNIT
15 LIGHT POLE, SEE DETAIL # 3/AS-2.0
16 PARKING STRIPING AS PER R.C. STANDARDS (WITH HELLOP PAINT REQUIRED)
16A ACCESSIBLE PARKING STRIPING (WITH HELLOP PAINT REQUIRED)
17 ACCESSIBLE PARKING SIGN
18 ACCESSIBLE CURB RAMP
19 ACCESSIBLE TRUNCATED DOME PAVER
20 ACCESSIBLE PATH STRIPING (2% MAX CROSS SLOPE)
21 FIRE TRUCK PATH OF TRAVEL
22 FUEL TANKER/TRASH TRUCK PATH OF TRAVEL
23 PROP. CONC. RETAINING/BLOCK WALL (PER CIVIL)
24 PROP. 6' HIGH CHAIN LINK FENCE
25 (N) SIDEWALK
26 (N) RIGHT OF WAY
27 (E) RIGHT OF WAY
28 (E) CURB RAMP TO BE REMOVED TO ACCOMMODATE NEW RIGHT OF WAY, SEE CIVIL DRAWINGS
29 (E) CURB & GUTTER, TO BE REMOVED
30 PART OF (E) BERM TO BE DEVELOPED WITH STREET IMPROVEMENT
31 (N) CURB RAMP -SEE CIVIL DRAWINGS
32 FUTURE EV CHARGING STATION, SEE DETAIL # 2/DIAK-2.0
33 PROPOSED LOCATION OF BACKFLOW DEVICE FOR DOMESTIC SERVICE
34 PROPOSED LOCATION OF BACKFLOW DEVICE FOR IRRIGATION SERVICE
35 EXISTING FIRE HYDRANT
36 EXISTING POWER POLE
37 PROPANE TANK
38 LPG TANK CAGE
39 LINE OF CURB STREET IMPROVEMENT PER CITY OF LAKE ELSINORE AUGMENTED URBAN ARTERIAL STATE HIGHWAY
40 BIO-RETENTION BASIN -SEE CIVIL DRAWINGS
41 GUTTER INLET -SEE CIVIL DRAWINGS
42 RIGHT OF WAY CORNER CUT-BACK PER STANDARD NO. 805 ORDINANCE NO. 461 -SEE CIVIL DRAWINGS
43 PROPOSED TRAFFIC SIGNAL
44 PROPOSED CROSS WALK STRIPING
45 ELECTRICAL EASEMENT
NOTE:
PROVIDE DROUGHT TOLERANT/ LOW MAINTENANCE LANDSCAPING AT ROW LANDSCAPE AREA
KARAKI WSe
WESTERN STATES ENGINEERING
A DESIGN-BUILD COMPANY
4887 E. LA PALMA STE. 707
ANAHEIM, CA. 92807
TEL: (714)685-6000 FAX: (714)685-6010
WWW.WESTERNSTATESENG.COM
CONSULTANT SEALS
SUBMITTAL
NO. DESCRIPTION BY DATE
1 1st PPT SUBMITTAL 10.22.2020
2 2nd PPT SUBMITTAL 03.11.2021
3 3rd PPT SUBMITTAL 11.23.2021
4 4th PPT SUBMITTAL 06.10.2022
5 5th PPT SUBMITTAL 08.26.2022
REVISIONS
NO. DESCRIPTION BY DATE
OWNER NAME & ADDRESS
74 HIGHWAY OIL INC.
4887 W. LA PALMA AVE SUITE 707
ANAHEIM CA 92807
PROJECT NAME & ADDRESS
GAS STATION & CONVENIENCE STORE
28771 CENTRAL AVE. (74 HWY)
LAKE ELSINORE, CA 92532
NOTE TO CONTRACTOR
CONFIDENTIALITY STATEMENT
DESIGNED BY: WS
DRAWN BY: WS
CHECKED BY: JK
PLOT DATE: 9.28.2022
SCALE: AS SHOWN
SHEET TITLE
PROPOSED SITE PLAN
SHEET NUMBER
AS-1.0
JOB No E99319
PAR / CUP No PPT210016

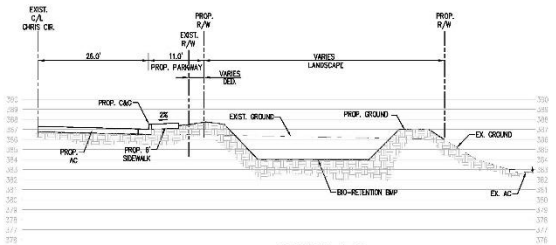




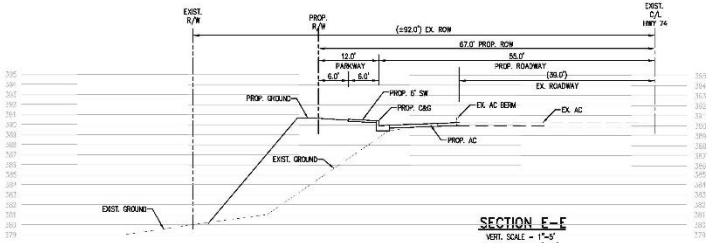
SECTION A–A
VERT. SCALE = 1"=5'
HORIZ. SCALE = 1"=10'



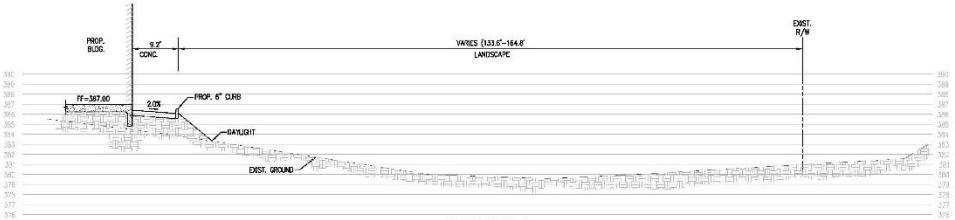
SECTION B–B
VERT. SCALE = 1"=5'
HORIZ. SCALE = 1"=10'



SECTION D–D
VERT. SCALE = 1"=5'
HORIZ. SCALE = 1"=10'



SECTION E–E
VERT. SCALE = 1"=5'
HORIZ. SCALE = 1"=10'



SECTION C–C
VERT. SCALE = 1"=5'
HORIZ. SCALE = 1"=10'

MARK	REVISIONS	APPR.	DATE

THESE PLANS HAVE BEEN REVIEWED FOR COMPLIANCE WITH THE APPROPRIATE CONDITIONS OF DEVELOPMENT AND/OR CITY AND STATE LAWS AND A PERMIT MAY BE ISSUED

BRAD FAGRELL, RCE No. 43920
CITY ENGINEER
CITY OF LAKE ELSINORE
DATE

PREPARED BY:

KARAKI | Western States
A DESIGN-BUILD COMPANY
4887 E. LA PALMA STE. 707
ANAHEIM, CA. 92807
TEL. (714)695-9500 FAX. (714)695-1002
www.westernsec.com
KAMAL MCHANTAF, RCE C051050

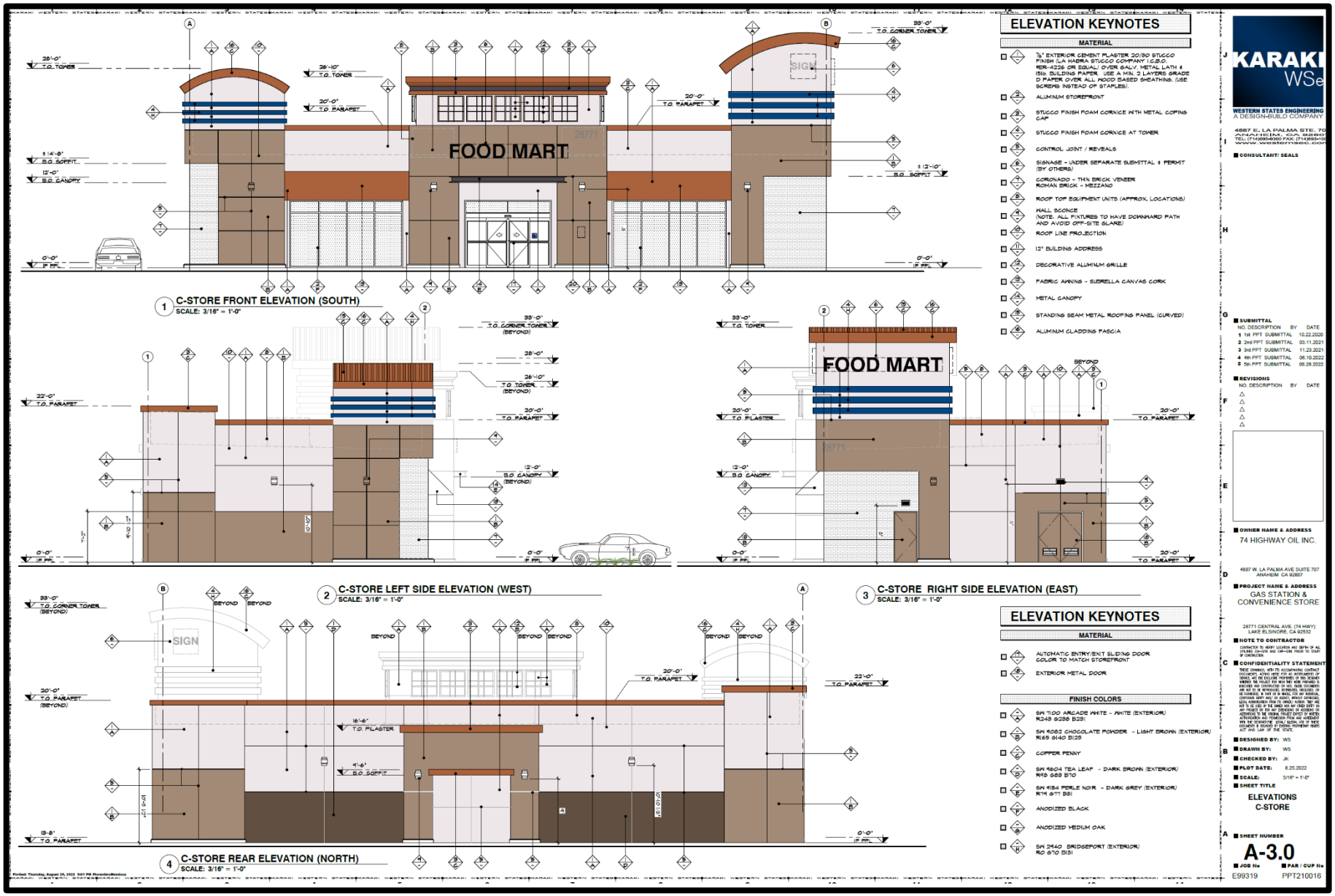
11.09.21
DATE

SEAL:

"AS-BUILT"
RCE. _____ EXP. _____ DATE: _____
REVIEWED BY: _____
INSPECTOR _____ DATE _____
SCALE : AS NOTED
DATE: NOV. 9, 2021
BENCH MARK: SEE ABOVE

CITY OF LAKE ELSINORE
PRELIMINARY GRADING PLAN
28771 CENTRAL 74 HWY,
LAKE ELSINORE, CA
CUP200043

SHEET 2 OF 2 SHEETS
FILE No.


FOOD MART
1 C-STORE FRONT ELEVATION (SOUTH)
SCALE: 3/16" = 1'-0"
FOOD MART
2 C-STORE LEFT SIDE ELEVATION (WEST)
SCALE: 3/16" = 1'-0"
3 C-STORE RIGHT SIDE ELEVATION (EAST)
SCALE: 3/16" = 1'-0"
4 C-STORE REAR ELEVATION (NORTH)
SCALE: 3/16" = 1'-0"
ELEVATION KEYNOTES
MATERIAL
7/8" EXTERIOR CEMENT PLASTER 20/30 STUCCO FINISH (LA HABRA STUCCO COMPANY LGB.O. RDR-4228 OR EQUAL) OVER GALV. METAL LATH & 15lb. BUILDING PAPER. USE A MIN. 2 LAYERS GRADE D PAPER OVER ALL WOOD BASED SHEATHING. (USE SCREWS INSTEAD OF STAPLES).
ALUMINUM STOREFRONT
STUCCO FINISH FOAM CORNICE WITH METAL COPING CAP
STUCCO FINISH FOAM CORNICE AT TOWER
CONTROL JOINT / REVEALS
SIGNAGE - UNDER SEPARATE SUBMITTAL & PERMIT (BY OTHERS)
CORONADO - THIN BRICK VENEER ROMAN BRICK - MEZZANO
ROOF TOP EQUIPMENT UNITS (APPROX. LOCATIONS)
WALL SCONCE (NOTE: ALL FIXTURES TO HAVE DOWNWARD PATH AND AVOID OFF-SITE GLARE)
ROOF LINE PROJECTION
12" BUILDING ADDRESS
DECORATIVE ALUMINUM GRILLE
FABRIC AWNING - SUNBRELLA CANVAS CORK
METAL CANOPY
STANDING SEAM METAL ROOFING PANEL (CURVED)
ALUMINUM CLADDING FASCIA
ELEVATION KEYNOTES
MATERIAL
AUTOMATIC ENTRY/EXIT SLIDING DOOR COLOR TO MATCH STOREFRONT
EXTERIOR METAL DOOR
FINISH COLORS
SW 7100 ARCADE WHITE - WHITE (EXTERIOR) RGB 238 236 229
SW 6082 CHOCOLATE POWDER - LIGHT BROWN (EXTERIOR) RGB 140 113 93
COPPER PENNY
SW 6804 TEA LEAF - DARK BROWN (EXTERIOR) RGB 68 68 57
SW 4154 PERLE NOIR - DARK GREY (EXTERIOR) RGB 67 71 81
ANODIZED BLACK
ANODIZED MEDIUM OAK
SW 2940 BRIDGEPORT (EXTERIOR) RGB 67 70 81
KARAKI WSe
WESTERN STATES ENGINEERING
A DESIGN-BUILD COMPANY
CONSULTANT: SEALS
SUBMITTAL
NO. DESCRIPTION BY DATE
1 1st PPT SUBMITTAL 10.22.2020
2 2nd PPT SUBMITTAL 03.11.2021
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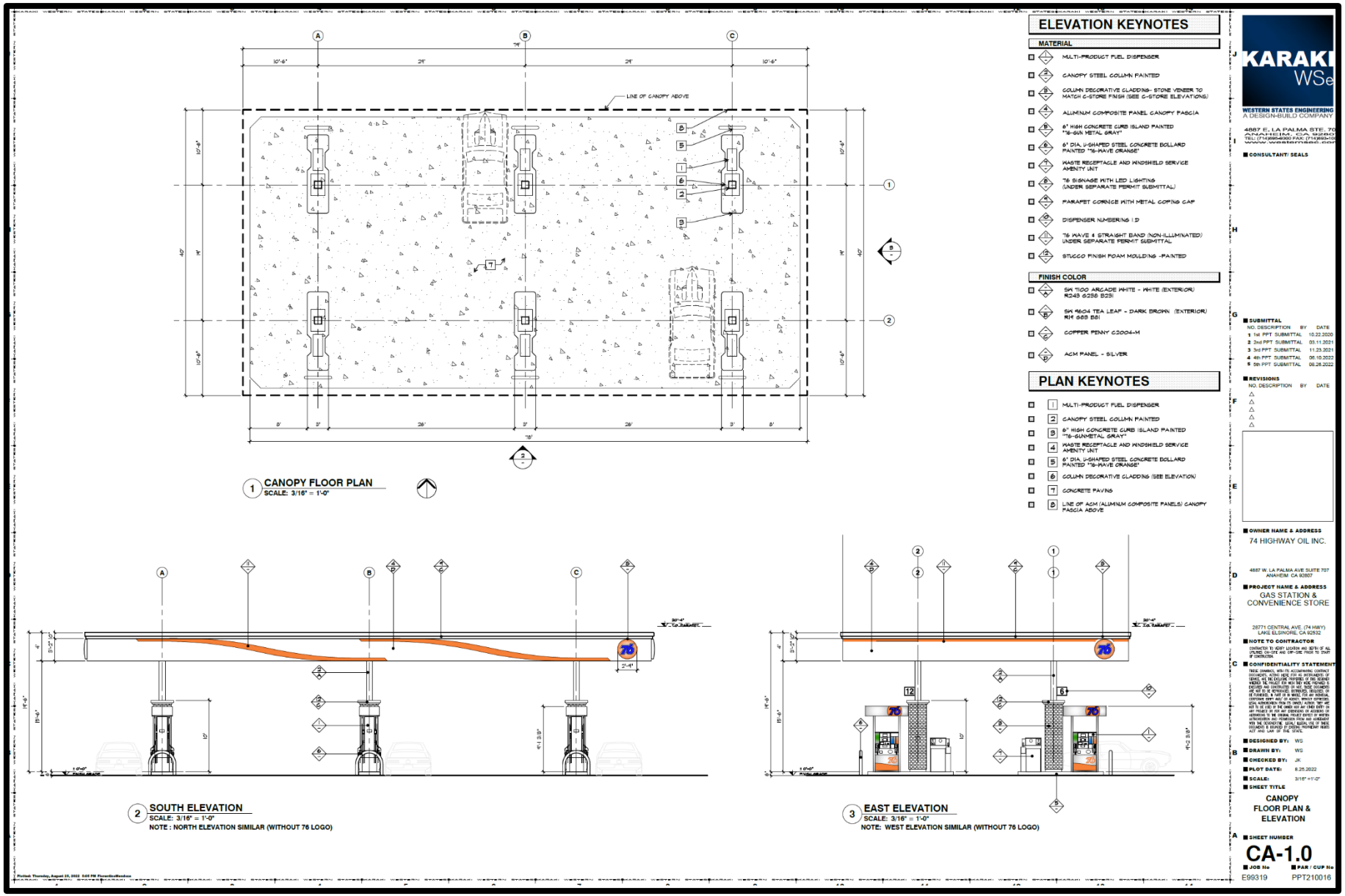
OWNER NAME & ADDRESS
74 HIGHWAY OIL INC.
4687 W. LA PALMA AVE SUITE 707 ANAHEIM CA 92807
PROJECT NAME & ADDRESS
GAS STATION & CONVENIENCE STORE
28771 CENTRAL AVE. (74 HWY) LAKE ELSINORE, CA 92532
NOTE TO CONTRACTOR
CONFIDENTIALITY STATEMENT
DESIGNED BY: WS
DRAWN BY: WS
CHECKED BY: JK
PLOT DATE: 8.25.2022
SCALE: 3/16" = 1'-0"
SHEET TITLE
ELEVATIONS C-STORE
SHEET NUMBER
A-3.0
JOB No E99319
PAR / CUP No PPT210016


ELEVATION KEYNOTES
MATERIAL
1 MULTI-PRODUCT FUEL DISPENSER
2 CANOPY STEEL COLUMN PAINTED
3 COLUMN DECORATIVE CLADDING- STONE VENEER TO MATCH C-STORE FINISH (SEE C-STORE ELEVATIONS)
4 ALUMINUM COMPOSITE PANEL CANOPY FASCIA
5 6" HIGH CONCRETE CURB ISLAND PAINTED "76-GUN METAL GRAY"
6 6" DIA. U-SHAPED STEEL CONCRETE BOLLARD PAINTED "76-WAVE ORANGE"
7 WASTE RECEPTACLE AND WINDSHIELD SERVICE AMENITY UNIT
8 "76 SIGNAGE WITH LED LIGHTING (UNDER SEPARATE PERMIT SUBMITTAL)
9 PARAPET CORNICE WITH METAL COPING CAP
10 DISPENSER NUMBERING I.D
11 "76 WAVE & STRAIGHT BAND (NON-ILLUMINATED) UNDER SEPARATE PERMIT SUBMITTAL
12 STUCCO FINISH FOAM MOULDING -PAINTED
FINISH COLOR
A SW 7100 ARCADE WHITE - WHITE (EXTERIOR) RGB 235 236 229
B SW 6604 TEA LEAF - DARK BROWN (EXTERIOR) RGB 68 68 58
C COPPER PENNY C2004-M
D ACM PANEL - SILVER
PLAN KEYNOTES
1 MULTI-PRODUCT FUEL DISPENSER
2 CANOPY STEEL COLUMN PAINTED
3 6" HIGH CONCRETE CURB ISLAND PAINTED "76-GUNMETAL GRAY"
4 WASTE RECEPTACLE AND WINDSHIELD SERVICE AMENITY UNIT
5 6" DIA. U-SHAPED STEEL CONCRETE BOLLARD PAINTED "76-WAVE ORANGE"
6 COLUMN DECORATIVE CLADDING (SEE ELEVATION)
7 CONCRETE PAVING
8 LINE OF ACM (ALUMINUM COMPOSITE PANELS) CANOPY FASCIA ABOVE
LINE OF CANOPY ABOVE
1 CANOPY FLOOR PLAN
SCALE: 3/16" = 1'-0"
2 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"
NOTE : NORTH ELEVATION SIMILAR (WITHOUT 76 LOGO)
3 EAST ELEVATION
SCALE: 3/16" = 1'-0"
NOTE: WEST ELEVATION SIMILAR (WITHOUT 76 LOGO)
KARAKI WSe
WESTERN STATES ENGINEERING
A DESIGN-BUILD COMPANY
4887 E. LA PALMA STE. 70
CONSULTANT/ SEALS
SUBMITTAL
NO. DESCRIPTION BY DATE
1 1st PPT SUBMITTAL 10.22.2020
2 2nd PPT SUBMITTAL 03.11.2021
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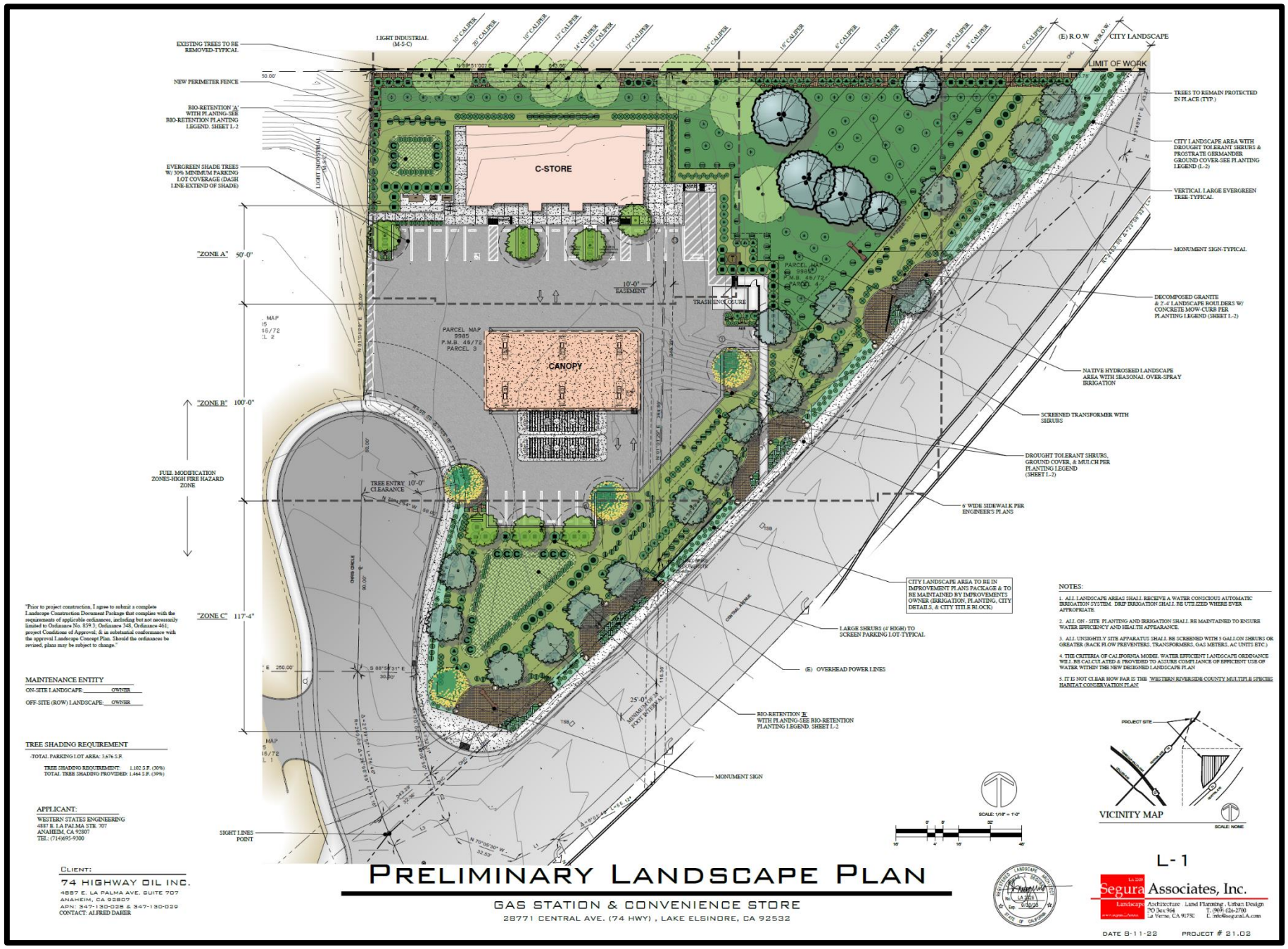
REVISIONS
NO. DESCRIPTION BY DATE
OWNER NAME & ADDRESS
74 HIGHWAY OIL INC.
4887 W. LA PALMA AVE SUITE 707
ANAHEIM, CA 92807
PROJECT NAME & ADDRESS
GAS STATION & CONVENIENCE STORE
28771 CENTRAL AVE. (74 HWY)
LAKE ELSINORE, CA 92532
NOTE TO CONTRACTOR
CONFIDENTIALITY STATEMENT
DESIGNED BY: WS
DRAWN BY: WS
CHECKED BY: JK
PLOT DATE: 8.25.2022
SCALE: 3/16" =1'-0"
SHEET TITLE
CANOPY FLOOR PLAN & ELEVATION
SHEET NUMBER
CA-1.0
JOB No E99319
PAR / CUP No PPT210016


EXISTING TREES TO BE REMOVED-TYPICAL
NEW PERIMETER FENCE
RIO-RETENTION 'A' WITH PLANING-SEE RIO-RETENTION PLANTING LEGEND. SHEET L-2
EVERGREEN SHADE TREES W/ 30% MINIMUM PARKING LOT COVERAGE (DASH LINE-EXTEND OF SHADE)
"ZONE A" 50'-0"
"ZONE B" 100'-0"
FUEL MODIFICATION ZONES-HIGH FIRE HAZARD ZONE
"ZONE C" 117'-4"
LIGHT INDUSTRIAL (M-S-C)
C-STORE
CANOPY
PARCEL MAP 9985 P.M.B. 46/72 PARCEL 3
PARCEL MAP 9985 P.M.B. 46/72 PARCEL 4
10'-0" EASEMENT
TRASH ENCLOSURE
TREE ENTRY 10'-0" CLEARANCE
LIMIT OF WORK
(E) R.O.W
CITY LANDSCAPE
TREES TO REMAIN PROTECTED IN PLACE (TYP.)
CITY LANDSCAPE AREA WITH DROUGHT TOLERANT SHRUBS & PROSTRATE GERMANDER GROUND COVER-SEE PLANTING LEGEND (L-2)
VERTICAL LARGE EVERGREEN TREE-TYPICAL
MONUMENT SIGN-TYPICAL
DECOMPOSED GRANITE & 2'-4' LANDSCAPE BOULDERS W/ CONCRETE MOW-CURB PER PLANTING LEGEND (SHEET L-2)
NATIVE HYDROSEED LANDSCAPE AREA WITH SEASONAL OVER-SPRAY IRRIGATION
SCREENED TRANSFORMER WITH SHRUBS
DROUGHT TOLERANT SHRUBS, GROUND COVER, & MULCH PER PLANTING LEGEND (SHEET L-2)
6' WIDE SIDEWALK PER ENGINEER'S PLANS
CITY LANDSCAPE AREA TO BE IN IMPROVEMENT PLANS PACKAGE & TO BE MAINTAINED BY IMPROVEMENTS OWNER (IRRIGATION, PLANTING, CITY DETAILS, & CITY TITLE BLOCK)
LARGE SHRUBS (4' HIGH) TO SCREEN PARKING LOT-TYPICAL
(E) OVERHEAD POWER LINES
RIO-RETENTION 'B' WITH PLANING-SEE RIO-RETENTION PLANTING LEGEND. SHEET L-2
MONUMENT SIGN
SIGHT LINES POINT
"Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 859.3; Ordinance 348, Ordinance 461; project Conditions of Approval; & in substantial conformance with the approval Landscape Concept Plan. Should the ordinances be revised, plans may be subject to change."
MAINTENANCE ENTITY
ON-SITE LANDSCAPE: OWNER
OFF-SITE (ROW) LANDSCAPE: OWNER
TREE SHADING REQUIREMENT
-TOTAL PARKING LOT AREA: 3,674 S.F.
TREE SHADING REQUIREMENT: 1,102 S.F. (30%)
TOTAL TREE SHADING PROVIDED: 1,464 S.F. (39%)
APPLICANT:
WESTERN STATES ENGINEERING
4687 E. LA PALMA STE. 707
ANAHEIM, CA 92807
TEL.: (714)695-9300
CLIENT:
74 HIGHWAY OIL INC.
4687 E. LA PALMA AVE. SUITE 707
ANAHEIM, CA 92807
APN: 347-130-028 & 347-130-029
CONTACT: ALFRED DAHER
NOTES:
1. ALL LANDSCAPE AREAS SHALL RECEIVE A WATER CONSCIOUS AUTOMATIC IRRIGATION SYSTEM. DRIP IRRIGATION SHALL BE UTILIZED WHERE EVER APPROPRIATE.
2. ALL ON - SITE PLANTING AND IRRIGATION SHALL BE MAINTAINED TO ENSURE WATER EFFICIENCY AND HEALTHY APPEARANCE.
3. ALL UNSIGHTLY SITE APPARATUS SHALL BE SCREENED WITH 5 GALLON SHRUBS OR GREATER (BACK FLOW PREVENTERS, TRANSFORMERS, GAS METERS, AC UNITS ETC.)
4. THE CRITERIA OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE WILL BE CALCULATED & PROVIDED TO ASSURE COMPLIANCE OF EFFICIENT USE OF WATER WITHIN THE NEW DESIGNED LANDSCAPE PLAN
5. IT IS NOT CLEAR HOW FAR IS THE WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN
PROJECT SITE
VICINITY MAP
SCALE: NONE
SCALE: 1/16" = 1'-0"
L-1
PRELIMINARY LANDSCAPE PLAN
GAS STATION & CONVENIENCE STORE
28771 CENTRAL AVE. (74 HWY) , LAKE ELSINORE, CA 92532
Segura Associates, Inc.
Landscape Architecture Land Planning, Urban Design
DATE 8-11-22 PROJECT # 21.02

V. 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	

VI. 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

Evan Langan

Evan Langan, AICP (Principal Planner)

Printed Name

Date
3/1/2023

For:
John E. Hildebrand III
(Planning Department Director)

VII. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): Zoning Ordinance – Ordinance No. 348, April 1, 2021
General Plan, December 8, 2015
Figure C-8 – Scenic Highways
Elsinore Area Plan, August 4, 2020
Figure 7 – Elsinore Area Plan Circulation
Figure 9 – Elsinore Area Plan Scenic Highway
CalTrans Scenic Highways – Accessed June 20, 2020

Findings of Fact:

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

Less than Significant Impact with Mitigation

The project site is adjacent to Highway 74/Central Avenue. Highway 74/Central Avenue is a State eligible scenic highway per CalTrans Scenic Highways website. The County also gives this same designation on Figure C-8 – Scenic Highways in the General Plan and on Figure 9 – Elsinore Area Plan Scenic Highway in the Elsinore Area Plan.

Short-Term Construction Impacts

Visual impacts of construction activities include exposed pads and staging areas for grading, excavation, and construction equipment. In addition, temporary structures could be located on the respective development site during various stages of construction, within materials storage areas, or associated with construction debris piles on site. Exposed trenches, roadway bedding, spoils/debris piles, and steel plates would be visible during street and utility infrastructure improvements. These construction steps could degrade the existing visual character and quality of the development site and its surroundings during the construction phase.

Construction-related impacts would be short-term and temporary; construction activity would not be continuous. With the application of mitigation measures **AES-1** and **AES-2,** the short-term visual construction impacts are reduced to **less than significant with mitigation**.

Long-Term Operational Impacts

The project site is located in an urbanized area and is appropriate and permitted at the proposed location. The project site is visible from Highway 74/Central Avenue and the residential uses to the southeast. The project has a contemporary design and color palette that will complement the new development to the west. This design is accentuated by a stand of willow and salt cedar thicket preserved along the northeastern boundary of the site, providing mature trees that work in combination with the rest of the project's proposed landscaping.

Section II A of this Initial Study states that the site is located on a planned transportation corridor with access from a signalized intersection. Highway 74/Central Avenue is a State eligible scenic highway per CalTrans Scenic Highways website. The County also gives this same designation on Figure C-8 – Scenic Highways in the General Plan and on Figure 9 – Elsinore Area Plan Scenic Highway of the ELAP.

The General Plan has several policies concerning scenic highways, including LU 14.3 through 14.6, OS 22.1, and OS 22.3. Landscaping and signage will be as permitted by the County's ordinances. These policies also address the undergrounding of electric and communication distribution lines.

Typically, a scenic highway would require undergrounding electric and communication distribution lines. To do so at this location would be problematic as the poles on either side of the project have not been undergrounded, and complete improvements of Highway 74/Central Avenue have not been fully developed. Therefore, undergrounding the single pole at this location would be challenging and has been deferred until the entire system can be undergrounded.

The project has been evaluated against the Zoning Ordinance, the Countywide Standards and Design Guidelines. As designed and conditioned, it will have a **less than significant impact with mitigation**, directly, indirectly, or cumulatively, on a scenic highway corridor.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?*

Less than Significant Impact

The project site consists of vacant, undeveloped land that has been subject to a variety of disturbances, except the northeast corner, which consists of a mix of salt cedar, eucalyptus, and willow scrub.

The willow and salt cedar thickets grow because of a roadside swale originating from Highway 74/Central Avenue, the frontage road located along the northeastern boundary of the site. Street runoff enters the project site in the northern portion of APN 347-130-028 and continues westerly along the property boundary between the project site and the parcel north of the project site. This swale collects street runoff and is not natural or jurisdictional. No bed or bank is associated with this swale, indicating a flow of water. The water runoff from Highway 74/Central Avenue travels west, back flows to the southeast, and percolates in the well-drained soils.

This area of salt cedar, eucalyptus, and willow scrub is proposed to be protected, maintaining the visual character and any possible biological resources it may provide. With the protection of this area, the damage to scenic resources will be **less than significant**, directly, indirectly, and cumulatively.

c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less than Significant Impact

The project is located in the M-SC – Manufacturing – Service Commercial Zone, and the use is permitted with a Plot Plan review. The project will include the development of a 3,160-square-foot fueling canopy with six multi-product dispensers and a 3,516-square-foot convenience store. Access to the project site will be provided via a newly constructed driveway and cul-de-sac on the northwestern leg of Highway 74/Central Avenue and Ardenwood Way signalized intersection.

While the site is currently vacant, it is in an area developing with commercial uses along a major highway classified on the County's General Plan as an Expressway. The project has been designed in compliance with the Zoning Ordinance, the Countywide Standards and Design Guidelines, and as designed and conditioned, will have a **less than significant impact,** directly, indirectly, or cumulatively, upon an urban area urbanized area, nor would it conflict with applicable zoning and other regulations governing scenic quality.

Mitigation:

MM AES-1: Proposed staging areas shall be shown on all Pre-Construction and Construction documents for review and approval by the appropriate County Departments. The project construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment to the areas proposed on the plans. Construction equipment shall be parked and staged within the project site. Staging areas shall be screened from view from residential properties and Highway 74/Central Avenue. Where feasible, construction staging and laydown areas for equipment, personal vehicles, and material storage shall be sited to take advantage of natural screening opportunities provided by existing structures, topography, and/or vegetation within the project site.

MM AES-2: The proposed Pre-Construction and Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. In addition, Highway 74/Central Avenue shall be swept daily and maintained free of dirt and debris.

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):
Map My County GIS Database, accessed June 17, 2021
Ord. No. 655 (Regulating Light Pollution)
Zoning Ordinance – Ordinance No. 348, April 1, 2021
Code of Ordinance – Chapter 8.80 – Outdoor Lighting
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Figure 6 – Elsinore Area Plan Mt. Palomar Nighttime Lighting Policy Area
Gas Station & Convenience Store – Lighting Study, County of Riverside, CA, prepared by MD Acoustics, Updated March 30, 2021 (Appendix A)

Findings of Fact:

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

Less than Significant Impact

The project site is in Zone B of the Mount Palomar Observatory in San Diego County. Zone B is a circular ring forty-five (45) miles in radius centered on Palomar Observatory. The Mount Palomar Observatory requires unique nighttime lighting standards to allow the night sky to be viewed clearly. Ordinance No. 655 – Regulating Light Pollution, Title 8, and Zoning Ordinance No. 348 regarding M-SC – Manufacturing – Service Commercial Zone Lighting Standards restricts specific light fixtures emitting undesirable light rays that have a detrimental effect on the night sky astronomical observation and research. The project lighting will be designed, installed, and operated consistent with the County's Zoning Ordinance requirements. Therefore, the project would have a **less than significant impact** on the Mount Palomar Observatory nighttime views directly, indirectly, or cumulatively.

	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.

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):
Zoning Ordinance – Ordinance No. 348, April 1, 2021
Code of Ordinance – Chapter 8.80 – Outdoor Lighting
Ord. 655 – Regulating Light Pollution
Ord. 915 – Regulating Outdoor Lighting
General Plan, December 8, 2015
Figure C-8 – Scenic Highways
Elsinore Area Plan, August 4, 2020
Figure 6 – Elsinore Area Plan Mt. Palomar Nighttime Lighting Policy Area
Figure 7 – Elsinore Area Plan Circulation
CalTrans Scenic Highways – Accessed June 20, 2020
Gas Station & Convenience Store – Lighting Study, County of Riverside, CA, prepared by MD Acoustics, Updated March 30, 2021 (Appendix A)
On-site Inspection

Findings of Fact:

a) & b) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Expose residential property to unacceptable light levels?

Less than Significant Impact

A project-specific Lighting Study was prepared for this project by MD Acoustics (MD) (Appendix A). As noted in that study, some land uses are considered more sensitive to light than others, such as hotels, residential neighborhoods, and nursing homes. Although humans may observe light at 0.1-foot candles, it would not make a substantial difference, especially if the lighting is already present within the area of introduction. For example, approximately 37.1-foot candles would be generally acceptable for a reading area.

Thus, a significant impact would occur if sensitive land uses (such as residences) were exposed to a substantial increase in light sources if that light level was not previously present. Similarly, mobile source lighting impacts would be significant if residential or other light-sensitive uses are introduced to new light sources along roadways and driveways.

MD measured the lighting levels in foot candles (in 50-foot increments) along the perimeter of the project site, which considers the light from vehicles along Highway 74/Central Avenue and existing streetlights. The existing light levels measured between 0 to 0.9-foot candles.

The project will utilize nighttime lighting for operational and security purposes (per the County's ordinance). The preliminary lighting plan shows that the project's lighting levels at the perimeter will range between 0 to 4.5-foot candles at the project site's property line. When the light reaches Highway 74/Central Avenue, the foot-candle drops to 0.2.

At the west boundary of the project site, there is an area toward the north of the western property line where the level is 4.2-foot candles. The level quickly drops to 0.2-foot-candles within 50 feet of the property line. Currently, the land to the west is vacant and is zoned rural community (Estate Density Residential).

The nearest residences are the residential dwelling unit located adjacent to the north, the multi-family residential uses located approximately 165 feet south (across Highway 74), and the single-family residential uses located approximately 235 feet east/southeast (across Highway 74) of the project site. The foot-candle readings at the nearest residences would be 0. Vehicles entering and exiting the site during nighttime hours could shine headlights across property lines. The dense vegetation along the northern property line and the reverse frontage wall for the housing track to the east will ensure light spillage from vehicles does not interfere with existing residential dwellings.

The greatest potential lighting change will be along the west boundary toward the north and the southeastern perimeter, where a 4.2 and 2.5 to 3 foot-candle increase will occur, respectively. Furthermore, the photometric design has been laid out to comply with the County's exterior light ordinance.

Glare would be kept to a minimum as the project setback from Highway 74/Central Avenue, and building materials (painted stucco or stone veneer) would not contribute to substantial amounts of daytime glare as the majority of the building front faces in a southern direction with the gas canopy blocking the line of sight to the setting sun.

Chapter 8.80 – Outdoor Lighting, Ordinance 655 – Regulating Light Pollution, and Ordinance 915 – Regulating Outdoor Lighting provide minimum requirements for outdoor lighting to reduce light trespass and protect the health and property, and well-being of residents in the area. Compliance with the regulations found in these ordinances will ensure the project will be compatible with the surrounding environment and not create a new source of substantial light or glare.

Therefore, the project will not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area or expose a residential property to unacceptable light levels, including nighttime headlight impacts. The impact will be **less than significant**, directly, indirectly, and cumulatively.

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
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): Zoning Ordinance – Ordinance No. 348, April 1, 2021
Ord. No. 625 – Right-to-Farm
General Plan, December 8, 2015
Figure OS-2 – Agricultural Resources
Elsinore Area Plan, August 4, 2020
Farmland Mapping and Monitoring Program – Accessed June 21, 2021
Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

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?*

No Impact

The project site consists of vacant, undeveloped land subject to a variety of disturbances, except for the northeast corner, which is generally undisturbed and contains a mix of trees and shrubs consisting of salt cedar trees, eucalyptus trees, and black willow shrubs. The surrounding properties are developed with existing industrial and commercial uses consisting of F&A Custom Wheels and Tires to the north, Eco Express Car Wash and Lube to the southwest with a vacant lot and PTI Sand and Gravel to the west, and residential uses across Highway 74/Central Avenue to the east in the City of Lake Elsinore.

A review of the Department of Conservation, California Farmland Mapping and Monitoring Program (FMMP) mapping system has found the project site as Other Land. Other Land is defined as:

Other Land (X): Land which does not meet the criteria of any other category. Typical uses include low density rural development, heavily forested land, mined land, or government land with restrictions on use.

Therefore, the project would not affect any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and **no impact,** directly, indirectly, or cumulatively, would occur on farmland.

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?*

No Impact

The project site is General Plan designated and Zoned for industrial/commercial uses. The M-SC – Manufacturing – Service Commercial Zone permits the proposed use with a Plot Plan review. The surrounding properties are developing industrial and commercial uses to the north and west with residential uses across Highway 74/Central Avenue to the east in the City of Lake Elsinore, and the Zoning supports these uses. As such, the property is not intended for agricultural uses. A review of the County's GIS has revealed no Williamson Act contracts or Agricultural Preserve on the subject property and no Williamson Act or Agricultural Preserves on the surrounding properties. Therefore, the project will have **no impact,** directly, indirectly, or cumulatively, on zoning for agricultural uses, Williamson Act contracts, or Agricultural Preserves.

c) & d) *Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?*

Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact

The County's Right to Farm Ordinance (Ord. No. 625) is designed to "conserve, protect and encourage the development, improvement and continued viability of agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the county's residents." It seeks to "balance the rights of farmers to produce food and other agricultural products with the rights of non-farmers who own, occupy or use land within or adjacent to agricultural areas." Thus, the ordinance includes regulations to reduce the loss of agricultural resources in Riverside County by limiting the circumstances under which agricultural operations may be deemed a "nuisance." It states that an agricultural activity that has been operating for more than three years on a site (and assuming it was not a nuisance at the time it began) cannot be later classed as a public or private nuisance due to "any changed condition in or about the locality." The ordinance prevents, for example, existing dairies from being targeted by odor complaints from residents of housing units constructed in the surrounding area three or more years after the dairy use began. Further, it requires buyers of properties within 300 feet of land zoned primarily for agricultural purposes to be given notice of the pre-existing agricultural use and its right to continue. As previously stated, the project site is General Plan designated and Zoned for industrial/commercial uses. The M-SC – Manufacturing – Service Commercial Zone permits the proposed use with a Plot Plan review. The surrounding properties are developing industrial and commercial uses to the north and west with residential uses across Highway 74/Central Avenue to the east in the City of Lake Elsinore, and the Zoning supports these uses.

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

The property is not intended for agricultural uses, and no uses on the surrounding properties include farming or agricultural use of any kind. Therefore, this project will have **no impact** on the development of non-agricultural uses within 300 feet of agriculturally zoned property or the conversion of Farmland to non-agricultural use.

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): General Plan, December 8, 2015
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
Elsinore Area Plan, August 4, 2020
Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

a) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?*

No Impact

In Southern California, including Riverside County, climate and topography limit forest land types and locations and their potential for commercial or industrial timber utilization. Accordingly, there is no existing or currently proposed zoning of forest land, timberland, or Timberland Production Zones within the project area. Also, figures released by the State of California indicate that no "California forest land" ownership, either public or private, is mapped for Riverside County. Therefore, the project would not conflict with the existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. The project will have **no impact,** directly, indirectly, or cumulatively, on forest land.

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

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

Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

No Impact

There is no forest land, nor would the project convert forest land to a non-forest use. The closest forest land in proximity to the project site is the "Woodland Forest" area, approximately 8,200 feet to the southwest off Highway 74 in the City of Lake Elsinore. Therefore, the project would not result in forest land loss or conversion to non-forest use. The project will have **no impact,** directly, indirectly, or cumulatively, on the loss of forest land or forest land conversion to a non-forest use or other changes in the existing environment, which would result in the loss of forest land to a non-forest use.

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): Zoning Ordinance – Ordinance No. 348, April 1, 2021
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Riverside County Climate Action Plan ("CAP")
SCAQMD CEQA Air Quality Handbook
South Coast Air Quality Management District's 2016 Air Quality Management Plan
Air Quality and Greenhouse Gas Impact Study – Central Avenue Gas Station, prepared by MD Acoustics, December 19, 2022(Appendix B)
- 8.0 – Health Risk Assessment

Findings of Fact:

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

No Impact

MD Acoustics prepared the Air Quality and Greenhouse Gas Impact Study (Appendix B) quoted throughout this Section.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land-use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, delay timely attainment of air quality standards, or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

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

Based on the air quality modeling analysis contained in the Air Quality and Greenhouse Gas Impact Study (Section 6 pages 44 – 48 Appendix B), neither short-term construction nor long-term operations will not result in significant air quality impacts based on the SCAQMD regional and local thresholds of significance below.

AQMP Regional Significance Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions are established for the Basin:

- 75 pounds per day (lbs/day) of VOC
- 100 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$
- 150 lbs/day of SO_2

AQMP Regional Significance Thresholds for Operational Emissions

The daily operational emissions significance thresholds for the basin are as follows:

- 55 pounds per day (lbs/day) of VOC
- 55 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$
- 150 lbs/day of SO_2

Therefore, the project is not projected to contribute to the exceedance of any air pollutant concentration standards and is consistent with the AQMP for the first criterion.

B. Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the project with the assumptions in the AQMP. This criterion's emphasis is to ensure that the analyses conducted for the project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG 2016, includes

chapters on the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments must use these as the basis of their plans for consistency with applicable regional plans under CEQA. For this project, the County of Riverside and the City of Lake Elsinore Land Use Plans define the assumptions represented in the AQMP.

According to the County of Riverside Elsinore Area Plan, the project has a current land use designation of Light Industrial. Per the County of Riverside General Plan, the Light Industrial land use designation allows a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. In addition, the City of Lake Elsinore North Central Sphere Specific Plan identifies the land use classification of the site as Business Professional. The City of Lake Elsinore General Plan states that the Business Professional land use designation provides office and administrative uses, light industrial, research and development, office-based firms, including office support facilities, restaurants, medical clinics, and public quasi-public uses, and similar and compatible uses.

The project is to develop a convenience store with a gasoline service station. Therefore, the project would not be inconsistent with the land use designation in the County or City's General Plans. Thus, the project is not anticipated to exceed the AQMP assumptions for the project site and is consistent with the AQMP for the second criterion.

Based on the above, the project will not be inconsistent with the SCAQMD AQMP. Therefore, a **less than significant impact** will occur on the SCAQMD AQMP directly, indirectly, or cumulatively.

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?*

Less Than Significant Impact

MD Acoustics prepared the Air Quality and Greenhouse Gas Impact Study (Appendix B) quoted throughout this Section.

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. The area is designated as an "attainment" area if standards are met. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in the attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. The following table lists the South Coast Air Basin criteria pollutants attainment status, which applies to the Project area.

South Coast Air Basin Attainment Status				
Pollutant	Standard[1]	Averaging Time	Designation[2]	Attainment Date[3]
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (not attained)[4]
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone[5]	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2 [6]	NAAQS	1-Hour (0.1 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-hour (0.18 ppm) Annual (0.030 ppm)	Attainment	-
SO_2[7]	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
PM10	NAAQS	1987 24-Hour (150 µg/m^3)	Attainment (Maintenance)[8]	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5 [9]	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Attainment	8/24/2016
	NAAQS	2021 Annual (12.0 µg/m^3)	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial)[10]	12/31/2015
Hydrogen Sulfide (H2S)	CAAQS	1-Hour (0.03 ppm/42 µg/m3)	Attainment	----
Sulfates	CAAQS	24-Hour (25 µg/m3)	Attainment	----
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m3)	Attainment	----

South Coast Air Basin Attainment Status				
Pollutant	Standard[1]	Averaging Time	Designation[2]	Attainment Date[3]

Notes:
Source: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf
[1] NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards
[2] U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.
[3] A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.
[4] 1-hour O3 standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements.
[5] 1997 8-hour O3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O3 standard is still subject to anti-backsliding requirements.
[6] New NO2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO2 standard retained.
[7] The 1971 annual and 24-hour SO2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO2 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.
[8] Annual PM10 standard was revoked, effective December 18, 2006; 24-hour PM10 NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM10 maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.
[9] Attainment deadline for the 2006 24-Hour PM2.5 NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after the effective date of designations for Serious nonattainment areas). The annual PM2.5 standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m3. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.
[10] Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.

Ozone

Of the seven NAAQS/CAAQS pollutants, Ozone is the only one not measured in CalEEMod. During the 2017 to 2019 monitoring period, the State 1-hour concentration standard for ozone was exceeded for four days in 2017 and two days in 2018 at the Winchester Station. The State's 8-hour ozone standard (0.07 ppm) has been exceeded between seven and 49 days each year over the past three years at the Winchester Station. The Federal 8-hour ozone standard has been exceeded between six and 47 days each year over the past three years at the Winchester Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone results from chemical reactions between other pollutants, most importantly hydrocarbons and NO2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Construction Air Quality Emissions Impact

Typical emission rates from construction activities were obtained from CalEEMod Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for the southwestern portion of Riverside County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculate composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and presented below. These emissions represent the highest level of emissions for each construction phase in terms of air pollutant emissions.

The analysis assesses the emissions associated with the proposed project's construction. The phases of the construction activities which have been analyzed below are: 1) site preparation, 2) grading, 3) building, 4) paving, and 5) architectural coating.[1]

The project will be required to comply with existing SCAQMD rules to reduce fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through the application of standard best management practices in construction and operation activities, such as the application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 1.44 acres) and the fact that the project won't export more than 5,000 cubic yards of material a day, a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require using water trucks during all phases where earth-moving operations occur. Compliance with Rule 403 is required.

Regional Construction Emissions

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level, as demonstrated in the Regional Significance – Construction Emissions (pounds/day) Table 8 of the Air Quality and Greenhouse Gas Impact Study (Appendix B) below and therefore would be considered **less than significant**.

Table 8 – Regional Significance – Construction Emissions (pounds/day)

Regional Significance - Construction Emissions (pounds/day)						
	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation						
On-Site[2]	0.19	1.90	2.26	0.00	0.19	0.11
Off-Site[3]	0.04	0.02	0.30	0.00	0.09	0.02
Total	**0.23**	**1.92**	**2.56**	**0.00**	**0.28**	**0.14**
Grading						
On-Site[2]	1.29	14.33	6.33	0.01	2.55	1.57
Off-Site[3]	0.04	0.02	0.30	0.00	0.09	0.02
Total	**1.33**	**14.35**	**6.63**	**0.01**	**2.64**	**1.60**
Building Construction						
On-Site[2]	2.36	19.58	16.96	0.03	0.98	0.93
Off-Site[3]	0.15	1.00	1.13	0.01	0.36	0.10
Total	**2.51**	**20.57**	**18.08**	**0.04**	**1.34**	**1.03**
Paving						
On-Site[2]	0.87	6.77	8.81	0.01	0.35	0.32

[1] All previously existing structures have already been demolished. The site is currently vacant. No demolition is required.

Table 8 – Regional Significance – Construction Emissions (pounds/day)						
Regional Significance - Construction Emissions (pounds/day)						
	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Off-Site[3]	0.06	0.03	0.44	0.00	0.15	0.04
Total	**.92**	**6.81**	**9.25**	**0.01**	**0.49**	**0.36**
Architectural Coating						
On-Site[2]	5.54	1.41	1.81	0.00	0.08	0.08
Off-Site[3]	0.02	0.01	0.17	0.00	0.06	0.02
Total	**5.56**	**1.42**	**1.98**	**0.00**	**0.14**	**0.10**
Total of overlapping phases[4]	**8.99**	**28.80**	**29.32**	**0.05**	**1.97**	**1.49**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Source: CalEEMod Version 2016.3.2
[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads.
[4] Construction, architectural coatings, and paving phases may overlap.

Regional Operational Emissions

The project's operations-related criteria air quality impacts have been analyzed using the CalEEMod model. It should be noted that the project analyzed emissions from natural gas usage based on CalEEMod default usage data for the project; however, the project will not be using natural gas which will result in a reduction in emissions and therefore this analysis conservative. The summer and winter emissions created by the project's long-term operations were calculated. The highest emissions from either summer or winter are summarized in the Regional Significance – Unmitigated Operational Emissions (lbs/day) Table 10 below.

Table 10 – Regional Significance – Unmitigated Operational Emissions (lbs/day)						
Regional Significance – Unmitigated Operational Emissions (lbs/day)						
	Pollutant Emissions (pounds/day)[1]					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources[2]	0.11	0.00	0.01	0.00	0.00	0.00
Energy Usage[3]	0.00	0.03	0.03	0.00	0.00	0.00
Mobile Sources[4]	1.91	13.04	15.90	0.07	4.52	1.24
Total Emissions	**2.02**	**13.07**	**15.94**	**0.07**	**4.52**	**1.24**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Source: CalEEMod Version 2016.3.2
[2] Area sources include consumer products, architectural coatings, and landscaping equipment emissions.
[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage based on CalEEMod defaults for the project. However, the project will not use natural gas and will have lower emissions than determined here and therefore this analysis is conservative under these assumptions.
[4] Mobile sources consist of emissions from vehicles and road dust.

The table above provides the project's unmitigated operational emissions and shows that the project does not exceed the SCAQMD daily emission threshold, and regional operational emissions are **less than significant.**

Tables 8 and 10 show how the project would have a **less than significant impact** on a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment.

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

Less Than Significant Impact

MD Acoustics prepared the Air Quality and Greenhouse Gas Impact Study (Appendix B) quoted throughout this Section.

Understanding the project as it relates to sensitive receptors will help understand the analysis in this Section. Sensitive receptors are considered land uses or other population groups more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For the California Environmental Quality Act (CEQA) purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24 hours or longer, such as residencies, hospitals, schools, etc.

The closest existing sensitive receptors (to the site area) are the multi-family residential uses located approximately 165 feet south (across Highway 74/Central Avenue) and the single-family residential uses located approximately 235 feet east/southeast (across Highway 74/Central Avenue) of the project site (Air Quality and Greenhouse Gas Impact Study (Appendix B) Section 1.2.3 – Sensitive Receptors, page 2).

Localized Construction Emissions

The data provided in the Localized Significance – Construction Table 9 below shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a **less than significant** local air quality impact would occur from the construction of the project.

Table 9 – Localized Significance – Construction

Localized Significance – Construction				
	On-Site Pollutant Emissions (pounds/day)[1]			
Phase	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	1.90	2.26	0.19	0.11
Grading	14.33	6.33	2.55	1.57
Building Construction	19.58	16.96	0.98	0.93
Paving	6.77	8.81	0.35	0.32
Architectural Coating	1.41	1.81	0.08	0.08
Total of overlapping phases	**27.76**	**27.58**	**1.41**	**1.33**
SCAQMD Threshold for 25 meters (82 feet) or less[2]	**162**	**750**	**4**	**3**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in Temecula Valley Source Receptor Area (SRA 26). The project will disturb up to a maximum of 2 acres a day during grading (see Table 7). However, South Coast AQMD's LST methodology specifically states that if acres graded are larger than the project site area disturbed, the screening thresholds for localized significance are based on on-site acreage. The site is approximately 1.8 acres; therefore, the look-up tables for one acre have been utilized to be conservative.
[2] The nearest sensitive receptors are located adjacent to the south of the project site. However, according to LST methodology, any receptor located closer than 25 meters should be based on the 25-meter threshold.

Localized Operational Emissions

The Localized Significance – Unmitigated Operational Emissions Table 11 below shows the calculated emissions for the proposed operational activities compared with appropriate Localized Significance Thresholds (LSTs). The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in the table below include all on-site project-related stationary sources and 10% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table 11 – Localized Significance – Unmitigated Operational Emissions

Localized Significance – Unmitigated Operational Emissions				
On-Site Emission Source	**On-Site Pollutant Emissions (pounds/day)[1]**			
	NOx	**CO**	**PM10**	**PM2.5**
Area Sources[2]	0.00	0.01	0.00	0.00
Energy Usage[3]	0.03	0.03	0.00	0.00
On-Site Vehicle Emissions[4]	1.30	1.59	0.45	0.12
Total Emissions	**1.34**	**1.63**	**0.45**	**0.13**
SCAQMD Threshold for 25 meters (82 feet)[5]	**162**	**750**	**1**	**1**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in Temecula Valley Source-Receptor Area (SRA 25).
[2] Area sources include consumer products, architectural coatings, and landscaping equipment emissions.
[3] Energy usage consists of emissions from the generation of electricity and on-site natural gas usage based on CalEEMod defaults for the project. However, the project will not use natural gas and will have lower emissions than determined here and therefore this analysis is conservative under these assumptions.
[4] On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
[5] The nearest sensitive receptors are located adjacent to the south of the project site. However, according to LST methodology, any receptor located closer than 25 meters should be based on the 25-meter threshold.

The table above indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors located adjacent to the project. Therefore, the project **will not result in significant Localized Operational emissions**.

CO Hot Spot Emissions

Carbon Monoxide (CO) is the pollutant of major concern along roadways because motor vehicles are the most notable source of CO. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots"

anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

Per the Central Avenue Gas Station Traffic Impact Analysis (page 2 Appendix P), the project will generate 1,217 average daily trips, with 128 trips during the AM peak hour and 122 trips during the PM peak hour. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection with a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The traffic volume at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and **no significant long-term air quality impact** is anticipated on local air quality with the on-going use of the project

Construction-Related Toxic Air Contaminant Impact

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during the project's construction. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015, to describe the algorithms, recommended exposure variates, cancer, and noncancer health values The air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts and identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited number of heavy-duty construction equipment and construction schedule, the project would not result in a substantial long-term source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local (Table 9) or regional (Table 8) thresholds. Therefore, **no significant short-term toxic air contaminant impacts would occur during the project's construction**.

Health Risk Assessment (HRA) – Operational

The California Air Resources Board (CARB) (and the California Air Pollution Control Officers Association (CAPCOA)) recommend a 50-foot separation between gas stations and sensitive receptors; therefore, the approximately 138-foot separation from the property line of the commercial/single-family residential dwelling unit to the north to the fueling canopy and approximately 177-foot separation to the underground storage tanks should be more than adequate. Although the SCAQMD sets no specific distance for the vent riser to be setback from residential use, the project's vent riser is setback approximately 76 feet from the northern property line, and the residential unit on the northern property is setback over 120 feet from this point. The other sensitive receptors are the multi-family residential uses located approximately 165 feet south (across Highway 74/Central Avenue) and the single-family residential uses located approximately 235 feet east/southeast (across Highway 74/Central Avenue) with

adequate separation. Furthermore, the SCAQMD gasoline station HRA screening tables show that the Maximum Individual Cancer Risk (MICR) at residential receptors 25 meters (82 feet) (the fueling canopy is located further away at approximately 42 meters (137.8-feet)) from the fuel source would not even exceed 2.978 in a million (per 1,000,000 gallons of throughput). Given the size of the project and the number of pumps, a reasonable assumption would be an estimated annual through put per year of approximately 1.4MM gallons which equates to an approximate 4.17 in a million MICR, at a distance of approximately 25 meters (82 feet). The risk is below SCAQMD's 10 in a million threshold, and therefore no additional mitigation is required.

Furthermore, the project includes constructing and operating a convenience market with 12 fuel pumps. SCAQMD will permit the fuel pump portion of the project, and fuel-related emissions will be regulated by the SCAQMD Rule 461 and must obtain a Permit To Operate. Gasoline dispensing facilities must use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR has an average efficiency of 95.1 percent, and Phase I EVR has an average efficiency of 98 percent. Therefore, the potential for fugitive Volatile Organic Compounds (VOC) or Toxic Air Contaminants (TAC) emissions from gasoline pumps is negligible. The project will not be a source of TAC or fugitive VOC emissions, and sensitive receptors (located as close as approximately 138 feet from the proposed gasoline fueling pumps) would not be exposed to toxic sources of air pollution. The separating distance between the gas station and the closest sensitive receptors is greater than the SCAQMD's minimum 50-foot separation. SCAQMD Rules are not considered mitigation measures as the project is required to incorporate these rules and requirements during operation by default.

According to the ARB's: *Revised Emission Factors for Gasoline Marketing Operations at California Gasoline Dispensing Facilities (12/23/2013)*[2], both Phase I and Phase II EVR systems have a minimum of 95.1% efficiency at capturing emissions. The emission inventory is based upon two (2) factors: 8.4 lbs of TOG per thousand gallons dispensed (lbs/kgal) and 0.74 lbs/kgal for Gasoline Dispensing Facilities with Phase II pre-EVR vapor recovery.

These factors are based upon pre-EVR vapor recovery systems. Most of the emissions would be captured, and the additional VOCs that would potentially escape these mandatory recovery systems are anticipated to be relatively small, assuming a 95% recovery rate. Per the Regional Significance – Unmitigated Operational Emissions (lbs/day) Table above, the project's operational VOC emissions are 2.03 lbs/day. At 3,836 gallons per day, the calculated uncontrolled ORVR VOC would be 32.2 lbs/day. Even if an additional 32.2 lbs/day (the **uncontrolled** [no ORVR or phase II] vehicle fueling emission factor for every 1,000 gallons pumped) were added to the project's operational VOC emissions), the total emissions of 34.23 lbs/day would not even exceed the SCAQMD's operational threshold of significance of 55 lbs per day for VOC. However, the vehicle fueling emissions factor with ORVR and Phase II EVR in place is 0.021 lbs per thousand gallons which equates to 0.081 lbs/day. The emissions amount is below the VOC threshold of significance, and the **impact is less than significant**. Furthermore, both ORVR and Phase II EVRs are required per regulation in California.

To exceed the VOC daily emissions threshold, the gas pumps at the project site would have to pump over a million gallons of fuel per day to exceed the daily VOC threshold.

[2] https://www.arb.ca.gov/vapor/gdf-emisfactor/gdf%20umbrella%20document%20-%2020%20nov%202013.pdf

The construction and operational emission rates would not exceed the LST thresholds for the project**.** Therefore, the project will have a **less than significant impact** on exposing sensitive receptors to substantial pollutant concentrations.

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

Less Than Significant Impact

MD Acoustics prepared the Air Quality and Greenhouse Gas Impact Study (Appendix B) quoted throughout this Section.

Potential sources that may emit odors during construction activities include applying materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature. The odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Diesel exhaust and VOCs would be emitted during the project's construction, which are objectionable to some; however, emissions would disperse rapidly from the project site and, therefore, should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor-producing materials being utilized, **no significant impact related to odors would occur during the project's construction**.

The SCAQMD recommends that odor impacts be addressed qualitatively. Such analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Potential sources that may emit odors during the project's ongoing operations would include odor emissions from the service station operations. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the project's ongoing operations. Furthermore, Gasoline dispensing facilities must use Phase I/II EVR (enhanced vapor recovery) systems. Therefore, **no significant impact related to odors would occur during the project's operation**.

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): Map My County GIS Database, accessed June 17, 2021
Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)
Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP)
Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, Commercial Retail – 76 Station Central Avenue (Hwy 74) and Eighth Street, prepared by Jericho Systems, Inc, March 2021 (Appendix C)
Biological Resources Assessment (BRA), Jurisdictional Delineation (JD), Commercial Retail (76 Station) – APN: 347-130-029 & 347-130-028, Central Avenue (Hwy 74) and Eighth Street, City of Lake Elsinore, Riverside County, California, prepared by Jericho Systems, Inc, February 23, 2021, revised May 1, 2021 (Appendix D)

Findings of Fact:

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

Less Than Significant Impact

See also responses b) and c) below. The subject property is located within the boundaries of the MSHCP. The project will be conditioned for the payment of the MSHCP Development Mitigation Fees, which will mitigate potential impacts on MSHCP-covered species.

The project site is not within the MSHCP Criteria Area, adjacent to an MSHCP-designated Conservation Area, so no additional mitigation measures or provisions are required. The project will not conflict with the provisions of any Habitat Conservation Plans or Natural Community Conservation Plans.

Consistency with the biological requirements of the MSHCP is identified in the responses below.

With Standard Condition **SC BIO-1**, the project will have a **less than significant impact**, directly, indirectly, or cumulatively, on an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or other approved state habitat conservation plan. These are standard conditions for the County of Riverside and are not considered unique mitigation under CEQA.

SC BIO-1: Prior to issuance of grading permits, the project Permittee/Owner shall comply with the provisions of the MSHCP regarding the payment of the MSHCP Local Development Mitigation Fee.

b) &c) *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)?*

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?

No Impact

Jericho Systems, Inc. (Jericho) conducted a Biological Resources Assessment (BRA) and Jurisdictional Delineation (JD) for the project and MSHCP Consistency Analysis (Appendices C and D). The focus of the assessments was to identify potential habitats for special status wildlife within the project area, focusing on specific sensitive species documented in the project vicinity and/or whose habitat requirements are present within the project site as identified through the database search. The report also addressed the potential for jurisdictional waters and resources to be present on the site.

Because the project is also located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) area, Jericho also completed an MSHCP Consistency Analysis, which addressed species surveys specific to the MSHCP requirements, as well as riverine/riparian resources in accordance with the MSHCP guidelines.

The project site is located within the Elsinore Area Plan of the MSHCP and requires that a project complies with the MSHCP policies identified in Section 6 of the MSHCP. The project site is not located within any cell designated as a “criteria” area for potential or existing conservation. Also, the project site is not located in an area where additional surveys are required for any Narrow Endemic Plant, Amphibian, Mammal, Invertebrate, or other Criteria Area Species.

The MSHCP and RCA Mapping tool identified that the project site is required to be evaluated for potential habitat for burrowing owls (BUOW). Due to the presence of willow scrub thicket, the following three bird species potential for habitat also had to be addressed. Therefore, habitat assessments were performed for these species in compliance with the MSHCP.

BURROWING OWL (BUOW)

BUOW is known to occur locally within suitable habitat areas. The closest occurrence was 3.6 miles northeast of the project site along Highway 74/Central Avenue near Ethanac Road and Eugene Street in 1999.

The BUOW is currently designated as a California Species of Special Concern. It is a grassland specialist distributed throughout western North America, where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. They use a wide variety of arid and semi-arid environments with level to gently sloping areas characterized by open vegetation and bare ground. BUOWs rarely dig their own burrows and are instead dependent upon the presence of burrowing mammals (i.e., California ground squirrels [Otospermophilus beecheyi], coyotes, and badgers [Taxidea taxus]) whose burrows are often used for roosting and nesting. The presence or absence of colonial mammal burrows is often a major factor that limits the presence or absence of BUOWs. Where mammal burrows are scarce, burrowing owls have been found occupying manufactured cavities, such as buried and non-functioning drainpipes, stand-pipes, and dry culverts. They also require low growth or open vegetation, allowing line-of-sight observation of the surrounding habitat to forage and watch for predators. In California, the BUOW breeding season extends from the beginning of February through the end of August.

Under the MSHCP, burrowing owl is considered an adequately conserved covered species that may still require focused surveys in certain areas, as designated in Figure 6-4 of the MSHCP. The survey for burrowing owls requires a systematic survey of all areas that provide suitable habitat plus a 150-meter (approximately 500 feet) zone of influence on all sides of suitable habitat, where applicable.

The area on-site requiring BUOW surveys is densely vegetated in a three-story canopy cover structure with eucalyptus trees, salt cedar and willows, and non-native grasses and weeds. The habitat composition and structure are not suitable for BUOW. No burrows, feathers, whitewash, castings, prey remains, or BUOW individuals were observed on-site or in the survey buffer area, which was surveyed by binoculars. (The adjacent properties are private property, and access was not granted to survey). Based on the survey results, BUOWs are absent, and the habitat within the required survey area is unsuitable; therefore, further investigation is not recommended or warranted. Therefore, no further action relative to BUOW is required, and the project will have **no impact** on BUOW, directly, indirectly, or cumulatively.

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?*

Less Than Significant Impact with Mitigation

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts on wildlife. In summary, habitat fragmentation is dividing or breaking up larger habitat areas into smaller areas that may or may not sustain wildlife and plant populations independently. Wildlife movement (more properly recognized as species movement) is the temporal movement of species along with diverse types of corridors. Wildlife corridors are especially important for connecting fragmented wildlife habitat areas.

The property is in an area undergoing fragmentation. It is surrounded by paved roads and commercial and residential development on two sides, with further development underway on the other two sides. The eucalyptus and salt cedar vegetation growing in the property's northeast corner provides a potentially suitable nesting habitat for birds, including raptor species. Therefore, **MM BIO-1** is required to avoid potential impacts on nesting birds and/or raptors (common and special status) during nesting season. The project will have **less than significant impact with mitigation,** directory or indirectly**,** on habitat fragmentation and wildlife movement.

MM BIO-1: Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist shall conduct pre-construction Nesting Bird Surveys (NBS) at least three (3) days prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action is required. If an active nest is found, the qualified Avian Biologist shall set appropriate no-work buffers around the nest which will be based upon the nesting species, based on the individual species type, its sensitivity to disturbance, nesting stage and expected types of nest, and the intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

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?*

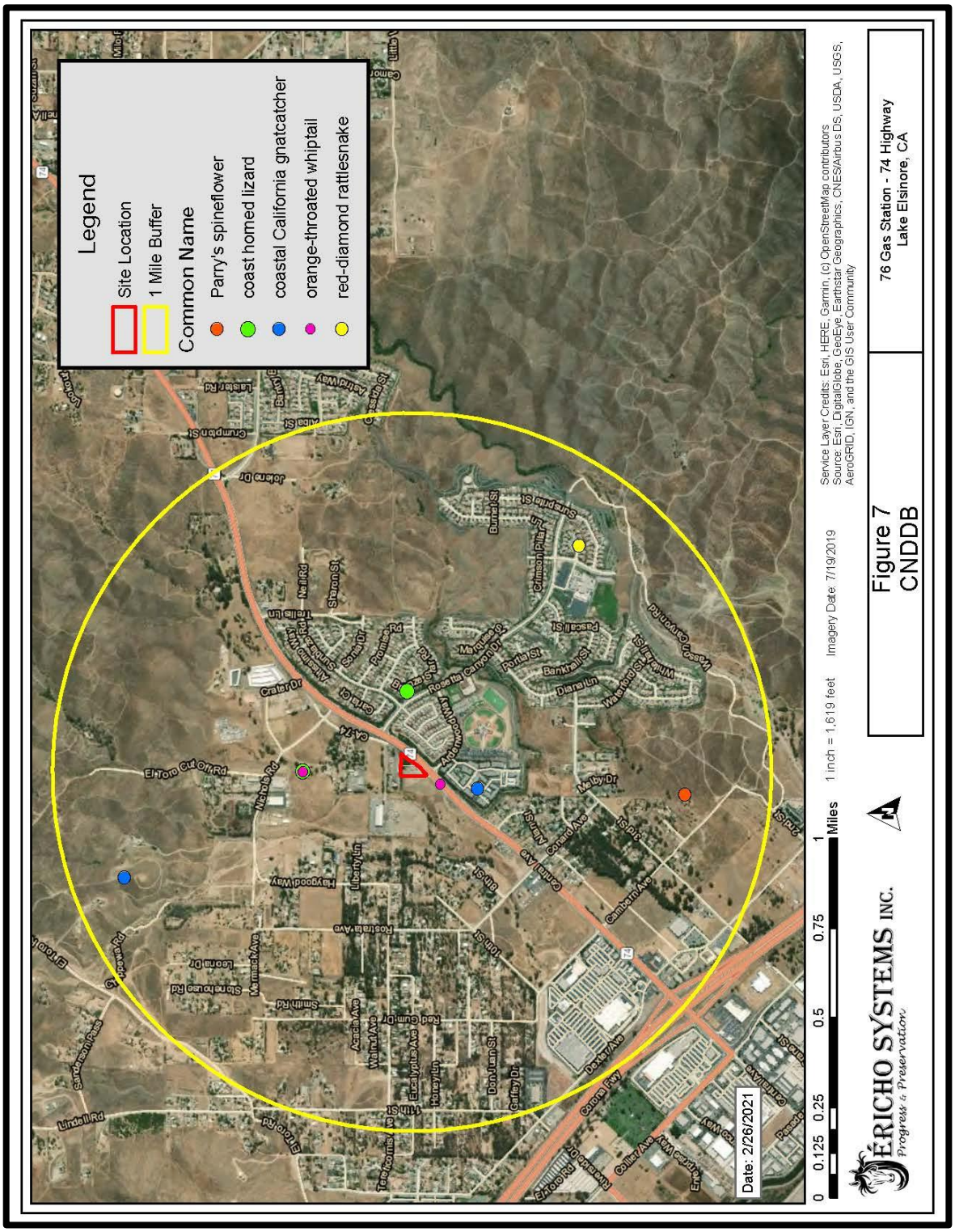
Less Than Significant Impact

Jericho Systems, Inc. (Jericho) conducted a Biological Resources Assessment (BRA) and Jurisdictional Delineation for the project. The report addressed potential jurisdictional resources in addition to an evaluation of sensitive wildlife resources. The MSHCP Consistency Analysis also addressed the potential for riverine/riparian resources in accordance with the MSHCP guidelines (Appendices C and D).

Riverine/Riparian Areas and Jurisdictional Waters

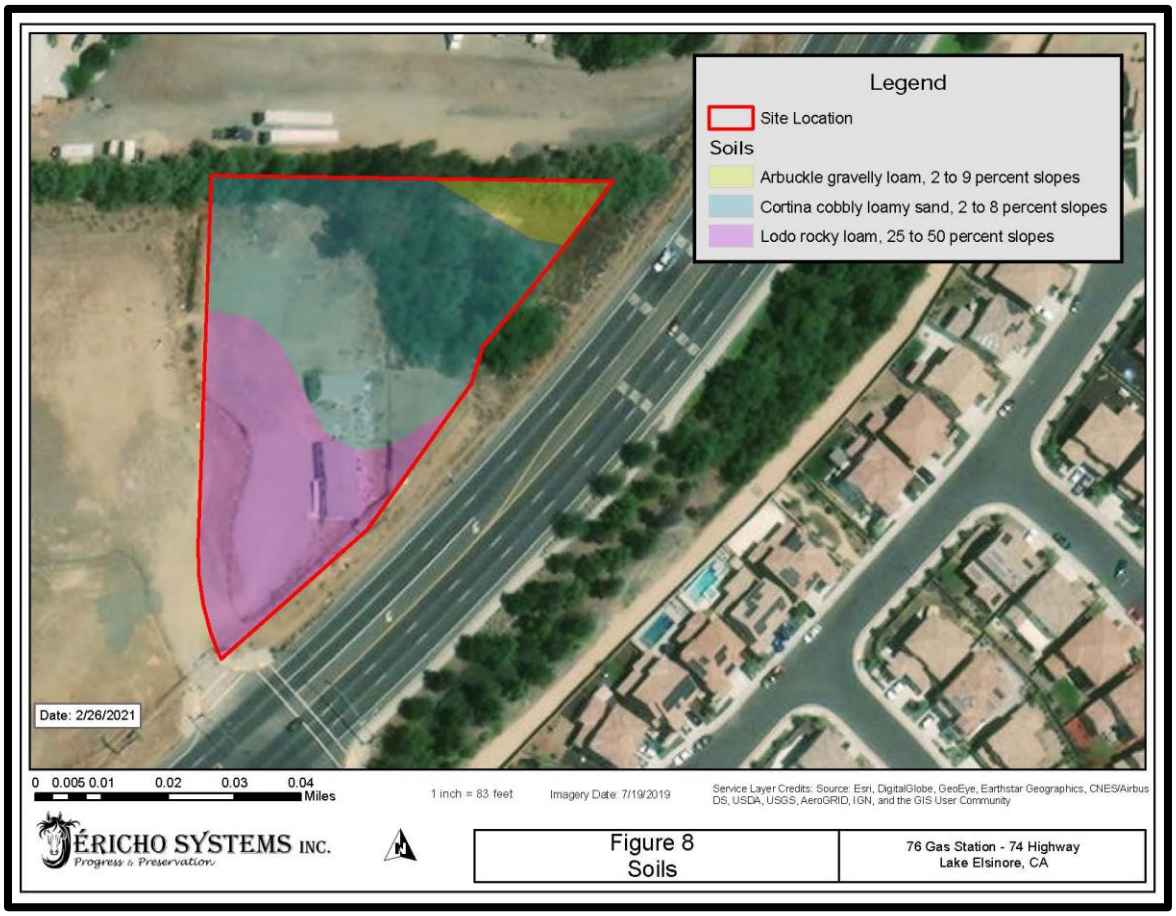
A roadside swale originating from Highway 74/Central Avenue and N. Frontage road located along the northeastern boundary of the site enters the project site in the northern portion of APN 347-130-028 and continues westerly along the property boundary between the project site and the parcel north of the project site (Figure 7 of the MSHCP Consistency Analysis, shown below). This swale collects street runoff and is not a natural or jurisdictional feature subject to Sections 1600 of the FGC or 404/401 of the federal CWA. No bed or bank is associated with this swale, indicating a flow of water. The water runoff from Highway 74/Central Avenue travels west, back flows to the southeast, and percolates in the well-drained soils. There is no evidence that the swale connects to the blue line stream off-site to the west.

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



This roadside swale results from roadside water diversion from Highway 74/Central Avenue and is not considered jurisdictional or riverine/riparian. Although the patch of willows growing in the mid-story of the swale is riparian, it is not the intent of the MSHCP to conserve small patches of riparian species growing as a direct result of manufactured features. The willows occur as a direct result of roadside runoff. If the runoff were redirected, these willows would not exist. For further clarification, as defined under Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools*, riparian/riverine areas are areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat essential to a number of listed or special status water-dependent fish, amphibian, avian, and plant species.

Based on the project's Site Plan (Figure 8 of the MSHCP Consistency Analysis, shown below), 0.41 acres will be permanently impacted by grading and construction.



No mitigation or permitting is required because the swale is artificially created, and artificially created areas are not included in the definitions of a Riverine/Riparian Area, as defined Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools* as identified previously. Further investigation is not warranted. Therefore, the project will

have a **less than significant impact** on Riverine/Riparian Areas and Jurisdictional Waters, directly, indirectly, and cumulatively.

Riparian Birds

Section 6.1.2 of the MSHCP identifies that the conservation of Riverine/Riparaian Areas and Vernal Pools is intended to protect habitat essential to a number of listed or special status water-dependent fish, amphibian, avian, and plant species. And though the willow thicket on site is the result of an artificially created roadside water diversion from Highway 74/Central Avenue and not considered a Riverine/Riparian Area according Section 6.1.2 of the MSHCP, the following analysis is provided for the three bird species:

- Southwestern willow flycatcher (Empidonax trallii extimus) [SWWF]
- least Bell's vireo (Vireo bellii pusillus) [LBVI]
- yellow-billed cuckoo (Coccyzus americanus) [YBCU]

Southwestern willow flycatcher
The southwestern willow flycatcher (SWWF) is a State and federally listed species. In 1992, it was listed by the California Fish and Game Commission as endangered under the California Endangered Species Act (CESA) of 1970. It was federally listed as endangered on February 27, 1995, under the ESA (60 FR 10694). The USFWS designated critical habitat for the species on July 22, 1997. This habitat includes 18 units with a total of 599 miles of river in California, New Mexico, and Arizona. In California, critical habitat was designated along portions of the Santa Ana River, San Luis Rey River, San Diego River, Santa Margarita River, Tijuana River, and south fork of the Kern River (62 FR 39129). On May 11, 2001, the critical habitat designation from 1997 was struck down by the U.S. 10th Circuit Court of Appeals, which required further economic analysis. USFWS finalized a recovery plan in March of 2003. Critical habitat designations for this species were re-proposed and finalized in June 2004 (USFWS, 2003c).

The species historical range included Arizona, California, Colorado, New Mexico, Texas, and Utah. Southwest Region (Region 2) Counties in California in which this population is known to or is believed to occur: Fresno, Imperial, Inyo, Kern, Los Angeles, Madera, Mono, Monterey, Orange, Riverside, San Benito, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Santa Cruz, Tulare, Tuolumne, Ventura.

The SWWF is a small passerine bird measuring approximately 5.7 inches in length. It has a grayish-green back and wings, whitish throat, a light gray-olive breast, and pale yellowish belly. It has two visible white wing bars and a faint or absent eye ring. The call consists of a repeated "whit," and their song is a sneezy "fitz-bew." (60 FR 10694). The SWWF is currently one of the four recognized subspecies of the willow flycatcher. This flycatcher is a neotropical migrant that breeds in the southwestern United States from mid-April to early September. In the fall, it migrates south to its wintering grounds in portions of South America, Central America, and Mexico. (60 FR 10694)

The SWWF breeds in dense riparian habitats along rivers, streams, and other wetlands at elevations ranging from sea level to 8,500 feet (Sogge 1997). Occupied habitat is generally dominated by shrubs and trees 13 to 23 feet or more in height, which provide dense lower and mid-story vegetation approximately 10 to 13 feet aboveground. This dense vegetation is often interspersed with open water, small openings, or sparse vegetation, creating a mosaic that is

not uniformly dense (62 FR 39129). Plant species closely associated with the flycatcher include willows (Salix spp.), boxelder (Acer negungo), seepwillow (Baccharis spp.), with an overstory of cottonwood (Populus fremontii) (62 FR 39129).

The SWWF has not been documented on-site or within a 1-mile radius according to the California Natural Diversity Database (refer to Figure 7 in Appendix D). The small willow scrub thicket onsite is highly degraded and occupied by transients. The habitat formed as a result of street runoff and does not have the structure preferred by this species. Therefore, SWWF has a very low potential to occur on-site and /or in the project vicinity.

Least Bell's vireo

Least Bell's vireo (LBVI) was first proposed for listing as endangered by the USFWS on May 3, 1985 (50 FR 18968) and was subsequently listed as federally endangered on May 2, 1986 (60 FR 10694). Critical habitat units were designated by the USFWS on February 2, 1994 (59 FR 4845) and included reaches of ten streams in six counties in southern California and the surrounding approximately 38,000 acres. The critical habitat units exist in the Santa Ynez River, Santa Clara River, Santa Ana River, Santa Margarita River, San Luis Rey River, Sweetwater River, San Diego River, Tijuana River, Coyote Creek, and Jumul-Dulzura Creek.

The species historical range included California; California/Nevada Region (Region 8). Counties in California in which this population is known to or is believed to occur include Imperial, Inyo, Kern, Los Angeles, Monterey, Orange, Riverside, Sacramento, San Benito, San Bernardino, San Diego, San Joaquin, San Luis Obispo, Santa Barbara, Santa Clara, Santa Cruz, Stanislaus, Tulare, Ventura, Yolo.

The LBVI is a small, olive-gray migratory songbird that nests and forages almost exclusively in riparian woodland habitats. Bell's vireos are highly territorial and are almost exclusively insectivorous. LBVI generally begin to arrive from their wintering range in southern Baja California and establish breeding territories by mid-March to late March. A large majority of breeding vireos depart their breeding grounds by the third week of September, and only a very few have been found wintering in the United States.

Nests are usually placed in forks of branches between 2 and 5 feet from the ground. Females lay two to five eggs with both parents incubating the clutch for approximately 14 days and the young fledging after 10 to 12 days. The fledglings will remain in the parental territory for up to a month. LBVI leave the breeding grounds and migrate south in mid to late September.

Their nesting habitat typically consists of well-developed overstory, understory, and low densities of aquatic and herbaceous cover. The understory frequently contains dense sub-shrub or shrub thickets. The overstory usually contains black willow, cottonwood, and Sycamore. These thickets are often dominated by plants such as narrow-leaf willow, mulefat, young individuals of other willow species such as arroyo willow or black willow, and one or more herbaceous species. Although LBVI uses a variety of riparian plant species for nesting, it appears that the structure of the vegetation is more important than other factors such as species composition or the age of the stand. Vireos forage in riparian habitats up to 984 feet from the nest and use both high and low scrub layers as foraging substrate.

The LBVI has not been documented on-site or within a 1-mile radius according to the California Natural Diversity Database (refer to Figure 7 in Appendix D). The small willow scrub thicket

onsite is highly degraded and occupied by transients. The habitat formed as a result of street runoff and does not have the structure preferred by this species. Therefore, LBVI has a very low potential to occur on-site and /or in the project vicinity.

Yellow-billed cuckoo

The YBCU is listed as endangered in California and was federally listed as threatened in 2014. Designation of critical habitat for the western distinct population segment of the Yellow-Billed Cuckoo (Coccyzus americanus) was made by the USFWS in 2014 (50 CFR Part 17). In 1971 it was listed by the California Department of Fish and Game as Rare. By 1977 it had become "one of the rarest birds" in the state. A 1977 survey of historical sites and suitable habitat at six widely scattered rivers turned up 54 birds in the Sacramento Valley (Tehama, Putte, Glenn, Colusa, and Sutter counties), nine on the South Fork of the Kern River near Weldon, three along the Santa Ana River, Riverside County, four in Owens Valley, Inyo County, six on the Armargosa River south of Tecopa, Inyo and San Bernardino County, and 65 on both sides of the Colorado River from the Nevada state line to the Mexican border (Gaines 1977). By 1986 the entire breeding population in California had dropped to 31-42 pairs (Laymon and Halterman 1987).

The YBCU was once common in riparian habitats throughout the western United States. In California, the YBCU has declined from a "fairly common breeding species" throughout most of the state to a current population of less than 50 pairs (Gaines and Laymon 1984; Laymon and Halterman 1991). The geographical breeding range of the YBCU in the western United States North America includes suitable habitat within the low- to moderate-elevation areas, including the upper and middle Rio Grande, the Colorado River Basin, the Sacramento, and San Joaquin River systems, the Columbia River system, and the Fraser River.

The species historical range included Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Texas, Utah, Washington, and Wyoming. The California/Nevada Region (Region 8) Counties in California in which this population is known to or is believed to occur include Alameda, Butte, Colusa, Contra Costa, Del Norte, El Dorado, Fresno, Glenn, Humboldt, Kern, Lake, Lassen, Madera, Marin, Mendocino, Modoc, Mono, Plumas, Sacramento, San Francisco, San Joaquin, San Luis Obispo, San Mateo, Santa Clara, Shasta, Sierra, Siskiyou, Solano, Sonoma, Stanislaus, Sutter, Tehama, Trinity, Tulare, Tuolumne, Yolo, and Yuma.

The YBCU is a medium-sized bird with a long and slim profile. Its legs are short and bluish-gray, and its tail is gray-brown above and black below, with three striking pairs of large white dots visible in flight. Its body is brown above with white underparts. The undersides of its pointed wings are rufous. Adult birds have a long-curved bill which is blue-black above and yellow at the base of the mandibles. Juveniles have a completely blue-black bill.

Though the YBCU will occupy a variety of marginal habitats, particularly at the edges of their range, YBCU in the West are overwhelmingly associated with relatively expansive stands of mature cottonwood willow forests. Canopy height ranged from 5-25 m, canopy cover from 20-90 percent, and understory cover from 30-90 percent. Willows and open water are required, and the habitat will vary from dense willow-cottonwood forests to marshy bottomlands with scattered willow thickets. Today, five of the remaining eight populations in California are in immediate danger of extinction, including two sites in Owens Valley, the Armargosa River near Tecopa, the Mojave River, and the Santa Ana River. These populations only harbor 1-2 individuals in some years and none in others, making them highly vulnerable to extirpation from both stochastic and systemic processes. According to the California Department of Fish and Wildlife (1980), remnant

patches of suitable habitat in sizes sufficient to support breeding yellow-billed cuckoos are scarce.

The YBCU has not been documented on-site or within a 1-mile radius according to the California Natural Diversity Database (refer to Figure 7 in Appendix D). The small willow scrub thicket onsite is highly degraded and occupied by transients. The habitat formed as a result of street runoff and does not have the structure preferred by this species. Therefore, YBCU has a very low potential to occur on-site and /or in the project vicinity.

Therefore, small willow scrub patch in the project site's northeast corner is not suitable for supporting LBVI, SWWF, or YBCU, and protocol surveys are not warranted. These migratory songbirds nest and forage almost exclusively in riparian woodland habitats, with nesting habitats typically consisting of well-developed overstory, understory, and low densities of aquatic and herbaceous cover. The understory frequently contains dense sub-shrub or shrub thickets. These thickets are often dominated by plants such as narrow-leaf willow, mulefat, young individuals of other willow species such as arroyo willow or black willow, and one or more herbaceous species. These conditions do not occur on site. Although these songbirds use a variety of riparian plant species for nesting, it appears that the structure of the vegetation is more important than other factors such as species composition or the age of the stand. Territories for these three species range in size from 0.5 to 7.5 acres, with an average size of approximately 2 acres. The willow scrub on site is 0.27 acre in size and does not meet the habitat structure requirements of these three species. Further, the consistent presence of transients in the willow thicket presents a major disturbance that is not conducive to bird nesting in general. For these reasons the project will have a **less than significant impact** on these three riparian bird species and their habitat directly or indirectly.

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?*

No Impact

Jericho Systems, Inc. (Jericho) conducted a Biological Resources Assessment (BRA) and Jurisdictional Delineation for the project. The report addressed potential jurisdictional resources in addition to an evaluation of sensitive wildlife resources. The MSHCP Consistency Analysis also addressed the potential for riverine/riparian resources in accordance with the MSHCP guidelines (Appendices C and D).

Vernal Pools

Vernal pools are seasonally inundated, ponded areas that only form in regions where specialized soil and climatic conditions exist. During fall and winter rains typical of Mediterranean climates, water collects in shallow depressions where downward percolation of water is prevented by the presence of a hardpan or claypan layer (duripan) below the soil surface. Later in the spring, when rains decrease and the weather warms, the water evaporates, and the pools generally disappear by May. The shallow depressions remain relatively dry until late fall and early winter with the advent of greater precipitation and cooler temperatures.

Vernal pools provide unusual "flood and drought" habitat conditions to which certain plant and wildlife species have specifically adapted and invertebrate species such as fairy shrimp.

One of the factors for determining the suitability of the habitat for fairy shrimp would be demonstrable evidence of seasonal ponding in an area of topographic depression that is not subject to flowing waters. These astatic pools are typically characterized as vernal pools. More specifically, vernal pools are seasonal wetlands that occur in depression areas without a continual source of water. They have wetland indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season. The determination that an area exhibits vernal pool characteristics and the definition of the watershed supporting vernal pool hydrology is made on a case-by-case basis. Such determinations should consider the length of time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. The seasonal hydrology of vernal pools provides a unique environment that supports plants and invertebrates specifically adapted to a regime of winter inundation, followed by an extended period when the pool soils are dry.

The MSHCP lists two general classes of soils known to be associated with special-status plant species; clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Without the appropriate soils to create the impermeable restrictive layer, none of the special-status species associated with vernal pools can occur on the project site.

No ponding was observed on-site. Soils are well-drained, and no mud/soil cracks or other pooling indicators were observed on site.

From a review of historic aerial photographs and observations during the field investigation, it is concluded that no vernal pools or suitable fairy shrimp habitats exist on site. Further, no special-status plant and/or wildlife species associated with vernal pools were observed during the field visit. Additionally, the routine disturbances on-site and well-drained soils also preclude vernal pools from existing on-site.

Fairy Shrimp

Fairy shrimp can be found in non-vernal pool features such as stock ponds, ephemeral pools, road ruts, human-made depressions, or other depressions that may pond water. No habitat features suitable for fairy shrimp exist on site.

Therefore, evaluations for the presence of fairy shrimp were not warranted or required. No further discussion on fairy shrimp is made in this report.

Therefore, **no impacts** on vernal pools or fairy shrimp will occur because none exist on-site, the soil type on-site does not support the potential for vernal pools, and no habitat features suitable for fairy shrimp exist on site.

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

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

No Impact

Riverside County Ordinance No. 559 prohibits the removal of any living native tree on any parcel greater than one-half acre in size, located in an area above 5,000 feet in elevation. The project site elevation ranges in elevation from approximately 1,389 feet above msl to approximately 1,414 feet above mean sea level (amsl). The site is developed/disturbed land except for the northeast corner, which consists of a mix of salt cedar, eucalyptus, and willow scrub. As such, Ordinance No. 559 does not apply to the project. Therefore, **no impact** on native trees within the County will occur.

Since the project is located across the street from the City of Lake Elsinore, a review of their tree preservation ordinances was conducted. The City of Lake Elsinore does have a Palm Tree Preservation Program, but it is limited to palm species within the City limits. Palm trees are not on-site; therefore, the project will **not impact** heritage trees in the City of Lake Elsinore.

Mitigation:

MM BIO-1: Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist shall conduct pre-construction Nesting Bird Surveys (NBS) at least three (3) days prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action is required. If an active nest is found, the qualified Avian Biologist shall set appropriate no-work buffers around the nest which will be based upon the nesting species, based on the individual species type, its sensitivity to disturbance, nesting stage and expected types of nest, and the intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactivee.

Monitoring: No monitoring is required.

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

Source(s): Phase 1 Cultural Resources Assessment Report for the 28771 Highway 74 Project, APNs 347-130-028 and 347-130-029, Lake Elsinore, Riverside County, California, prepared by Red Tail Environmental, February 2021 (Appendix E)

Findings of Fact:

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

The Phase 1 Cultural Resource Assessment prepared by Red Tail Environmental is quoted throughout this section (Appendix E).

a) and b) *Alter or destroy a historic site?*

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

No Impact

Eastern Information Center Record Search Results

The EIC record search of the project site and one-mile record search radius indicated that a total of 56 cultural resources studies had been completed within the one-mile record search radius. Two of the previously conducted studies intersect the area of potential effect (APE). In addition, nine previously recorded historic resources were located within one mile of the project sitea. No historic resources were previously recorded within the project site.

Historic Map and Aerial Photograph Research Results

Red Tail reviewed historic United States Geologic Survey (USGS) topographic maps and aerial photographs. Historical topographic maps were reviewed using USGS Historical Topographic Map Explorer, and aerial imagery was accessed via HistoricalAerials.com, part of NETROnline.com. The earliest that any type of structure was depicted was in 1980.

Field Survey

The archaeological survey was negative, and no historic cultural resources were identified within the project site.

Based upon analysis of records and a survey of the property, it has been determined that there will be no impacts to historical resources as defined in the California Code of Regulations, Section 15064.5, because they do not occur on the project site. As such, no change in the significance of historical resources would occur with the implementation of the proposed project. Therefore, there will be no impacts in this regard

Mitigation: None

Monitoring: None

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?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Source(s): Phase 1 Cultural Resources Assessment Report for the 28771 Highway 74 Project, APNs 347-130-028 and 347-130-029, Lake Elsinore, Riverside County, California, prepared by Red Tail Environmental, February 2021 (Appendix E)

Findings of Fact:

The Phase 1 Cultural Resource Assessment prepared by Red Tail Environmental is quoted throughout this section (Appendix E).

a), and b) *Alter or destroy an archaeological site?*

Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?

Less Than Significant Impact with Mitigation

Eastern Information Center Record Search Results

The EIC records search also indicated that eight (8) previously recorded prehistoric resources were located within one mile of the project site. One previously recorded resource, P-33-000641/CA-RIV-641, was identified within the project site limits. The resource consists of a prehistoric site containing four grinding slicks upon three (3) granite boulders and was originally recorded in 1973 by J. Humbert and S. Hammond. At the time of original recordation, no artifacts or midden were observed upon the surface surrounding the boulders. Additionally, Humbert and Hammond noted that the resource appeared to be likely heavily disturbed or destroyed from proposed future construction for the re-alignment of Highway 74. A follow-up survey in 1978 (recorders unknown) notes that the site was unable to be relocated. No additional updates to the resource have occurred since 1978.

FIELD SURVEY RESULTS

The field survey was unable to relocate resource P-33-000641/CA-RIV-641. The resource location provided through the EIC suggested that the resource was present within the southern portion of parcel 347-130-028. No indications of bedrock outcrops were visible during the survey effort. Inspections of the northern and northeastern portions of the project site also did not indicate the presence of intact bedrock outcrops.

No previously unrecorded cultural resources were identified during the survey effort, and no indications of potential intact subsurface deposits were observed.

While the archaeological survey was negative, a prehistoric archaeological resource was previously recorded within the project site and additional prehistoric archaeological resources that have been recorded within the record search radius. It is recommended that a condition of approval for archaeological monitoring be applied to the project to

ensure that if any previously undocumented cultural resources are identified, they will be treated appropriately.

c) Disturb any human remains, including those interred outside of formal cemeteries?

It has been determined that the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. Nonetheless, the project will be required to adhere to State Health and Safety Code Section 7050.5 if in the event that human remains are encountered and by ensuring that no further disturbance occurs 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.

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. A County Standard condition of approval has been placed on the project that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities. This is a standard condition of approval and is not considered mitigation.

With the inclusion of the following Condition of Approval/ Mitigation Measures, impacts to any previously unidentified cultural resources would be **less than significant with mitigation**.

Mitigation:

MM CUL-1: CRMP Required

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP 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 any impacts to 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. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit.

The CRMP shall contain, at a minimum, the following:

Archaeological Monitor An adequate number of qualified archaeological monitors shall be onsite to ensure all earth-moving activities are observed for the areas being monitored. This includes all grubbing, grading, and trenching onsite and for all offsite improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

The frequency and location of inspections will be determined and directed by the Project Archaeologist.

Cultural Sensitivity Training - The Project Archaeologist and a representative designated by the consulting Tribe(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is mandatory training, and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field, and the monitored grading can proceed.

Artifact Disposition- the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

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.

Monitoring: Monitoring shall be conducted by the Project Archaeologist and Tribal Monitor, in coordination with the County Archaeologist.

ENERGY Would the project:				
d) Energy Impacts a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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): Zoning Ordinance – Ordinance No. 348, April 1, 2021
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Riverside County Climate Action Plan ("CAP")
SCAQMD CEQA Air Quality Handbook
South Coast Air Quality Management District's 2016 Air Quality Management Plan
Air Quality and Greenhouse Gas Impact Study – Central Avenue Gas Station, prepared by MD Acoustics, December 19, 2022 (Appendix B)
Gas Station & Convenience Store – CEQA Energy Review, County of Riverside, CA, prepared by MD Acoustics, December 19, 2022 (Appendix F)

Findings of Fact:

MD Acoustics (MD) prepared the Gas Station & Convenience Store – CEQA Energy Review and Air Quality and Greenhouse Gas Impact Study (Appendix F) quoted throughout this section.

a) *Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less Than Significant Impact

Information from the CalEEMod 2016.3.2 Daily and Annual Outputs contained in the Central Avenue Gas Station Air Quality and Greenhouse Gas Impact Study prepared for the project by MD (December 19, 2022) was utilized for this analysis (see Appendix A of the Air Quality and Greenhouse Gas Impact Study – Appendix B). The CalEEMod outputs detail project-related construction equipment, transportation energy demands, and facility energy demands. It should be noted that the project analyzed emissions from natural gas usage based on CalEEMod default usage data for the project; however, the project will not be using natural gas which will result in a reduction in emissions and therefore this analysis conservative.

Energy Review

Construction Energy Demand

The construction schedule is anticipated to begin in February 2023 and take approximately eight months to complete and be completed in one phase. Staging of construction vehicles and equipment will occur on-site.

Construction Equipment Electricity Usage Estimates

The SCE will provide electrical service. This section focuses on the energy implications of the construction process, specifically the power cost from on-site electricity consumption during

construction. Based on the 2017 National Construction Estimator, Richard Pray (2017)[3], the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.32. The project plans to develop the site with a 3,5160-square-foot convenience market with a gasoline service station with 12 fueling pumps over the course of approximately six months. Based on the Project Construction Power Cost and Electricity Usage Table below, the total power cost of the on-site electricity usage during the project's construction is estimated to be approximately $55.68. Furthermore, as of April 13, 2020, SCE's general service rate schedule (GS-1) is approximately $0.09 per kWh of electricity.[4] As shown in Table 3 below, the total electricity usage from project construction-related activities is estimated to be approximately 619 kWh.

Table 3 – Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)	Construction Duration (months)	Total Project Construction Power Cost
$2.32	4.000	6	$55.68

Cost per kWh	Total Project Construction Electricity Usage (kWh)
$0.09	619
*Assumes the project will be under the GS-1 General Service rate under SCE.	

Construction Equipment Fuel Estimates

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

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

Using the CalEEMod data input from the Appendix A of the Air Quality and Greenhouse Gas Analysis, the project's construction phase would consume electricity and fossil fuels as single energy demand. That is, once construction is completed, their use would cease. CARB's 2013 Emissions Factors Tables show that aggregate fuel consumption (gasoline and diesel fuel)

[3] Pray, Richard. 2017 National Construction Estimator. Carlsbad: Craftsman Book Company, 2017.
[4] Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. https://library.sce.com/content/dam/sce-doclib/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.pdf

would be approximately 18.5 hp-hr-gal. The Construction Equipment Fuel Consumption Estimates Table 4 below shows the results of the analysis of construction equipment.

Table 4 – Construction Equipment Fuel Consumption Estimates

Phase	# of Days	Offroad Equipment Type	Amount	Usage Hours	Horsepower	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel)[1]
Site Preparation	2	Tractors/Loaders/Backhoes	1	8	97	0.37	287	31
Grading	4	Graders	1	6	187	0.41	460	99
	4	Rubber Tired Dozers	1	6	247	0.4	593	128
	4	Tractors/Loaders/Backhoes	1	7	97	0.37	251	54
Building Construction	120	Cranes	2	6	231	0.29	804	5,214
	120	Forklifts	2	6	89	0.2	214	1,386
	120	Generator Sets	1	8	84	0.74	497	3,226
	120	Tractors/Loaders/Backhoes	2	6	97	0.37	431	2,794
	120	Welders	3	8	46	0.45	497	3,222
Paving	10	Cement and Mortar Mixers	1	6	9	0.56	30	16
	10	Pavers	1	6	130	0.42	328	177
	10	Paving Equipment	1	8	132	0.36	380	205
	10	Rollers	1	7	80	0.38	213	115
	10	Tractors/Loaders/Backhoes	1	8	97	0.37	287	155
Architectural Coating	10	Air Compressors	1	6	78	0.48	225	121
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								**16,945**

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

As the table above shows, project construction activities would consume an estimated 16,945 gallons of diesel fuel. As stated, project construction would represent a "single-event" diesel fuel demand and would not require an ongoing or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light-duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 49,216 VMT. Data regarding project-related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

The Air Quality and Greenhouse Gas Analysis estimated vehicle fuel efficiencies for construction workers using information generated using CARB's EMFAC model (see Appendix A for details). The aggregate fuel efficiency of 30.13 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. The Construction Worker Fuel Consumption Estimates Table 5 below shows that an estimated 1,633 gallons of fuel would be consumed for construction worker trips.

Table 5 – Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	8	14.7	235	30.13	8

Grading	4	8	14.7	470	30.13	16
Building Construction	120	26	14.7	45,864	30.13	1,522
Paving	10	13	14.7	1,911	30.13	63
Architectural Coating	10	5	14.7	735	30.13	24
Total Construction Worker Fuel Consumption						**1,633**

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

Construction Vendor/Hauling Fuel Estimates

The Table Construction Vendor Fuel Consumption Estimates (MHD Trucks) and Table Construction Hauling Fuel Consumption Estimates (HHD Trucks) below show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 8,280 VMT. Data regarding project-related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

It is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles for the architectural coatings. Therefore, vendors delivering construction material or hauling debris from the site during grading would use medium to heavy-duty vehicles with average fuel consumption of 8.93 mpg for medium heavy-duty trucks and 6.51 mpg for heavy heavy-duty trucks (see Appendix A of the Air Quality and Greenhouse Gas Analysis for details). Tables 6 and 7 below show that an estimated 927 gallons of fuel would be consumed for vendor and hauling trips.

Table 6 – Construction Vendor Fuel Consumption Estimates (MHD Trucks)[1]

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	0	6.9	0	8.93	0
Grading	4	0	6.9	0	8.93	0
Building Construction	120	10	6.9	8,280	8.93	927
Paving	10	0	6.9	0	8.93	0
Architectural Coating	10	0	6.9	0	8.93	0
Total Construction Worker Fuel Consumption						**927**

Notes:
[1] Assumption for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

Table 7 – Construction Hauling Fuel Consumption Estimates (HHD Trucks)[1]

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	0	20	0	6.51	0
Grading	4	0	20	0	6.51	0
Building Construction	120	0	20	0	6.51	0
Paving	10	0	20	0	6.51	0
Architectural Coating	10	0	20	0	6.51	0
Total Construction Worker Fuel Consumption						**0**

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

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately six-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. Construction of the proposed commercial development would require the typical use of energy resources. No unusual project characteristics or construction processes would require the use of equipment that would be more energy-intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the project's construction would not result in inefficient, wasteful, or unnecessary fuel consumption.

CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints. Compliance with these measures would result in more efficient use of construction-related energy and minimize or eliminate wasteful or unnecessary energy consumption. Idling restrictions and newer engines and equipment would result in less fuel combustion and energy consumption.

Furthermore, the project has been designed to comply with California's Energy Efficiency and 2019 CALGreen Standards. These measures include but are not limited to water-conserving plumbing, bicycle racks installation, LED lighting, and water-efficient irrigation systems.

Operation Energy Demand

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

Transportation Fuel Consumption

The largest source of operational energy use would be the vehicle operation of customers. The site is in an urbanized area east of Highway 74/Central Avenue between Rosetta Canyon Drive and Ardenwood Way. Furthermore, there are existing transit services provided by RTA, approximately 0.13-mile walking distance of the project site. The nearest transit service is Riverside Transit Route 22, with a stop along Highway 74/Central Avenue just north of Rosetta Canyon Drive.

Using the CalEEMod output from the Air Quality and Greenhouse Gas Analysis (see Appendix A), it is assumed that an average trip for autos was assumed to be 16.6 miles, light trucks were assumed to travel an average of 8.4 miles, and 3- 4-axle trucks were assumed to travel an average of 6.9 miles[5]. As the project is a convenience market with a gasoline service station, it was assumed that vehicles would operate 365 days per year. The Estimated Vehicle Operations

[5] CalEEMod default distance for H-W (home-work) or C-W (commercial-work) is 16.6 miles; 6.9 miles for H-O (home-587other) or C-O (commercial-other).

Fuel Consumption Table below shows the worst-case estimated annual fuel consumption for all classes of vehicles, from autos to heavy-heavy trucks.[6]

The project would generate approximately 1,217 trips per day. The vehicle fleet mix was used from the CalEEMod output from the Air Quality and Greenhouse Gas Analysis (Appendix A). The CalEEMod files are in Appendix A of the Air Quality and Greenhouse Gas Analysis. Table 8 below shows that an estimated 264,540 gallons of fuel would be consumed per year for the project's operation.

Table 8 – Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number Of Vehicles	Average Trip (miles)[1]	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	664	16.6	11,022	30.95	356.14	129,990
Light Truck	Automobile	45	8.4	378	26.47	14.28	5,212
Light Truck	Automobile	227	8.4	1,907	24.72	77.14	28,155
Medium Truck	Automobile	140	6.9	966	5.97	161.18	59,060
Light Heavy Truck	2-Axle Truck	19	6.9	131	13.53	9.69	3,537
Light Heavy Truck 10,000 lbs +	2-Axle Truck	6	6.9	41	13.88	2.98	1,089
Medium Heavy Truck	3-Axle Truck	21	6.9	145	9.22	15.72	5,736
Heavy Heavy Truck	4-Axle Truck	85	6.9	15,177	6.74	87.02	31,761
Total		1,217	--		16.44	724.77	--
Total Annual Fuel Consumption							**264,540**

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

Trip generation and VMT generated by the project are consistent with similar commercial uses of similar scale and configuration, as reflected in the Institute of Transportation Engineers (ITE) Trip Generation Manual (20th Edition, 2017). The project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015.[7],[8] In addition, per EMFAC2017, the County of Riverside is estimated to have an annual fuel consumption of approximately 904,493 thousand gallons in 2022.[9] Therefore, the project's fuel consumption increase is insignificant compared to the State's demand. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by Southern California Gas Company). The project's operation would involve the use of energy for heating, cooling, and equipment operation. These facilities would comply with all California Energy Efficiency and 2019 CALGreen Standards.

[6] Average fuel economy based on aggregate mileage calculated in EMFAC 2017 for opening year (2022). See Appendix A for EMFAC output.
[7] https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics
[8] https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics
[9] https://arb.ca.gov/emfac/emissions-inventory/92bccfb9b61dec8923cc5a7c26aadaf58ed0ef68

The annual natural gas and electricity demands were provided per the CalEEMod output from the Air Quality and Greenhouse Gas Analysis and are provided in the Project Mitigated Annual Operational Energy Demand Summary Table 9 below (see Appendix A for CalEEMod output files). It should be noted that the project analyzed emissions from natural gas usage based on CalEEMod default usage data for the project; however, the project will not be using natural gas which will result in a reduction in emissions and therefore this analysis conservative.

Table 9 – Project Mitigated Annual Operational Energy Demand Summary[1]

Electricity Demand	kWh/year
Gasoline/Service Station	78,680
Parking Lot	4,760
Total	83,440

Notes:
[1]Taken from the CalEEMod 2013.3.2 annual output in Central Avenue Gas Station Air Quality and Greenhouse Gas Impact Study prepared for the Project by MD Acoustics (December 19, 2022).

As shown in the table above, the estimated electricity demand for the project is approximately 83,440 kWh per year. In 2021, the non-residential sector of the County of Riverside consumed approximately 8,257 million kWh of electricity.[10] I[11] Therefore, the increase in electricity demand from the proposed project is insignificant compared to the County's 2021 non-residential sector demand.

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

Furthermore, the project energy demands in total would be comparable to other commercial projects of similar scale and configuration. Therefore, the project facilities' energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

[10] California Energy Commission, Electricity Consumption by County. https://ecdms.energy.ca.gov/elecbycounty.aspx
[11] California Energy Commission, Gas Consumption by County. http://ecdms.energy.ca.gov/gasbycounty.aspx

Conclusion

As supported by the preceding analyses, neither construction nor operation of the project would result in wasteful, inefficient, or unnecessary energy consumption or wasteful use of energy resources. The project does not include any unusual project characteristics or construction processes that would require the use of equipment that would be more energy-intensive than is used for comparable activities and is a commercial project that is not proposing any additional features that would require a larger energy demand than other commercial projects of similar scale and configuration. As the project is consistent with the existing General Plan land use designation, the energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. Therefore, the project would not cause or result in the need for additional energy-producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California.

The project has been designed to comply with California's Energy Efficiency and 2019 CALGreen Standards. These measures include but are not limited to the use of water-conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be **less than significant**, directly, indirectly, or cumulatively.

b) *Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?*

Less Than Significant Impact

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place, so the project would not interfere with nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

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

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

In addition, the Air Quality and Greenhouse Gas Impact Study (Appendix F) analysis showed that the project is consistent with the County of Riverside Climate Action Plan Update.

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

The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be **less than significant**, directly, indirectly, or cumulatively.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:				
e) Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐

Source(s): General Plan, December 8, 2015
Figure S-1 – Mapped Faulting in Riverside County
Figure S-2 – Earthquake Fault Study Zones
Elsinore Area Plan, August 4, 2020
Figure 12 – Elsinore Area Plan Seismic Hazards
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 2 – Riverside County Faults and Zones
Map 3 – Fault Activity
Map 4 – Ground Shaking Potential
Map 5 – Fault Activity Map of California, Western Riverside County
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

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?

Less Than Significant Impact

The project site is not located within any State of California or County of Riverside designated fault zone. The most significant known active fault zone in the Elsinore Area Plan capable of seismic ground shaking is the Elsinore Fault Zone to the west across Interstate 15, running north-south. The project site is located 3.11 miles from the Elsinore Fault, capable of generating an earthquake with a magnitude of 7.7. Therefore, the project will likely experience strong seismic shaking during the project's design life. In general, the intensity of ground shaking will depend on several factors, including the distance to the earthquake focus, the earthquake magnitude, the response characteristics of the underlying materials, and the quality and type of construction.

Surface ground rupture associated with ground shaking represents primary or direct seismic hazards to structures. No known or potentially active faults pass through or are adjacent to the site, and the site is not situated within an Alquist-Priolo Special Studies Zone. Given the proximity of the Elsinore Fault

Zone, it is likely that moderate to severe ground shaking during the project's life expectancy may have adverse effects on the structures requiring minor to moderate repair.

Compliance with the California Building Code will ensure minimal risks associated with primary surface ground rupture. Therefore, impacts will be **less than significant** directly, indirectly, or cumulatively.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): General Plan, December 8, 2015
Figure S-1 – Mapped Faulting in Riverside County
Figure S-2 – Earthquake Fault Study Zones
Figure S-3 – Generalized Liquefaction
Elsinore Area Plan, August 4, 2020
Figure 12 – Elsinore Area Plan Seismic Hazards
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 2 – Riverside County Faults and Zones
Map 3 – Fault Activity
Map 4 – Ground Shaking Potential
Map 5 – Fault Activity Map of California, Western Riverside County
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

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

Less Than Significant Impact

General Plan Figure S-3 – Generalized Liquefaction identifies the project site as not in a liquefaction area. Liquefaction is caused by the build-up of excess hydrostatic pressures in saturated cohesionless soils due to cyclic stress generated by ground shaking. The significant factors on which liquefaction potential depends, among other things, are the soil type, relative soil density, earthquake intensity, ground shaking duration, and groundwater depth.

Implementation of existing state and local laws and regulations concerning soil liquefaction and ground failure is required for all projects in the County. Therefore, impacts related to liquefaction and ground failure would be **less than significant** directly, indirectly, or cumulatively**.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): General Plan, December 8, 2015
Figure S-1 – Mapped Faulting in Riverside County
Figure S-2 – Earthquake Fault Study Zones
Elsinore Area Plan, August 4, 2020
Figure 12 – Elsinore Area Plan Seismic Hazards
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 2 – Riverside County Faults and Zones
Map 3 – Fault Activity
Map 4 – Ground Shaking Potential
Map 5 – Fault Activity Map of California, Western Riverside County
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

Be subject to strong seismic ground shaking?

Less Than Significant Impact

The project site is not located within any State of California or County of Riverside designated fault zone. The most significant known active fault zone in the Elsinore Area Plan capable of seismic ground shaking is the Elsinore Fault Zone to the west across Interstate 15, running north-south. The project site is located 3.11 miles from the Elsinore Fault, capable of generating an earthquake with a magnitude of 7.7. Therefore, the project will likely experience strong seismic shaking during the project's design life. In general, the intensity of ground shaking will depend on several factors, including the distance to the earthquake focus, the earthquake magnitude, the response characteristics of the underlying materials, and the quality and type of construction.

The Southern California region is known to be seismically active. Strong seismic shaking from nearby active faults is expected to produce strong seismic shaking during the project's design life. Although the project site is expected to experience moderate to severe ground shaking, the project would be designed and constructed to reduce the risk of seismic hazards based on the California Building Code. Compliance with the California Building Code will ensure minimal risks associated with primary surface ground rupture. Therefore, impacts will be **less than significant** directly, indirectly, or cumulatively.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

h) 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): General Plan, December 8, 2015
Figure S-4 – Earthquake Induced Slope Instability Map
Figure S-5 – Regions Underlain by Steep Slopes

Elsinore Area Plan, August 4, 2020
Figure 13 – Elsinore Area Plan Steep Slope
Figure 14 – Elsinore Area Plan Slope Instability
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 21 – Riverside County Slope Instability Map
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

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

Less Than Significant Impact

The site is relatively flat and, at one time, was developed with a pre-manufactured office and a barn-type structure; however, these buildings were demolished before the current owner acquired the property. The site is not located in an area with slopes of 15% or greater, so the risk of a landslide or rockfall hazard is improbable.

The proposed structures or facilities are expected to withstand predicted ground softening and/or vertical and lateral ground spreading/displacements to an acceptable level of risk. Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Based on the general topography of the site and its adjacent, the potential for seismically induced lateral ground spreading with the implementation of the California Building Code is considered "remote," ensuring impacts will be **less than significant** directly, indirectly, or cumulatively

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

i) 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): General Plan, December 8, 2015
Figure S-7 – Documented Subsidence Areas
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

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

Less Than Significant Impact

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

Subsidence is the sinking or downward setline of the ground's surface with little or no horizontal motion occurring when large amounts of groundwater have been withdrawn from the aquifers below ground. The project site is not in an area susceptible to subsidence, as shown in Figure S-7 – Documented Subsidence Areas of the County's General Plan. Compliance with the California Building Code will ensure impacts will be **less than significant** directly, indirectly, or cumulatively

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s):
General Plan, December 8, 2015
- Figure S-1 – Mapped Faulting in Riverside County
- Figure S-2 – Earthquake Fault Study Zones
- Figure S-3 – Generalized Liquefaction
- Figure S-4 – Earthquake Induced Slope Instability Map
- Figure S-5 – Regions Underlain by Steep Slopes
- Figure S-6 – Engineering Geologic Materials Map
- Figure S-7 – Documented Subsidence Areas
- Figure S-8 – Wind Erosion Susceptibility Areas
- Figure S-9 – 100-Year Flood Hazards Zones
- Figure S-10 – Dan Failure Inundation Zones
- Figure S-11 – Wildfire Susceptibility

Elsinore Area Plan, August 4, 2020
- Figure 12 – Elsinore Area Plan Seismic Hazards
- Figure 13 – Elsinore Area Plan Steep Slope
- Figure 14 – Elsinore Area Plan Slope Instability

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
- Map 2 – Riverside County Faults and Zones
- Map 3 – Fault Activity
- Map 4 – Ground Shaking Potential
- Map 5 – Fault Activity Map of California, Western Riverside County
- Map 21 – Riverside County Slope Instability Map

Map My County GIS Database, accessed June 17, 2021
USGS, California's Exposure to Volcanic Hazards, Accessed July 30, 2021.

Findings of Fact:

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

No Impact

Seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.

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

Mudflows (or debris flows) are rivers of rock, earth, and other debris saturated with water. They develop when water rapidly accumulates in the ground, such as during heavy rainfall or rapid snowmelt, changing the earth into a flowing river of mud.

The project site is not located near any large bodies of water that would result in seiche on-site. The nearest bodies of water are Lake Elsinore, located approximately 2.7 miles southwest of the project site, and Canyon Lake, located approximately 3 miles southeast of the project site. The project site is relatively flat, with slopes less than 15 percent, and is not located adjacent to an area with steep slopes. Therefore, the threat of mudslides is very low. There are no known volcanos near the project site. The Salton Buttes are the nearest volcano to the project site, located over 100 miles southeast of the site, at the southeast edge of the Salton Sea. The project would **not be impacted** by geologic hazards such as seiche, mudflow, or volcano.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

k) 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): General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map My County GIS Database, accessed June 17, 2021
Project Preliminary Grading Plan

Findings of Fact:

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

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

No Impact

The project site is relatively flat, with elevation increasing in the northern portion of the parcel. Site elevation ranges from 1,389 feet to 1,377 feet above mean sea level (MSL). Development of the project would require rough grading and finished pad construction in accordance with the CBC. The maximum slopes within the project site will be less than or equal to the 2:1 ratio and will not be greater than ten feet in height. As such, the cut and fill required for project implementation would not substantially change the site's topography or surface relief features. Therefore, **no impact** to changes in topography or ground surface relief features or the creation of cut or fill slopes greater than 2:1 or higher than 10 feet will occur.

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

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

No Impact

No subsurface sewage disposal systems have been identified within the project site. The project will connect to the three-inch public forcemain with a six-inch steel casing and connect to the nearest sewer pipe within the public ROW in Highway 74/Central Avenue. Grading activities associated with the project would be limited to on-site improvements and parkway improvements (i.e., curb-and gutter, sidewalk, and landscaping) within the public ROW along the project frontage. Off-site roadway improvements would be limited to existing paved roadways and would not require grading that would affect the existing subsurface wastewater infrastructure. As such, grading required for the project would not result in excavation, and **no impact** to existing subsurface utility infrastructure, including sewage disposal systems, would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

l) 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 (2019), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
c. Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Source(s): General Plan, December 8, 2015
Figure S-6 – Engineering Geologic Materials Map
Figure S-7 – Documented Subsidence Areas
Figure S-8 – Wind Erosion Susceptibility Areas
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map My County GIS Database, accessed June 17, 2021
USDA Web Soil Survey, Accessed July 30, 2021.

Findings of Fact:

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

Less Than Significant Impact

Project construction would be subject to local and state codes, erosion control, and grading requirements. Because construction activities would disturb one or more acres, the project must adhere to the NPDES Construction General Permit provisions. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., BMPs)

designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent. The site is also not in an area subjected to soil erosion due to wind erosion susceptibility (Figure S-8 of the General Plan).

In addition, grading activities would be required to conform to the most current version of the California Building Code, the County Code, the approved grading plans, and good engineering practices. The project must also comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), as noted under the Air Quality Section, which would reduce construction erosion impacts. Rule 403 requires control measures to reduce fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20% opacity. Rule 402 requires dust suppression techniques to be implemented to prevent dust and soil erosion from creating a nuisance off-site. Compliance with these federal, regional, and local requirements would reduce the potential for on-site and off-site erosion effects to accepted levels during project construction. Upon completion of construction activities, ground surfaces would be stabilized by project structures, paving, and landscaping. Therefore, impacts associated with soil erosion and the loss of topsoil would be **less than significant**.

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

Less Than Significant Impact

Expansive soils contain certain clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semi-arid areas with seasonal soil moisture changes experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.

Table 18-1 -B of the Uniform Building code read as follows:

TABLE 18-1-B – CLASSIFICATION OF EXPANSIVE SOILS	
EXPANSION INDEX	**POTENTIAL EXPANSION**
0 – 20	Very Low
21 – 50	Low
51 – 90	Medium
91 – 130	High
Above 130	Very High

The general soil series found at the project site (in the project construction area) consists of the Cortina cobbly loam sand and Lodo rocky loam sand series. According to the U.S. Department of Agriculture Soil Survey of Riverside County, California Western Riverside County, the Cortina series contains excessively drained soils formed on alluvial fans in valley fills. The surface layer is grayish-brown gravely coarse sandy loam about ten inches thick, which is rapidly permeable. The Lodo series consists of somewhat excessively drained upland soils on 8 to 50 percent slopes. The Lodo soils are used for range and dryland pasture. Lodo rocky loam has rapid runoff. These soils exhibit low plasticity and, thus, are not expansive.

Through adherence to state and local seismic and structural regulations (i.e., California Seismic Hazards Mapping Act, California Building Code, Riverside County Code, NPDES Permit Requirements) and the recommendation of the Geotechnical and Environmental Engineering Consultants, Inc, report the impacts of expansive soils will be **less than significant**, directly, indirectly, or cumulatively.

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?*

No Impact

The Elsinore Valley Municipal Water District (EVMWD) provides wastewater collection services to the project area. The project will connect to the three-inch public forcemain with a six-inch steel casing and connect to the nearest sewer pipe within the public ROW in Highway 74/Central Avenue. The use of septic tanks or other alternative wastewater disposal systems would not be required for the project, so **no impact** on septic tanks or alternative wastewater disposal systems will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

m) 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):
Ord. 460 – Article XV – Soil Erosion Control Due to Wind
Ord. 484 – For the Control of Blowing Sand
General Plan, December 8, 2015
Figure S-8 – Wind Erosion Susceptibility Areas
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Figure 39 – Direction of Santa Ana Wind Patterns
Map 17 – Riverside County Wind Erosion Map
Map My County GIS Database, accessed June 17, 2021
USDA Web Soil Survey, Accessed July 30, 2021.

Findings of Fact:

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

Less Than Significant Impact

The project site is in an area with “moderate” susceptibility for wind erosion (Figure S-8 of the General Plan). Soil erosion control subject to Ordinance 460 Article XV occurs when soils noted in Section 15.2 B are present on the site. An evaluation of the subject soils on the property using the USDA Web Soil Survey found that the site was comprised of Cortina cobbly loamy sand (CmC), Lodo rocky loam (LpF2),

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

and Ysidora gravely very fine sandy loam (YsC2), none of which are subject to the requirements of Ordinance 460.

Ordinance No. 484 requires protective actions from landowners disturbing sandy or sandy loam soils to prevent substantial quantities of soil from being deposited on public roads and private property. The project applicant will adhere to Ordinance No. 484 by implementing SCAQMD Rule 403 (see Air Quality section) during construction, in addition to complying with federal, state, and local requirements and guidelines to minimize the potential for wind erosion through the application of standard best management practices (BMPs). Development of the project would result in the construction of impervious surfaces across much of the project site that would reduce the exposure of soils within the project site, resulting in reduced impacts associated with wind erosion during the long-term operation of the project.

Standard construction practices employed to reduce fugitive dust emissions include watering the active sites three times per day, depending on weather conditions. Compliance with existing SCAQMD regulations and Ordinance No. 484 would ensure that impacts associated with wind erosion are **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:				
n) 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):
Zoning Ordinance – Ordinance No. 348, April 1, 2021
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Riverside County Climate Action Plan ("CAP")
SCAQMD CEQA Air Quality Handbook
South Coast Air Quality Management District's 2016 Air Quality Management Plan
Air Quality and Greenhouse Gas Impact Study – Central Avenue Gas Station, prepared by MD Acoustics, December 19, 2022 (Appendix B)
- 8.0 – Health Risk Assessment

Findings of Fact:

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

Less Than Significant Impact

MD Acoustics prepared the Air Quality and Greenhouse Gas Impact Study quoted throughout this Section.

Construction Greenhouse Gas Emissions Impact

The greenhouse gas emissions from project construction equipment and worker vehicles are shown below in the Construction Greenhouse Gas Emissions Table 12. The emissions are from all phases of construction. The total construction emissions amortized over 30 years are estimated at 6.34 metric tons of CO2e per year and are considered **less than significan**t. Annual CalEEMod output calculations are provided in Appendix B of the Air Quality and Greenhouse Gas Impact Study.

Table 12 – Construction Greenhouse Gas Emissions

Construction Greenhouse Gas Emissions			
Activity	**Emissions ($MTCO_2e$)[1]**		
	Onsite	**Offsite**	**Total**
Site Preparation	0.28	0.07	0.35
Grading	2.50	0.14	2.64
Building Construction	150.89	28.46	179.34
Paving	5.93	0.56	6.49
Coating	1.28	0.21	1.49
Total	**160.87**	**29.44**	**190.31**
Averaged over 30 years[2]	**5.36**	**0.98**	**6.34**

Notes:
1. $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and nitrous oxide).
2. The emissions are averaged over 30 years because the average is added to the operational emissions pursuant to SCAQMD.
* CalEEMod output (Appendix B of the Air Quality and Greenhouse Gas Impact Study)

Operational Greenhouse Gas Emissions Impact

Operational emissions occur over the life of the project. It should be noted that the project analyzed emissions from natural gas usage based on CalEEMod default usage data for the project; however, the project will not be using natural gas which will result in a reduction in emissions and therefore this analysis conservative. The operational emissions for the project are 1,096.44 metric tons of CO2e per year (see Opening Year Unmitigated Project-Related Greenhouse Gas Emissions Table below). Furthermore, as shown in Table 13 below, the project's total emissions (with the incorporation of construction-related GHG emissions) would be 1,102.78 metric tons of CO2e per year. These emissions do not exceed the County of Riverside CAP Update and SCAQMD screening threshold of 3,000 metric tons of CO2e per year. Therefore, the project's GHG emissions are considered **less than significant**.

Table 13 – Opening Year Unmitigated Project-Related Greenhouse Gas Emissions

Opening Year Unmitigated Project-Related Greenhouse Gas Emissions						
	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
Category	**Bio-CO2**	**NonBio-CO_2**	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[2]	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage[3]	0.00	21.39	21.39	0.00	0.00	21.48
Mobile Sources[4]	0.00	1,068.70	1,068.70	0.07	0.00	1,070.48
Solid Waste[5]	1.31	0.00	1.31	0.08	0.00	3.25
Water[6]	0.05	1.01	1.06	0.01	0.00	1.23
Construction[7]	0.00	6.31	6.31	0.00	0.00	6.34
Total Emissions	**1.36**	**1,097.41**	**1,098.77**	**0.16**	**0.00**	**1,102.78**
County of Riverside CAP and SCAQMD Draft Screening Threshold						**3,000**
Exceeds Threshold?						**No**

Notes:
[1] Source: CalEEMod Version 2016.3.2
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consists of emissions from electricity and natural gas usage based on CalEEMod defaults for the project. However, the project will not use natural gas and will have lower emissions than determined here and therefore this analysis is conservative under these assumptions.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30-year amortization rate.

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

No Impact

The project would have the potential to conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of GHGs. Both the County of Riverside and the City of Lake Elsinore have adopted Climate Action Plans; therefore, the project and its GHG emissions have been compared to the goals of both the County of Riverside CAP Update and the City of Lake Elsinore CAP.

Consistency with the County of Riverside CAP Update

Per the County's CAP Update, the County adopted its first CAP in 2015, which set a target to reduce emissions back to 1990 levels by 2020 as recommended in the AB 32 Scoping Plan. Furthermore, the goals and supporting measures within the County's CAP Update are proposed to reflect and ensure compliance with local and state policies and regulations changes, such as SB 32 and California's 2017 Climate Change Scoping Plan. Therefore, compliance with the County's CAP reflects consistency with the goals of the CARB Scoping Plan, Assembly Bill (AB) 32, and Senate Bill (SB) 32.

Appendix D of the Riverside County CAP Update also states that projects that do not exceed the CAP's screening threshold of 3,000 MTCO2e per year are considered to have less than significant GHG emissions and are in compliance with the County's CAP Update. According to the County's CAP Update, projects that do not exceed emissions of 3,000 MTCO2e per year are also required to include the following efficiency measures:

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017, and

- Water conservation measures that match the California Green Building Code are in effect as of January 2017.

As stated above, the GHG emissions generated by the project would not exceed the County of Riverside CAP Update screening threshold of 3,000 metric tons per year of CO2e.

Consistency with the City of Lake Elsinore CAP

The City of Lake Elsinore adopted the City of Lake Elsinore CAP on December 13, 2011. The Climate Action Plan provides specific measures to be implemented in new developments to reduce GHG emissions and a GHG emissions reduction target based on a community-wide emissions reduction to 6.6 MTCO2e per service population per year by 2020 and 4.4 MTCO2e per service population per year by 2030. As stated in Section 2.2.5, these GHG emission reduction targets are specifically intended to evaluate the significance of GHG emissions from community-wide emissions.

Appendix D of the CAP contains a project-level worksheet that an applicant may use to demonstrate consistency with the General Plan growth potential and CAP. The following are the criteria for determining consistency with the CAP:

1. Is the project consistent with the General Plan land use designation?

   The City of Lake Elsinore North Central Sphere Specific Plan identifies the land use classification of the project site as Business Professional. The City of Lake Elsinore General Plan states that the Business Professional land use designation provides for office and administrative uses, light industrial, research and development, office-based firms, including office support facilities, restaurants, medical clinics, public and quasi-public uses, and similar and compatible uses.

   The project is to develop the site with a commercial use, a convenience store with a gasoline service station, which would be considered a similar and compatible land use under the specifications of the Business Professional designation. Therefore, the project is anticipated to be consistent with the land uses specified in the City of Lake Elsinore's General Plan. Thus, the project meets this criterion.

2. Is the project consistent with the General Plan population and employment projections for the site, upon which the CAP modeling is based?

   As stated in response to question 1 above, the City of Lake Elsinore General Plan's build-out of population, housing and employment has anticipated the development of the project site as having a land use designation of Business Professional. The project is consistent with this land use designation. Therefore, this buildout projection was used in the preparation of the CAP. Thus, the project meets this criterion.

3. Does the project incorporate the following CAP measures as binding and enforceable components of the project? Until these measures have been formally adopted by the City and incorporated into applicable codes, the requirements must be incorporated as mitigation measures applicable to the project (CEQA Guidelines, Section 15183.5(b)(2)).

Table 15 below provides a list of the reduction measures for new non-residential developments included in CAP Appendix D. The table also provides a project consistency analysis of each measure. Per the table, the project meets this criterion.

Table 15 – City of Lake Elsinore GHG Reduction Measures for Commercial Developments and Project Consistency[1]

Local Measure	Measure Description	Project Consistency
T-1.2 Pedestrian Infrastructure	Through the development review process, require the installation of sidewalks along new and reconstructed streets. Also require new subdivisions and large developments to provide sidewalks or paths to internally link all uses where applicable and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site; implement through conditions of approval.	**Consistent.** As shown on the project site plan, the project includes installing sidewalks along Highway 74/Central Avenue Ardenwood Way.
T-1.4 Bicycle Infrastructure	Through the development review process, require new development, as applicable, to implement and connect to the network of Class I, II and III bikeways, trails and safety features identified in the General Plan, Bike Lane Master Plan, Trails Master Plan and Western Riverside County Non-Motorized Transportation plan; implement through conditions of approval. The City will also continue to pursue and utilize funding when needed to implement portions of these plans.	**Not Applicable.** Per the Lake Elsinore General Plan Figure 2.5, Bikeway Plan, and Figure 2.6, Elsinore Area Trails System, there are no bikeways or trails along with the project site.
T-1.5 Bicycle Parking	Through the development review process, enforce the following short-term and long-term bicycle parking standards for new non-residential development (consistent with 2010 California Green Building Code [CalGreen], Section 5.106.4), and implement through conditions of approval: *Short-Term Bicycle Parking:* If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitor entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack. *Long-Term Bicycle Parking:* For buildings with over 10 tenant occupants, provide secure bicycle parking for 5% of tenant-occupied motorized vehicle parking capacity, with a minimum of one space.	**Consistent**. The project site plan shows that the project is to include a Class 2 Bike Parking Rack with a 5-bike capacity.
T-2.1 Designated Parking for Fuel-Efficient Vehicles	Amend the Municipal Code to require that new non-residential development designate 10% of total parking spaces for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles (consistent with CalGreen Tier 1, Sections A5.106.5.1 and A5.106.5.3) and implement through conditions of approval. Parking stalls shall be marked —Clean Air Vehicle.	**Consistent.** As shown on the project site plan, the project includes 22 parking spaces, and two of those parking spaces are to be designated as clean air/vanpool/electric vehicles.
E-1.1 Tree Planting	Through the development review process, require new development to plant at minimum one 15-gallon non deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings, per the Municipal Code. Trees shall be planted in strategic locations around buildings or to shade pavement in parking lots and streets.	**Consistent**. This measure is implemented by the Departments of Planning, Public Works, and Parks and Recreation through the City ordinance, the development review process, and conditions of approval. The project elements would be required to comply with the City ordinances and conditions of approval.

Table 15 – City of Lake Elsinore GHG Reduction Measures for Commercial Developments and Project Consistency[1]

Local Measure	Measure Description	Project Consistency
E-1.2 Cool Roof Requirements	Amend the City Municipal Code to require new non-residential development to use roofing materials having solar reflectance, thermal emittance, or Solar Reflectance Index (SRI)3 consistent with CalGreen Tier 1 values (Table A5.106.11.2.1) and implement through conditions of approval.	**Consistent.** This measure is implemented by the Departments of Planning and Building through the City ordinance, the development review process, and conditions of approval. The project elements would be required to comply with the City ordinances and conditions of approval.
E-1.3 Energy Efficient Building Standards	Adopt an ordinance requiring that all new construction exceed the California Energy Code requirements, based on the 2008 Energy Efficiency Standards by 15% (consistent with CalGreen Tier 1), through either the performance based, or prescriptive approach described in the California Green Building Code; implement through conditions of approval. Alternately, a solar photovoltaic system and/or solar water heating may be used to assist in meeting all or a portion of the 15% requirement.	**Consistent.** The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
E-4.1 Landscaping	Through the development review process, enforce the City's Assembly Bill 1881 Landscaping Ordinance; implement through conditions of approval.	**Consistent.** AB 1881 Landscaping Ordinance requires that landscaping be water-efficient, thereby consuming less energy and reducing emissions. The project elements would be required to comply with these landscape requirements.
E-4.2 Indoor Water Conservation Requirements	Amend the City's Uniform Building Code to require development projects to reduce indoor water consumption by 30% (consistent with CalGreen Tier 1, Section A5.303.2.3.1), and implement through conditions of approval.	**Consistent.** The project will utilize water fixtures sold in California that are required to meet CCR Title 20, Sections 1601 – 1608, requiring all water fixtures to be low flow and provide an average water use reduction of 30%.
S-1.4 Construction and Demolition Waste Diversion	Amend the Municipal Code to require development projects to divert, recycle or salvage at least 65% of nonhazardous construction and demolition debris generated at the site by 2020 (consistent with CalGreen Tier 1, Section A5.408.3.1). Require all construction and demolition projects to be accompanied by a waste management plan for the project and a copy of the completed waste management report shall be provided upon completion.	**Consistent**. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, which are mandatory in the 2019 edition of the Code. Section 5.408 requires the recycling and/or salvaging for reuse of a minimum of 65 percent of the nonhazardous construction and demolition waste. The project will be subject to these mandatory standards.

Notes:
[1] Source: City of Lake Elsinore Climate Action Plan

Based on the analysis above, the project will be consistent with the adopted City of Lake Elsinore CAP's goals, policies, and implementation programs.

Therefore, as the project would comply with the County of Riverside CAP Update goals and the City of Lake Elsinore CAP, the project **would not conflict** with any applicable plan, policy, or regulation of an agency adopted to reduce emissions of GHGs.

	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.

HAZARDS AND HAZARDOUS MATERIALS Would the project:				
o) 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):
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Emergency Operations Plan (EOP), Riverside County Operational Area (OA), August 2019
Map My County GIS Database, accessed June 17, 2021
Phase 1 Environmental Site Assessment, Vacant Property, 28771 Central Avenue, Lake Elsinore, CA 92532, Prepared by Geotechnical and Environmental Engineering Consultants, Inc., December 28, 2020 (Appendix G)
Revised Work Plan for a Supplemental Site Assessment, Proposed Gasoline Service Station, 28771 Central Avenue, Lake Elsinore, County of Riverside, California, prepared by Geotechnical and Environmental Engineering Consultants, Inc., April 26, 2021 (Appendix H)
Supplemental Environmental Site Assessment, Vacant Property, 28771 Central Avenue, Lake Elsinore, RSCO, California, Geotechnical and Environmental Engineering Consultants, Inc., June 15, 2021 (Appendix I)

Findings of Fact:

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

Less Than Significant Impact

Hazardous materials are highly regulated in California, including how they are transported, used, and stored. The project will include a convenience store, service station, and parking area. It will require the ongoing use, storage, and routine transport of hazardous materials, primarily gasoline and diesel fuel. Common cleaning chemicals, pesticides, and fertilizers will also be used on-site. The service station will be designed and operated consistent with County, state, and federal regulations pertaining to the underground and above-ground storage and dispensation of flammable materials that include, but are not limited to, the following requirements.

- California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements.
- California Code of Regulations Title 13, Motor Vehicles Division 1, 2, and 3.
- California Code of Regulations Title 27, Environmental Protection, as applicable.
- California Mechanical Code (CMC).
- California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety.
- Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act).
- National Fire Protection Association (NFPA) Code Section 30a.

In addition, Riverside County Fire Department protects the community by inspecting, pre-planning, and monitoring those businesses that handle hazardous materials in the County. The Riverside County Department of Environmental Health Hazardous Materials Branch is the Certified Unified Program Agency (CUPA) responsible for administrating all six program elements of the Unified Program within the County's jurisdiction. The project will be required to comply with the requirements of the CUPA.

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

<u>As noted in Air Quality Section b) – Health Risk Assessment above</u> – The California Air Resources Board (CARB) (and the California Air Pollution Control Officers Association (CAPCOA)) recommend a 50-foot separation between gas stations and sensitive receptors; therefore, the approximately 138-foot separation from the property line of the commercial/single-family residential dwelling unit to the north to the fueling canopy and approximately 177-foot separation to the underground storage tanks should be more than adequate. Although the SCAQMD sets no specific distance for the vent riser to be setback from a residential use, the project's vent riser is setback approximately 76 feet from the northern property line, and the residential unit on the northern property is setback over 120 feet from this point. As noted above, the other sensitive receptors are the multi-family residential uses located approximately 165 feet south (across Highway 74/Central Avenue) and the single-family residential uses located approximately 235 feet east/southeast (across Highway 74/Central Avenue) with adequate separation. Furthermore, the SCAQMD gasoline station HRA screening tables show that the

Maximum Individual Cancer Risk (MICR) at residential receptors 25 meters (82 feet) (the fueling canopy is located further away at approximately 42 meters (137.8-feet)) from the fuel source would not even exceed 2.978 in a million (per 1,000,000 gallons of throughput). Given the size of the project and the number of pumps, a reasonable assumption would be an estimated annual throughput per year of approximately 1.4MM gallons which equates to an approximate 4.17 in a million MICR, at a distance of approximately 25 meters (82 feet). The risk is below SCAQMD's 10 in a million threshold, and therefore no additional mitigation is required.

Furthermore, the project includes constructing and operating a convenience market with 12 fuel pumps. SCAQMD will permit the fuel pump portion of the project, and fuel-related emissions will be regulated by the SCAQMD Rule 461 and must obtain a Permit To Operate. Gasoline dispensing facilities must use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR has an average efficiency of 95.1 percent, and Phase I EVR has 98 percent. Therefore, the potential for fugitive Volatile Organic Compounds (VOC) or Toxic Air Contaminants (TAC) emissions from gasoline pumps is negligible. As such, the project will not be a source of TAC or fugitive VOC emissions, and sensitive receptors (located as close as approximately 138 feet from the proposed gasoline fueling pumps) would not be exposed to toxic sources of air pollution. The separating distance between the gas station and the closest sensitive receptors is greater than the SCAQMD's minimum 50-foot separation. SCAQMD Rules are not considered mitigation measures as the project is required to incorporate these rules and requirements during operation by default.

According to the ARB's: *Revised Emission Factors for Gasoline Marketing Operations at California Gasoline Dispensing Facilities (12/23/2013)*[12], both Phase I and Phase II EVR systems have a minimum of 95.1% efficiency at capturing emissions. The emission inventory is based upon two (2) factors: 8.4 lbs of TOG per thousand gallons dispensed (lbs/kgal) and 0.74 lbs/kgal for Gasoline Dispensing Facilities with Phase II pre-EVR vapor recovery.

These factors are based upon pre-EVR vapor recovery systems. Assuming a 95% vapor recovery rate, most of the emissions would be captured, and the additional VOCs that would potentially escape these mandatory recovery systems are anticipated to be relatively small. Per the Regional Significance – Unmitigated Operational Emissions (lbs/day) Table above, the project's operational VOC emissions are 2.03 lbs/day. At 3,836 gallons per day, the calculated uncontrolled ORVR VOC would be 32.2 lbs/day. Even if an additional 32.2 lbs/day (the **uncontrolled** [no ORVR or phase II] vehicle fueling emission factor for every 1,000 gallons pumped) were added to the project's operational VOC emissions), the total emissions of 34.23 lbs/day would not even exceed the SCAQMD's operational threshold of significance of 55 lbs per day for VOC. However, the vehicle fueling emissions factor with ORVR and Phase II EVR in place is 0.021 lbs per thousand gallons which equates to 0.081 lbs/day. The emissions amount is below the VOC threshold of significance, and the **impact is less than significant**. Furthermore, both ORVR and Phase II EVRs are required per regulation in California.

To exceed the VOC daily emissions threshold, the gas pumps at the project site would have to pump over a million gallons of fuel per day to exceed the daily VOC threshold.

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?*

[12] CARB Document: https://www.arb.ca.gov/vapor/gdf-emisfactor/attachment4.pdf

Less Than Significant Impact

In addition to response a) above, the project will not create hazards to the public through upset or accidents. Through the construction process, any hazardous materials will be handled, stored, and used in compliance with all federal, state, and County regulations. During grading and construction, there is a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people and the environment. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the project, per the County's standard requirements. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." All recommendations in the Plan shall be implemented during area preparation, grading, and construction. The project applicant shall comply with the recommendations detailed in the Plan and other measures the County deems necessary to mitigate potential stormwater runoff impacts.

As noted in a) above, Riverside County Fire Department protects the community by inspecting, pre-planning, and monitoring those businesses that handle hazardous materials in the County. The Riverside County Department of Environmental Health Hazardous Materials Branch is the Certified Unified Program Agency (CUPA) responsible for administrating all six program elements of the Unified Program within the County's jurisdiction. The project will be required to comply with the requirements of the CUPA.

The Gasoline Station will meet all Uniform Fire Code requirements to prevent accidents. These requirements will include crash bollards surrounding the propane tank to avoid having vehicles accidentally crashing into the above-ground propane tank. Other standards from the Uniform Fire Code require a breakaway device that allows for a safe disconnect should a customer drive off with the fueling dispenser pump still attached to their car. The fuel dispensers are equipped with Shear Valves to prevent a catastrophic event should a dispenser be knocked off the pedestal. The Shear Valve is designed to stop fuel from flowing after shearing off the dispenser.

In addition, Cal OSHA assists employers and their employees in implementing the California Code of Regulations Title 8, Section 5194 requirements. They provide the publication The Cal/OSHA Hazard Communication Regulation — a Guide for Employers That Use Hazardous Chemicals, which trains the employer and employees on handling hazardous materials and what to do in case of an accidental release.

Any hazardous material handling associated with the operation of the Project would be limited in quantity and concentration to the smallest possible limits. Pursuant to Cal OSHA requirements, all hazardous material stored on-site would be accompanied by a Material Safety Data Sheet, informing on-site operators of necessary remediation processes in the event of accidental release. The Project will follow current regulations and programs for regulated hazardous materials to mitigate any risk of releasing hazardous materials into the environment due to foreseeable upset and accident conditions.

With adherence to all applicable regulations pertaining to the construction and operation of a service station containing below-ground fuel storage tanks, as well as the regulations concerning all hazardous material handling, any impacts from the implementation of the project related to

significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, are considered **less than significant**.

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

Less Than Significant Impact with Mitigation

The County of Riverside Emergency Management Department administers the County's Emergency Operations Plan (EOP), addressing the planned response to extraordinary emergencies associated with natural disasters, national security emergencies, and technological incidents affecting the County. The EOP describes the County's Emergency Operations Center (EOC) operations, the central management entity responsible for directing and coordinating the various County departments and other agencies in their emergency response activities.

The County's Local Hazard Mitigation Plan aims to reduce the impact of a disaster by identifying hazards and developing ways to decrease their impact. Risk assessments rate hazards with the greatest potential impact on the community. In addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. The plan creates awareness of the community's hazards, threats, and vulnerabilities and paves a path forward for jurisdictions to prepare for local disasters.

However, neither of these plans address preferred evacuation routes for the County, as the evacuation route can differ depending on the event type. Therefore, it is important to provide project access and maintain roadway access.

On Highway 74/Central Avenue, project access will be provided via Chris Circle. Highway 74/Central Avenue is an existing roadway within the County's and the City of Lake Elsinore's established street system. The project will not significantly alter this roadway or the existing circulation pattern in the project area.

Improvements to Highway 74/Central Avenue as part of the project include a raised median at the intersection of Highway 74/Central Avenue and Allan Street in the north-south direction to restrict access to right-in/right-out only at the intersection and the widening of Highway 74/Central Avenue to its ultimate classification, per the City of Lake Elsinore General Plan, along the property frontage to an eight (8)-lane augmented urban arterial including the implementation of a signal modification at the intersection of Highway 74/Central Avenue and Ardenwood Way. Therefore, emergency access and evacuation routes will be unaffected by the project.

Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the County and the City of Lake Elsinore and notification to all emergency responders. Pursuant to **MM TRA-1** for preparing a construction management plan to the specifications and approval of both the County and the City of Lake Elsinore, the project will provide adequate access for emergency vehicles and evacuation procedures during construction. Developing the project per the requirements of the County and the City of Lake Elsinore, including adequate street widths and vertical clearance, will ensure adequate access for emergency vehicles and evacuation procedures during the

project's life. Implementing federal, state, and local laws and regulations, including **MM TRA-1**, would result in **less than significant impacts with mitigation,** directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.

MM TRA-1: The construction contractor shall evaluate the improvements needed based on the signed plans. Prior to construction staging, the construction contractor shall prepare a traffic control plan for the County and City of Lake Elsinore's approval for any construction activities encroaching into the public right-of-way. The traffic control plan shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. Such measures may include, but are not limited to, providing early notification of closures to the County Fire Department and Sherriff's Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.

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?*

No Impact

No schools are located within one-quarter (¼) mile of the project site. The nearest school, Earl Warren Elementary School, is located approximately .60 miles southeast of the project site 41221 Rosetta Canyon Drive, Lake Elsinore. The second closest school is Temescale Valley High School, located approximately 1.17 miles westerly of the project site at 28755 El Toro Road, Lake Elsinore. Therefore, **no impact** from hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school will occur.

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?*

No Impact

A Phase 1 Environmental Site Assessment (ESA) was prepared for the project site on December 28, 2020. Pursuant to Government Code 65962.5 and its subsections, record searches on the project property were performed within multiple database platforms. The resources consulted included GeoTracker, EnviroStor, and the Environmental Protection Agency (EPA) Enforcement.

A review of the ENVIROSTOR list, as provided by EDR and dated 07/27/2020, revealed one ENVIROSTOR site within approximately one mile of the property. It is an Elementary School that requires no further action and does not threaten the project site.

A review of the CERS HAZ WASTE list, as provided by EDR and dated 07/20/2020, revealed two CERS HAZ WASTE sites within approximately a quarter-mile of the property, Lakeside Automotive at 18770 E Conrad Avenue and Cal Trans Elsinore M at 18745 Conrad Avenue. Both project sites will continue to report to the Riverside County Fire Department Fire and

Riverside County Department of Environmental Health Hazardous Materials Branch as the Certified Unified Program Agency (CUPA) and pose no threat to the project site.

During the Phase 1 ESA review, County Environmental Health requested further investigation of the soils to identify the vertical and horizontal extent of soil contamination in the region of the former structures that had been on the property. Arsenic was found in the soil where the structures were once located (see Supplemental Environmental Site Assessment). The U.S. Geological Survey reports the mean and range of arsenic in soil and other surficial materials as 7.2 and <0.1-97 µg/g, respectively (USGS 1984). It is assumed that the arsenic encountered is naturally occluding as arsenic is known to be found near fractured bedrock. The limits of arsenic found are below the detection limits and are considered nonhazardous. No structures are planned to be built within the area of concern, and the area will not pose any hazards or risks to human life. Therefore, no further assessment or remediation was deemed necessary.

The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment and will have **no impact**, directly, indirectly, or cumulatively.

Mitigation: Implementation of **MM TRA-**1 is required.

Monitoring: No monitoring is required.

p) 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): General Plan, December 8, 2015
Figure S-20 – Airport Locations
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Riverside County Airport Land Use Compatibility Plan
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

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

a, b, c, & d) *Result in an inconsistency with an Airport Master Plan?*

Require review by the Airport Land Use Commission?

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?

For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?

No Impact

The project site is not located within an airport influence area or an airport compatibility area. It, therefore, will not result in an inconsistency with an Airport Master Plan, requiring review by the Airport Land Use Commission. The closest public or private airport is over four miles away in the City of Elsinore, Skylark Airport at 20701 Cereal Street, Lake Elsinore. Therefore, the project will have **no impact** on airports or airport plans.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

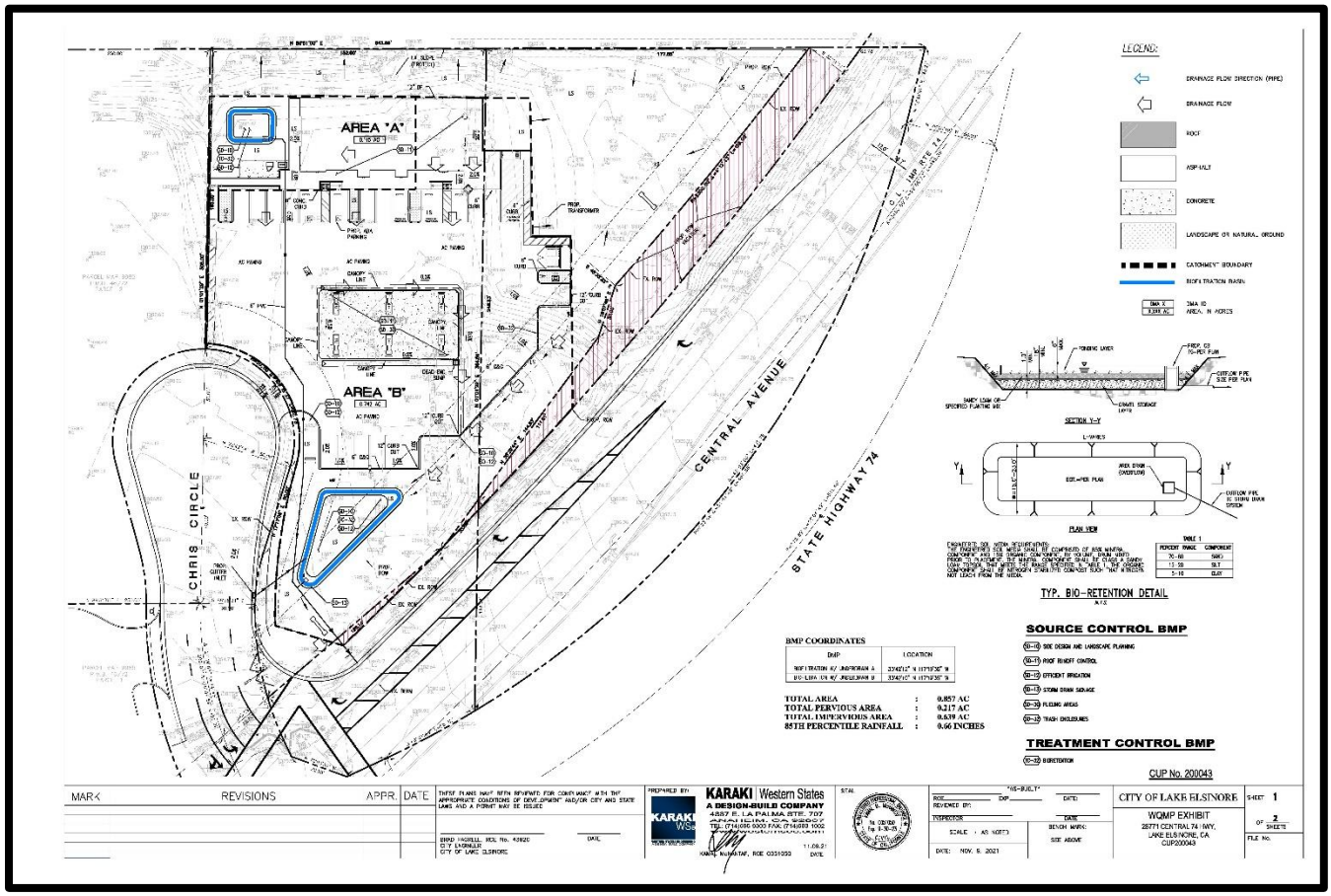
Source(s):
General Plan, December 8, 2015
Figure S-20 – Airport Locations
Elsinore Area Plan, August 4, 2020
Figure 10 – Elsinore Area Plan Flood Hazards
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 11 – Riverside County 100 Year Flood Plain Risks
Map 12 – FEMA FIRM Map 2017 – West County
Map 14 – FEMA Flood Insurance Rate Map
Map 15 – DWR Awareness Floodplain Map
Map 16 – Local Studies Floodplain Map
Map 18 – Riverside County Dam Inundation Risks
Map My County GIS Database, accessed June 17, 2021
FEMA Flood Map Service Center: Search By Address website, accessed July 31, 2021
Hydrology Report for 28771 Central Avenue Gas Station, prepared by Kamal Mchantaf, March 10, 2021 (Appendix J)
Project Specific Water Quality Management Plan, 28771 Central Avenue Gas Station, prepared by Western States Engineering, Inc., September 23, 2020, Revised May 3, 2021 (Appendix K)
Riverside County Watershed Protection
National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements – Order No. R8-2010-0033 – NPDES No. CAS 618033
California Regional Water Quality Control Board, Santa Ana Region
Elsinore Valley Municipal Water District 2020 Urban Water Management Plan, June 2021
Elsinore Valley Municipal Water District Elsinore Valley Subbasin Groundwater Sustainability Plan, Draft July 2021

Findings of Fact:

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

Less Than Significant Impact

The project will create approximately 25,177 square feet of impervious surfaces (i.e., asphalt, concrete, and rooftops). The pre-development of the project site consists of one (1) catchment while the postdevelopment has wo (2) catchments. The Qpre = 2.564 CFS ant the Qpost=2.254 CFS. The project proposes two bio-retention basins with a ponding depth of 0.5-feet, soil media depth of 1.5-feet, and gravel depth of one foot. The basins will have volume capacities of 1,624 cubic feet for Bio Area A and 3,173 cubic feet for Bio Area B. The off-site flows from Chris Circle drains into the on-site biofiltration basins for treatment. The volume is more than adequate to contain the increase in the 100-Year 24-hour storm volumes from the development. Stormwater quality mitigation is addressed in the Project Specific Preliminary Water Quality Management Plan, including designing landscaping to minimize irrigation and runoff.



The project is in the Santa Ana River Watershed, Temescal Creek Drainage Area, overseen by the Santa Ana RWQCB. Temescal Creek drains northerly from Lake Elsinore to the Santa Ana River and eventually to the Pacific Ocean.

Pursuant to NPDES regulations, the County will require that the project complies with existing Santa Ana RWQCB and County stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion siltation transport of urban pollutants. In addition, the County is a Co-Permittee. It is required to comply with the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit and the Water Quality Management Plan (WQMP), the project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the County to prevent pollutant discharge into drainage systems.

The project design and compliance with existing federal, state, and local water quality laws and regulations related to water quality standards will ensure a **less than significant impact,** directly, indirectly, and cumulatively on water quality standards or waste discharge requirements or the degradation of surface or ground water quality and discharge.

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

Less Than Significant Impact

The project will get water from the Elsinore Valley Municipal Water District (EVMWD). EVMWD received its water from three primary sources, local groundwater pumped from EVMWD-owned well, surface water from Canyon Lake Reservoir and treated at the Canyon Lake Water Treatment Plant, and imported water purchased from Metropolitan Water District through Western Municipal Water District. The project site is located in the Elsinore Valley Subbasin groundwater basin of the EVMWD. This groundwater basin provides approximately 5,500acre-feet of water every year for EVMWD.

To ensure the groundwater basin is protected, all runoff from the project site would infiltrate through landscape areas or be conveyed to one of the bio-retention basins where the water would infiltrate on-site rather than be conveyed off-site. The project is consistent with the County requirements, and thus, water supplies would be available through the EVMWD. Thus, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The project may impede sustainable groundwater management of the basin, directly interfering with groundwater recharge, and a **less than significant impact** would occur.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?*

Less Than Significant Impact

A roadside swale originating from Highway 74/Central Avenue and N. Frontage road located along the northeastern boundary of the site enters the project site in the northern portion of APN 347-130-028. It continues westerly along the property boundary between the project site and the parcel north of the project site. This swale collects street runoff and is not a natural or jurisdictional feature subject to Sections 1600 of the FGC or 404/401 of the federal CWA. No bed or bank is associated with this swale, indicating a flow of water. The water runoff from Highway 74/Central Avenue travels west, back flows to the southeast, and percolates in the well-drained soils. There is no evidence that the swale connects to the blue line stream off-site to the west. As part of the project Highway 74/Central Avenue will be ocnditioend for windening laong the project frontage. The design will continue to maintain the driange along the curb and gutter toward the southwest onto the existing earthen swale.

Since there are no natural drainages on the project site, the project will not alter any existing drainage patterns. A preliminary hydrology study has been prepared for the project, which summarizes that the project will mitigate stormwater impacts through bio-retention. The implementation of BMPs required by the County and implemented through the project's Water Quality Management Plan will mitigate potential erosion impacts to **less than significant,** directly, indirectly, and cumulatively and therefore, the project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces

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

Less than Significant Impact

Pursuant to NPDES regulations, the County will require that the project complies with existing Santa Ana RWQCB and County stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion siltation and transport of urban pollutants. In addition, the County is a Co-Permittee. It is required to comply with the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit and the Water Quality Management Plan (WQMP), the project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the County to prevent pollutant discharge into drainage systems. Compliance with the NPDES requirements will ensure that there will be a **less than significant impact** on substantial erosion or siltation on-site or off-site.

e & f) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?*

Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact

Once the project is completed, landscaped open areas and the on-site bio-retention basins and infrastructure will control storm flows and erosion from the project. The design and implementation of these facilities will be reviewed and approved by the County to assure compliance with all applicable local, state, and federal standards.

Implementing these and other applicable requirements will assure that drainage and stormwater will not create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the project will have a **less than significant impact**, directly, indirectly, or cumulatively on the rate or amount of surface runoff in a manner that would result in flooding on- or off-site or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

g & h) *Impede or redirect flood flows?*

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

Less than Significant Impact

The project site is not in a floodplain and is in Zone X, an area of minimal flood hazard per FIRM 06065C2029G effective 08/28/2008. The project will not impede or redirect flood flows. The

project is also not located within a dam inundation area or near any water bodies where a tsunami or seiche could occur. Therefore, the project would have a **less than significant impact** on flood flows or the release of pollutants due to project inundation.

Tsunami is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance.

Seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.

i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact

The project site is under the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality objectives and beneficial uses in the Santa Ana River Water Quality Control Plan (Basin Plan) for the Elsinore/Temescal Valleys Management Zone, including the project site. These water quality objectives are intended to protect the present and probable beneficial uses of California inland water bodies, including bays, estuaries, and groundwater.

To address the potential for urban pollutants, such as oil, grease, sediment, and trash, discharged in stormwater during operation, the project applicant would implement a site-specific Water Quality Management Plan to capture stormwater runoff within the project site and operate a low-impact development (LID) BMP bioretention system and underground retention chambers to ensure the project site does not increase runoff volume when compared to the existing, undeveloped condition. Each of the proposed LID BMPs are designed to perform at a "high" level of pollutant removal efficiency in accordance with the most current edition of the RWQCB Design Handbook for Low Impact Development Best Management Practices and therefore are not anticipated to obstruct the implementation of the Santa Ana River Basin Plan and therefore will **have a less than significant impact**, regarding conflicting with or obstructing the implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Zoning Ordinance – Ordinance No. 348, April 1, 2021
General Plan, December 8, 2015

Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, Adopted Final Connect SoCal, September 3, 2020

Findings of Fact:

a) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact

Regional Plans

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. On September 3, 2020, SCAG adopted Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, based upon the six counties and associated cities' data on land use designations and policies. The project is consistent with the County's General Plan and Zoning designations and, therefore, will be consistent with the data provided to SCAG to create the Connect SoCal. The project would not be considered regionally significant by SCAG based on the established criteria in Section 15206 of the State CEQA Guidelines, which SCAG applies to determine regional significance. Therefore, SCAG's regional plans and programs, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), do not apply to the project.

The project's consistency with regional plans and programs that address specific topical issues are discussed in the respective sections of this Initial Study, including but not limited to the SCAQMD AQMP (Air Quality section), the Western Riverside MSHCP (Biological Resources section), and the Santa Ana River Water Quality Control Plan (Hydrology and Water Quality section). As indicated in the analysis presented in this Initial Study, the project would be consistent with the requirements outlined in these regional plans, including requirements to avoid or mitigate the environmental effect.

County of Riverside

The site is in the Elsinore Area Plan, and to the east across Highway 74/Central Avenue in the City of Lake Elsinore is the Lake Elsinore Hills District Specific Plan. The property is General Plan designated with the Foundation Component of Community Development and the Land Use Designation of Light Industrial – LI (0.25 – 0.60 FAR). The Policy Area is the Warm Springs Policy Area.

The Zoning is M-SC – Manufacturing – Service Commercial Zone, consistent with the General Plan designation. The proposed convenience store and fueling station are permitted in the M-SC Zone with a Plot Plan review (PPT210016).

In summary, as presented in the analysis above and the respective sections of this Initial Study, the project would **not cause a significant environmental impact** due to a conflict with any land

use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

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

No Impact

The project will develop a convenience store, gas station, and parking lot on a relatively flat, undeveloped site. The project is consistent with the General Plan designation for the site. The site is in an area dominated by residential uses to the east and west and developing commercial uses to the north and south. The project would utilize the existing road network and not result in the construction of improvements that would physically divide an existing community or otherwise impact circulation on public roads surrounding the site. Therefore, **no impact** directly, indirectly, or cumulatively will occur on an established community.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
s) 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): Zoning Ordinance – Ordinance No. 348, April 1, 2021
Figure OS-6 – Mineral Resources Area
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
Department of Conservation Mines Online, Accessed July 31, 2021

Findings of Fact:

a, b & c) *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?*

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
Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?

No Impact

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

Per Figure OS-6 of the County General Plan, the site is designated as the Mineral Resource Zone (MRZ) MRZ-3 – Significance of Mineral Deposits Undetermined under the Surface Mining and Reclamation Act (SMARA) Mineral Land Classification system. The MRZ-3 includes those areas where geologic evidence indicates that mineral deposits exist or likely exist, but the significance of these deposits has not been determined. The project site occurs in an urban setting. It is not designated for mineral resource land uses, and the project will not result in the loss of available known mineral resources. In addition, the project site is not delineated for mineral resources on the general plan, specific plan, or other land-use plan. Lastly, the closest mine is 1.5 miles northwest, the Nichols Canyon Mine, an open-pit sand and gravel mine. No mines exist on the subject property itself. Therefore, the project will have **no impact**, directly, indirectly, and cumulatively on mineral resources that would be of value to the region or the residents of the State, nor would it 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, or potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:				
t) 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): General Plan, December 8, 2015
Figure S-20 – Airport Locations
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Riverside County Airport Land Use Compatibility Plan
Map My County GIS Database, accessed June 17, 2021

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

Findings of Fact:

a & b) *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?*

For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact

The closest public or private airport is over four miles away in the City of Elsinore, Skylark Airport at 20701 Cereal Street, Lake Elsinore. Therefore, the project will have **no impact** on the exposure of people residing or working in the project area to excessive noise levels from a public or private airport.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

u) 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): General Plan, December 8, 2015
Table N-1 – Land Use Compatibility for Community Noise Exposure
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
Gas Station & Convenience Store, Noise Impact Study County of Riverside, CA, prepared by MD Acoustics LLC, January 26, 2023 (Appendix L)
Ordinance No. 847 Regulating Noise

Findings of Fact:

a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?*

Less Than Significant Impact

dBA = A-weighted sound level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the human ear's response. A numerical method of rating human judgment of loudness.

Leq = Equivalent Sound Level – the sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

CNEL = Community Noise Equivalent Level – the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 p.m. and after the addition of ten (10) decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

A Noise Impact Study was prepared for the project by MD Acoustics on January 26, 2023 (Appendix L). The analysis of this study is quoted here.

Study Method and Procedure

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent to the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance with the County's, City's, and Caltrans (TeNS) technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5 feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawnmowers, or aircraft flyovers were noted
- Temperature and sky conditions were observed and documented

Noise Measurement Locations

Noise monitoring locations were selected based on the nearest sensitive receptors relative to the proposed onsite noise sources. One (1) long-term 24-hour noise measurement was conducted at or near the project site and is illustrated in the exhibit below. Appendix A of the Noise Impact Study (Appendix L) includes photos, a field sheet, and measured noise data.

Stationary Noise Modeling

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts on adjacent land uses. SP can evaluate multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows users to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (parking spaces and gas canopy). The model assumes approximately 22 parking spots and six fueling stations under the gas canopy.

The gas canopy was modeled as an area source with a reference level of 65 dBA. The reference equipment sound level data is provided in Appendix B of the Noise Impact Study. This includes average noise levels associated with closing car doors, turning on/off vehicles, low voltage speakers associated with the gas canopy, and talking.

The SP model assumes that all noise sources operate simultaneously (worst-case scenario) when the noise will be intermittent and lower in noise level. SP modeling inputs and outputs ate provided in Appendix C of the Noise Impact Study (Appendix L).

FHWA Traffic Noise Prediction Model

Traffic noise from vehicular traffic was projected using a computer program replicating the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Roadway volumes and percentages correspond to the project's traffic scoping agreement as prepared by Integrated Engineering Group, county and city traffic counts, and roadway classifications. The referenced traffic data was applied to the model in Appendix B of the Noise Impact Study. The following outlines the key adjustments made to the REMEL for the roadway inputs:

- Roadway classification – (e.g., freeway, major arterial, arterial, secondary, collector, etc.),
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g., soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period

The Roadway Parameters and Vehicle Distribution Table 3 below indicates the roadway parameters and vehicle distribution utilized for this study.

Table 3 – Roadway Parameters and Vehicle Distribution[1]

Roadway	Segment	Existing ADT	Existing Plus Project ADT	Speed (MPH)	Site Conditions
SH-74/Central Ave	Ardenwood Way to Conard Ave	32,000	32,600	45	Hard
Vehicle Distribution (Truck Mix)[2]					
Motor-Vehicle Type		**Daytime % (7 AM to 7 PM)**	**Evening % (7 PM to 10 PM)**	**Night % (10 PM to 7 AM)**	**Total % of Traffic Flow**
Automobiles		75.5	14.0	10.5	97.42
Medium Trucks		48.9	2.2	48.9	1.84
Heavy Trucks		47.3	5.4	47.3	0.74

Notes:
[1] Integrated Engineering Group Central Avenue Gas Station Traffic Analysis.

The following outlines key adjustments to the REMEL for project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source)
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

FHWA Roadway Construction Noise Model

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM) and several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site.

The project was analyzed based on the different construction phases. Construction noise is expected to be loudest during the grading, concrete, and building phases of construction. The construction noise calculation output worksheet is in Appendix E of the Noise Impact Study. The following assumptions relevant to short-term construction noise impacts were used:

- It is estimated that construction will occur over a 6-month time period. Construction noise is expected to be the loudest during the grading, concrete, and building phases.

Existing Noise Environment

A twenty-four (24) hour ambient noise measurement was conducted at the property site. The noise measurement location was chosen based on the similar horizontal distance from the centerline of Central Avenue from the residential uses to the east. The noise measurement was taken to determine the existing ambient noise levels. Noise data indicates that traffic along SH-74/Central Avenue is the primary source of noise impacting the site and the adjacent uses. This assessment utilizes the ambient noise data as a basis and compares project operational levels to said data.

Long-Term Noise Measurement Results

The results of the Long-term noise data are presented in the Long-Term Noise Measurement Data Table 4 below.

Table 4 – Long-Term Noise Measurement Data[1]

Date	Time	dB(A)							
		L_{EQ}	L_{MAX}	L_{MIN}	L_2	L_8	L_{25}	L_{50}	L_{90}
1/6/2021	7PM-8PM	67.8	89.8	50.9	76.7	72.7	71.0	62.6	56.0
7/20/2020	8PM-9PM	66.7	88.7	49.8	75.6	71.6	69.9	61.5	54.9
7/20/2020	9PM-10PM	66.0	88.0	49.1	74.9	70.9	69.2	60.8	54.2
7/20/2020	10PM-11PM	65.0	87.0	48.1	73.9	69.9	68.2	59.8	53.2
7/20/2020	11PM-12AM	64.4	86.4	47.5	73.3	69.3	67.6	59.2	52.6
7/20/2020	12AM-1AM	62.8	84.8	45.9	71.7	67.7	66.0	57.6	51.0
7/20/2020	1AM-2AM	60.4	82.4	43.5	69.3	65.3	63.6	55.2	48.6
7/20/2020	2AM-3AM	59.1	81.1	42.2	68.0	64.0	62.3	53.9	47.3
7/20/2020	3AM-4AM	57.4	79.4	40.5	66.3	62.3	60.6	52.2	45.6
7/20/2020	4AM-5AM	58.4	80.4	41.5	67.3	63.3	61.6	53.2	46.6
7/21/2020	5AM-6AM	62.2	84.2	45.3	71.1	67.1	65.4	57.0	50.4
7/21/2020	6AM-7AM	68.6	90.6	51.7	77.5	73.5	71.8	63.4	56.8
7/21/2020	7AM-8AM	70.9	92.9	54.0	79.8	75.8	74.1	65.7	59.1
7/21/2020	8AM-9AM	69.0	91.0	52.1	77.9	73.9	72.2	63.8	57.2
7/21/2020	9AM-10AM	68.0	90.0	51.1	76.9	72.9	71.2	62.8	56.2
7/21/2020	10AM-11AM	67.9	89.9	51.0	76.8	72.8	71.1	62.7	56.1
7/21/2020	11AM-12PM	68.1	90.1	51.2	77.0	73.0	71.3	62.9	56.3
7/21/2020	12PM-1PM	68.2	90.2	51.3	77.1	73.1	71.4	63.0	56.4
7/21/2020	1PM-2PM	68.3	90.3	51.4	77.2	73.2	71.5	63.1	56.5

Table 4 – Long-Term Noise Measurement Data[1]

Date	Time	dB(A)							
		L_{EQ}	L_{MAX}	L_{MIN}	L_2	L_8	L_{25}	L_{50}	L_{90}
7/21/2020	2PM-3PM	68.5	90.5	51.6	77.4	73.4	71.7	63.3	56.7
7/21/2020	3PM-4PM	69.7	91.7	52.8	78.6	74.6	72.9	64.5	57.9
7/21/2020	4PM-5PM	71.2	93.2	54.3	80.1	76.1	74.4	66.0	59.4
7/21/2020	5PM-6PM	70.9	92.9	54.0	79.8	75.8	74.1	65.7	59.1
7/21/2020	6PM-7PM	69.1	91.1	52.2	78.0	74.0	72.3	63.9	57.3
LDN		**71.6**							

Notes:
[1.] Long-term noise monitoring location (LT1) is illustrated in Exhibit E. The quietest hourly nighttime noise interval is highlighted in blue when project operations could occur.

Noise data indicates the ambient noise level ranged between 57.4 dBA Leq(h) to 70.9 dBA Leq(h) at the project site. Maximum levels reach 70.9 dBA as a result of traffic along SH-74/Central Avenue. Appendix A of the Noise Impact Study provides additional field notes and photographs.

For this evaluation, MD has utilized the quietest hourly level (during potential operational hours) and has compared the project's projected noise levels to the said ambient level. The quietest (lowest) nighttime hourly level occurred between 3 AM to 4 AM (57.4 dBA, Leq(h)).

Future Noise Environment Impacts and Mitigation

This assessment analyzes future noise impacts as a result of the project. The analysis details the estimated exterior noise levels. Stationary noise impacts are analyzed from the on-site noise sources, such as cars coming and going.

Future Exterior Noise

The following analysis outlines the exterior noise levels associated with the project.

Noise Impacts to Off-Site Receptors Due to Stationary Sources

Sensitive receptors that may be affected by project operational noise include commercial and residential to the north, single-family residential to the east (across Highway 74/Central Avenue), and multi-family residential uses to the southeast (across Highway 74/Central Avenue). The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. Worst-case assumes all project activities are always operational when the noise will be intermittent and cycle on/off depending on customer usage. The project convenience store and gas pumps are anticipated to be operational 24 hours a day.

A total of four (4) receptors were modeled to evaluate the project's operational impact. A yellow dot denotes a receptor. All yellow dots represent either a property line or a sensitive receptor, such as a sensitive outdoor area (courtyard, patio, backyard, etc.).

This study compares the project's operational noise levels to two (2) different noise assessment scenarios: 1) Project Only operational noise level projections, 2) Project plus ambient noise level projections.

Project Operational Noise Levels

The exhibit below (Exhibit F) shows the "project only" operational noise levels at the project site. It illustrates how the noise propagates at the property lines and/or sensitive receptor area. Operational noise levels at the adjacent uses are anticipated to range between 40 dBA to 53 dBA Leq (depending on the location).

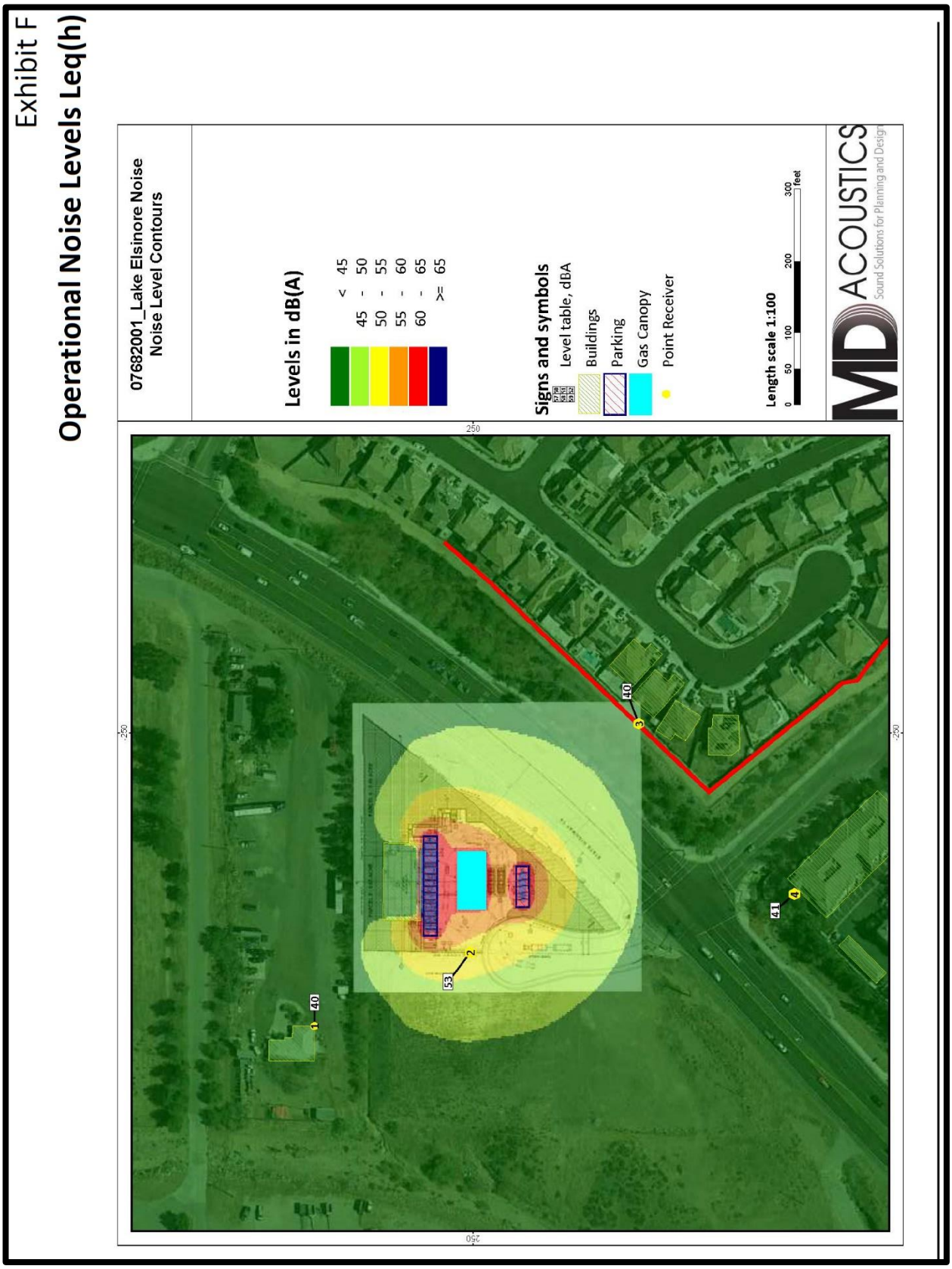


Exhibit F
Operational Noise Levels Leq(h)
07682001_Lake Elsinore Noise
Noise Level Contours
Levels in dB(A)
< 45
45 - 50
50 - 55
55 - 60
60 - 65
>= 65
Signs and symbols
Level table, dBA
Buildings
Parking
Gas Canopy
Point Receiver
Length scale 1:100
0
50
100
200
300
feet
MD ACOUSTICS
Sound Solutions for Planning and Design
250
250
250
250
40
53
40
41

Project Plus Ambient Operational Noise Levels

The Worst-case Predicted Noise Level (dBA, Leq) Table 5 below demonstrates the project plus the ambient noise levels. Project plus ambient noise level projections are anticipated to range between 57 to 59 dBA Leq depending on location. Therefore, the project has been compared to the quietest hourly average ambient noise level for comparative purposes.

Table 5 – Worst-case Predicted Noise Level (dBA, Leq)

Receptor [1]	Floor	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Nighttime (10 PM – 7 AM) Stationary Noise Limit (dBA, Leq)[4]	Change in Noise Level as Result of Project
1	1	57	40	57	**45**	0.1
2	1		53	59	**55**	1.4
3	1		40	57	**40**	0.1
4	1		40	57	**45**	0.1

Notes:
1. Receptors 1 is the nearest north property approximately 140' from the site, Receptor-2 is the west property line of the site. R1 and R2 follow the County of Riverside Ordinance. Receptor 3 is the nearest property line to the east 200' to the east, Receptor-4 is the nearest southern property 225' from the site, both R3 and R4 follow the City of Lake Elsinore Ordinance.
2. Existing ambient taken as one-hour measurement.
3. See Exhibit G of the Noise Impact Study for the operational noise level projections at said receptors.
4. Per the County of Riverside noise ordinance Chapter 9.52 and the City of Lake Elsinore Municipal Code Section 17.176.060.

Table 5 above shows that the project does not exceed the County of Riverside and the City of Lake Elsinore's nighttime exterior noise limits. The predicted exterior noise level will range between 40 to 53 dBA. Project operations are anticipated to remain below the County and City's respective noise limits. Therefore, the impact is **less than significant**.

When comparing the baseline plus project condition, the change in noise level will be between 0.1 to 1.4 dBA, Leq, as shown in the table above.

The Change in Noise Level Characteristics Table 6 below provides the characteristics associated with changes in noise levels.

Table 6 – Change in Noise Level Characteristics[1]

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

The change in noise level at all receptors would fall within the "Not Perceptible" acoustic characteristic. Therefore, the impact would be considered **less than significant**.

Noise Impacts to Off-Site Receptors Due to Project Generated Traffic

A worst-case project-generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 50 feet from the

centerline of the analyzed roadway. The modeling is theoretical and does not consider existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference with and without project conditions. In addition, the noise contours for 60, 65, and 70 dBA CNEL were calculated. The potential off-site noise impacts caused by an increase of traffic from the operation of the project on the nearby roadways were calculated for the following scenarios:

Existing Year (without Project): This scenario refers to existing year traffic noise conditions.

Existing Year (Plus Project): This scenario refers to existing year + project traffic noise conditions.

Existing Scenario – Table 7, Noise Levels Along Roadways (dBA CNEL) below compares the without and with project scenario and shows the change in traffic noise levels as a result of the project. It takes a change of 3 dB or more to hear a perceptible difference. As demonstrated in the Change in Noise Level Characteristics table above, the project is anticipated to change the noise 0.1 dBA CNEL.

The County of Riverside uses the FICON Approach. Because the ambient noise condition is over 65 dBA the noise is allowed a 1.5 dB increase. Although there is an increase in traffic noise levels, the impact is considered **less than significant**. The noise levels at or near any existing proposed sensitive receptor would be 73.2 dBA an increase less than 1.5 dB. Therefore, no further mitigation is required.

Table 7 – Existing Scenario - Noise Levels Along Roadways (dBA CNEL)

Existing Without Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
SH-74/Central Ave	Ardenwood Way to Conard Ave	73.2	81	175	377	812

Existing With Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
SH-74/Central Ave	Ardenwood Way to Conard Ave	73.2	82	177	380	819

Change in Existing Noise Levels as a Result of Project

Roadway[1]	Segment	CNEL at 50 Feet dBA[2]			
		Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact
SH-74/Central Ave	Ardenwood Way to Conard Ave	73.2	73.2	0.0	No

Notes:
[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.

Noise Impacts to On Site Receptors Due to Project Generated Traffic

The project site is located approximately 78 feet from the center line of SH-74/Central Ave and would fall within the 70 dBA CNEL or less contour. Therefore, the project would be normally acceptable per the County's Land Use Compatibility Matrix.

Construction Noise Impact

The degree of construction noise may vary for different project site areas and vary depending on the construction activities. Noise levels associated with the construction will vary with the different construction phases.

Construction Noise

The Environmental Protection Agency (EPA) has compiled data regarding noise-generated characteristics of typical construction activities. The data is presented in Typical Construction Equipment Noise Levels Table 8 below.

Table 8 – Typical Construction Equipment Noise Levels[1]

Type	Lmax (dBA) at 50 Feet
Backhoe	80
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74

Notes:
[1] Referenced Noise Levels from FTA noise and vibration manual.

Construction noise is considered a short-term impact and would be significant if construction activities are taken outside the allowable times described in the County of Riversides Ordinance No. 847 and the City of Lake Elsinore's Noise Element Section 17.176.060 Table 1. Construction is anticipated to occur during the permissible hours according to the County's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Furthermore, noise reduction measures are provided to reduce construction noise further. The impact is considered **less than significant;** however, construction noise level projections are provided.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be the loudest during the grading phase. A likely worst-case construction noise scenario during grading assumes the use of one grader, one dozer, and one backhoe operating at 134 feet from the nearest property line.

Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 134 feet have the potential to reach 74 dBA L_{eq} at the nearest sensitive receptors during building

construction. Noise levels for the other construction phases would be lower, approximately 74 dBA. This is below the NIOSH 85 dBA Leq 8hr standard.

Construction Noise Reduction Measures

Construction operations must follow the City and County's General Plan and the Noise Ordinance, which states that construction, repair, or excavation work performed must occur within the permissible hours. Since these are County and City regulatory requirements, they are being applied to the project as a Standard Condition **SC NOI-1** to ensure further that construction activities do not disrupt the adjacent land uses.

SC NOI-1: The following shall appear as notes on all construction drawings (i.e., grading, building, street improvement plans, etc.)

Construction should occur during the permissible hours as defined in County Ordinance No. 847 and the City of Lake Elsinore Municipal Code Section 17.176.080 F Construction/Demolition.

The contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices during construction (i.e., mufflers, sound dampening mats, acoustical silencers in intake and exhaust systems, etc.).

The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

Idling equipment shall be turned off when not in use.

Equipment shall be maintained to secure vehicles and their loads from rattling and banging.

While construction impacts were already detemirned to be less than significant, with the implementation of Standards Condition **SC NOI-**1, construction noise impacts will be further reduced and impacts remain **less than significant**.

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

Less Than Significant Impact

PPV – Known as the peak particle velocity (PPV), which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS – Known as the root mean squared (RMS), can be used to denote vibration amplitude.

VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

Construction activities can produce a vibration that may be felt by adjacent land uses. The project's construction would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during

construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk of architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{equipment} = PPV_{ref} (100/D_{rec})^n$$

Where: PPV_{ref} = reference PPV at 100ft.
D_{rec} = distance from equipment to receiver in ft.
n = 1.1 (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in the Guideline Vibration Damage Potential Threshold Criteria table below provides

Table 9 – Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013.
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The Vibration Source Levels for Construction Equipment table below gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Table 10 – Vibration Source Levels for Construction Equipment[1]

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86

Table 10 – Vibration Source Levels for Construction Equipment[1]		
Equipment	**Peak Particle Velocity (inches/second) at 25 feet**	**Approximate Vibration Level LV (dVB) at 25 feet**
Jackhammer	0.035	79
Small bulldozer	0.003	58
[1] Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.		

At 134 feet, a large bulldozer would yield a worst-case 0.020 PPV (in/sec) which may be perceptible for short periods of time during grading along the southern property line of the project site but is below any threshold of damage. The impact is **less than significant,** and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): General Plan, December 8, 2015
Figure OS-8 – Paleontological Sensitivity
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
Paleontological Resources Assessment Report for the 28771 Highway 74 Project, APNs 347-130-028 and 347-130-029, Lake Elsinore, Riverside County, California, prepared by Red Tail Environmental, April 2021 (Appendix M)

Findings of Fact:

Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?

Less Than Significant Impact with Mitigation

The Paleontological Resources Assessment (Appendix M) prepared for the project found that the rock units underlying the project area have been assigned a low paleontological sensitivity based on the criteria set by the County and the occurrence of known fossils elsewhere in western Riverside County.

Details regarding exact amounts of excavation are not clearly defined at this time. However, preliminary project plans indicate that several thousand cubic yards of sediment would need to be excavated or graded to complete the construction. Additionally, the geotechnical report recommends the “proposed building areas should be over excavated to a depth of 4.0 feet below the existing soil grad, or 2.0 feet below the proposed footing bottoms, whichever is greater” and “where possible, the limits of over-excavation for building areas shall extend at least 5.0 feet beyond the proposed building limits or to the property line, whichever is less.” Given the proposed ground disturbance and the geotechnical recommendations for over-excavation to complete the project, mass grading and excavation will likely directly impact the Mesozoic deposits (low paleontological sensitivity) underlying the project Area.

Geologists with the County apply general conditions when issuing grading permits for projects. When existing information indicates that a project site is located completely within a zone with low paleontological sensitivity, no direct mitigation is required unless a fossil is encountered during site development. Therefore, if a fossil is discovered during project development, the Riverside County Geologist must be notified, and the project proponent must retain a paleontologist. The paleontologist will document the extent and potential significance of the paleontological resources discovered at the project site and establish appropriate mitigation measures for further site development. Therefore, the project will have a **less than significant impact with mitigation** regarding directly or indirectly destroying a unique paleontological resource, site, or unique geologic feature.

The following is an outline of mitigation measures related to paleontological resources encountered during project construction.

Mitigation:

MM PAL-1: In the case that a paleontological resource is discovered during project construction, the following conditions must be met:

a. All site earthmoving shall be ceased in the area of where the fossil remains are encountered, but earthmoving activities may be diverted to other areas of the site;
b. The owner of the property shall be immediately notified of the fossil discover and in turn shall immediately notify the County geologist of the discovery;
c. The applicant shall retain a qualified paleontologist approved by the County;
d. The paleontologist shall determine the significance of the encountered fossil remains;
e. Paleontological monitoring of ground-disturbing activities will continue thereafter on an as-needed basis by the paleontologist during all such activity that may expose sensitive strata. Ground-disturbing activities in areas of the project site where previously undisturbed strata will be buried, but not otherwise disturbed, does not need to be monitored. The supervising paleontologist will have the authority to reduce monitoring if it is determined that the probability of encountering any additional fossils has dropped below an acceptable level;
f. If fossil remains are encountered by ground-disturbing activities when the paleontologist is not on site, these activities will be diverted around the fossil site and the paleontologist shall be called to the site immediately to recover the remains; and
g. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated, catalogued, and the corresponding geologic and geographic site data will be archived at the appropriate museum or repository. The remains will then be accessioned into the museum or repository fossil collection where they will be permanently stored, maintained, and made available for future study by qualified scientific investigators. The County must be consulted on the repository or museum to receive the fossil material prior to being curated.
h. The Paleontologist will establish appropriate mitigation measures for further site development.

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

Monitoring: No monitoring is required.

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

Source(s): General Plan, December 8, 2015
Riverside County General Plan Housing Element
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
Southern California Association of Governments (SCAG) Profile of Riverside County Local Profiles Report 2019, May 2019
The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, Adopted Final Connect SoCal, September 3, 2020

Findings of Fact:

a) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact

The project site consists of vacant, undeveloped land that has been subject to a variety of disturbances. The project is a new gas station and will not displace any existing housing necessitating the construction of replacement housing. The project will have a **less than significant impact** on the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

b) *Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?*

Less Than Significant Impact

The proposed convenience store and fueling station will operate twenty-four hours a day, seven days a week, with three employees, including a manager. It will have a pizza delivery service that will operate fourteen hours a day, seven days a week, with five employees. Therefore, the convenience store will have a total of eight employees, full- and part-time.

According to the SCAG Profile of Riverside County Local Profiles Report 2019, the County had a total of 762,114 jobs in 2017, an increase of 11.4 percent from 2007. The project proposes approximately eight new employees for operational activities. Due to the nature of the proposed employment opportunities, employees are anticipated to be drawn from the local workforce. They would not result in the relocation of new residents to the County of Riverside. Therefore, the project would have a **less than significant** impact on creating demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income.

c) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact

The project would include the development of the site in accordance with the land use designation applied to the site by the County of Riverside General Plan. While the project would generate new employment opportunities, the project would not result in growth that was not already anticipated by the County and evaluated in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal. Therefore, the project will have a **less than significant impact** on inducing substantial unplanned population growth in an area, either directly or indirectly.

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:				
x) Fire Services	☐	☐	☒	☐

Source(s):
General Plan, December 8, 2015
Safety Element
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Emergency Operations Plan (EOP), Riverside County Operational Area (OA), August 2019
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

Less Than Significant Impact

The Riverside County Fire Department provides fire protection, suppression, and emergency medical services within the project area. The project site is served by Riverside County Fire Station 97, located approximately ½ mile south of the site at 41725 Rosetta Canyon Drive.

While implementation of the project would not involve new residential uses or an increase in the County's population, the operation of new commercial uses would marginally increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped project site. The project would create the typical range of service calls for commercial developments, such as medical aid, fire response, traffic collisions, and hazardous materials. The project has been designed in compliance with all applicable ordinances and standard conditions established by the County and State, including, but not limited to, those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems.

Additionally, the project applicant will be required to pay a development impact fee (DIF), which provides a funding source for the construction of fire protection facilities and staffing due to impacts related to future growth in the County. The Fire Department would confirm compliance with applicable regulations while reviewing development plans. Therefore, the project will have a **less than significant impact** on fire services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

y) Sheriff Services	☐	☐	☒	☐

Source(s): General Plan, December 8, 2015
Safety Element
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Emergency Operations Plan (EOP), Riverside County Operational Area (OA), August 2019
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

Less Than Significant Impact

Riverside County Sheriff's Department provides patrol, criminal investigation, traffic enforcement, accident investigation, and tactical team services to the project area. The Lake Elsinore Sheriff's Station would serve the project site at 333 W Limited Avenue, approximately 3.3 miles southwest of the site.

While implementation of the project would not involve new residential uses or an increase in the County's population, the operation of new commercial uses would marginally increase the demand for police services at the currently undeveloped project site. The project would create the typical range of service calls for commercial developments. Additionally, the project applicant would be required to pay a development impact fee (DIF), which provides a funding source for the construction of police facilities and staffing due to impacts related to future growth in the County. As such, the project would create incremental demand for police protection services but would not require the construction of new or expanded police protection facilities or significantly impact existing service ratios and response times. Therefore, the project will have a **less than significant impact** on sheriff services.

	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.

z) Schools	☐	☐	☒	☐

Source(s): General Plan, December 8, 2015
Safety Element
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
Lake Elsinore Unified School District Developer Fees

Findings of Fact:

Less Than Significant Impact

The project site is within the Lake Elsinore Unified School District (LEUSD), which operates 23 schools and alternative education programs. Approximately 21,565 students, grades TK-12, are served by LEUSD. The project would not create a direct demand for school services, as the project involves non-residential uses that would not generate school-aged children. The project would generate a minimal number of employment opportunities (eight full/part-time positions), and it is expected that the local labor force would fill these positions. Therefore, the project would not generate substantial new residents or additional school-aged students requiring public education. As such, the project would not cause or contribute to a need to construct new or physically altered public school facilities.

Although the project would not create a direct demand for additional public-school services, the project applicant would be required to contribute school mitigation fees, which allows the school district to collect fees from new developments to offset the costs associated with increasing school capacity needs. This is a standard condition for new development and is not considered mitigation under CEQA. Therefore, the project will have a **less than significant impact** on schools.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

aa) **Libraries**	☐	☐	☐	☒

Source(s): General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

No Impact

The project involves non-residential uses that would not directly induce population growth. As such, the project would not increase the demand for library services. Therefore, the project will have **no impact** on libraries.

	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.

bb) **Health Services**	☐	☐	☐	☒

Source(s): General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

No Impact

The project involves non-residential uses that would not directly induce population growth. As such, the project would not increase the demand for health services. The closest health service facility is the Perris Hill Medical Plaza, approximately eight miles away. Therefore, the project will have **no impact** on health services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:				
cc) Parks and Recreation a. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☒	☐

Source(s): Ord. No. 460, Section 10.35 – Park and Recreation Fees and Dedications
Ord. No. 659 – Establishing Development Impact Fees
General Plan, December 8, 2015
Multipurpose Open Space Element
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

a & b) *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact

The project is the development of a commercial project that does not include a tract or parcel map, so Ordinance No. 460 does not apply. However, Ordinance No. 659 will apply as appropriate as the applicant will pay the required DIF. The project does not include any type of residential use or other land use that will generate population growth and increase the use of existing neighborhood and regional parks or recreational facilities. Accordingly, implementation of the project would not result in the construction or expansion of recreational facilities or result in increased use of existing recreational facilities. Therefore, the impact on existing recreational facilities or the need for new facilities is **less than significant**.

c) *Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?*

Less Than Significant Impact

The project site is located within the County Service Area 152 (CSA-152). CSA-152 is administered through the County's Environmental Health Department to provide street sweeping. It does not address recreational facilities. Pursuant to Ordinance No. 659, the project will pay DIF to construct facilities, purchase regional parkland, and preserve habitat and open space and, therefore, will have a **less than significant impact** on a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): General Plan, December 8, 2015
Circulation Element
Figure C-6 – Riverside County Trails and Bikeway System
Elsinore Area Plan, August 4, 2020
Figure 8 – Elsinore Area Plan Trails and Bikeway System
Lake Elsinore General Plan – Chapter 2.0 – Community Form
Figure 2.6 – City of Lake Elsinore Elsinore Area Trails System
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

Include the construction or expansion of a trail system?

No Impact

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

The property is located within the Elsinore Area Plan. Per Figure 8 – Elsinore Area Plan Trails and Bikeway System, no trails are identified on the subject property. A Community Trail is proposed to the north of the subject property with the trailhead off Highway 74/Central Avenue and the trail going north into the County area and connecting to other trails. The City of Lake Elsinore's General Plan shows a similar trail system connection. Implementation of the project would not interfere with using any existing trails. The project would **not impact** the use of an existing trail system.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:				
ee) 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):

General Plan, December 8, 2015
- Circulation Element
- Figure C-1 – Circulation Plan
- Figure C-3 – Street Classification Cross-Sections
- Figure C-6 – Riverside County Trails and Bikeway System
- Figure C-8 – Scenic Highways

Elsinore Area Plan, August 4, 2020
- Figure 7 – Elsinore Area Plan Circulation
- Figure 8 – Elsinore Area Plan Trails and Bikeway System
- Figure 9 – Elsinore Area Plan Scenic Highway

Lake Elsinore General Plan – Chapter 2.0 – Community Form
- Figure 2.2 – City of Lake Elsinore Roadway Cross Sections
- Figure 2.3 – City of Lake Elsinore Roadway Classifications
- Figure 2.5 – City of Lake Elsinore Bikeway Plan
- Figure 2.6 – City of Lake Elsinore Elsinore Area Trails System

Map My County GIS Database, accessed June 17, 2021

Riverside County Transportation Commission, Riverside County Long Range Transportation Study, December 2019

Riverside County Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, December 2020

Central Avenue Gas Station Vehicle Miles Traveled (VMT) Analysis, prepared by Integrated Engineering Group, February 2021 (Appendix N)
Central Avenue Gas Station Traffic Impact Analysis, prepared by Integrated Engineering Group, October 2021 (Appendix O)

Findings of Fact:

a) *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Less Than Significant Impact with Mitigation

STREET/HIGHWAY FACILITIES

The project is located at Highway 74/Central Avenue intersection and Chris Circle/Ardenwood Way. Access to the project site will be provided via a newly constructed driveway and cul-de-sac (Chris Circle) on the western leg of Highway 74/Central Avenue and Ardenwood Way signalized intersection. The County General Plan designates Highway 74/Central Avenue as an Expressway with six to eight lanes within 128' to 220' right-of-way. The City of Lake Elsinore designates Highway 74/Central Avenue as an Augmented Urban Arterial – State Highway of eight lanes with a 14' median in a 134' right-of-way.

Currently, Highway 74/Central Avenue from Conard Avenue to Rosetta Canyon Drive functions as a 4-lane arterial highway between Conard Avenue and Allan Street and a 5-lane arterial highway between Allan Street and Rosetta Canyon Drive. The posted speed limit on Highway 74/Central Avenue is 55 miles per hour (mph).

After coordination with both the County and the City of Lake Elsinore, it has been determined that Highway 74/Central Avenue in the area of the project site shall eventually be developed per the City of Lake Elsinore's General Plan designation of an Augmented Urban Arterial – State Highway of eight lanes with a14' median in a 134' right-of-way.

ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS

Wherever necessary, the roadway adjacent to the project site and the site access point will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Lake Elsinore General Plan satisfactory to the City Engineer and County Public Works Department.

Sight distance at the project access point should be reviewed with respect to standard Caltrans and City/County sight distance standards at the time of final grading, landscaping, and street improvement plans.

Signing/striping should be implemented in conjunction with detailed construction plans for the project site.

SUMMARY OF LOCAL AND REGIONAL FUNDING MECHANISMS

This portion of Highway 74/Central Avenue between I-15 and Ethanac Road is planned under TUMF to be expanded from the existing four lanes to six lanes. However, the work has not yet

been scheduled at this time. The project will contribute its fair share toward off-site improvements through payment of TUMF fees based on the current fees at the time of construction of the project.

ALTERNATIVE MODES OF TRANSPORTATION

Alternative modes of transportation mean any other way to commute other than driving alone. Examples include biking, walking, carpooling, and taking public transit.

Pedestrian

Pedestrian crosswalks are generally provided at signalized intersections along Highway 74/Central Avenue with sidewalks along the corridor.

Bicycles

Class II bike lanes in both directions are provided along Highway 74/Central Avenue. Implementation of the project would not interfere with the use of these bikeways.

Public Transit Services

The Riverside Transit Agency (RTA) is the main transit agency servicing the County of Riverside. Currently, RTA operates Route 9 within the vicinity of the project. Route 9 operates seven days a week and connects to the Lake Elsinore Outlet Center south of the site and the Perris Station Transit Center north of the site. Weekday and weekend service frequency is 60 to 90 minutes. Bus stops for Route 9 are currently located at the intersection of Highway 74/Central Avenue and Rosetta Canyon Road for northbound and southbound service, about 1,150 feet from the site. Pedestrian accessibility and connectivity from the project site to these bus stops are provided with signalized crossings at the intersection of Highway 74/Central Avenue and Ardenwood Way and a sidewalk along the south side of Highway 74/Central Avenue to the bus stops.

TEMPORARY TRAFFIC IMPACTS FROM CONSTRUCTION

The project will be balancing the cut and fill, so no import or export of dirt to the site is expected. However, construction activities may temporarily restrict vehicular traffic. Temporary changes to the existing roadway network require the approval of the County and the City of Lake Elsinore and notification to all emergency responders. Pursuant to **MM TRA-1,** the preparation of a construction management plan to the specifications and approval of both the County and the City of Lake Elsinore will ensure temporary traffic impacts from construction will maintain adequate access for emergency vehicles and evacuation procedures during construction. Implementing federal, state, and local laws and regulations, including **MM TRA-1**, would result in **less than significant impacts with mitigation,** directly, indirectly, or cumulatively, from temporary traffic impacts from construction on adequate access for emergency vehicles and adopted emergency response or evacuation plans.

MM TRA-1: The construction contractor shall evaluate the improvements needed based on the signed plans. Prior to construction staging, the construction contractor shall prepare a traffic control plan for the County and City of Lake Elsinore's approval

for any construction activities encroaching into the public right-of-way. The traffic control plan shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. Such measures may include, but are not limited to, providing early notification of closures to the County Fire Department and Sherriff's Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.

COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

No TIP projects are proposed for Highway 74/Central Avenue.

LONG RANGE TRANSPORTATION STUDY

Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, RCTC prepares and periodically updates the county's CMP to meet federal Congestion Management Process guidelines. RCTC's current CMP was adopted in December 2011. The CMP has since been incorporated into the Commission's Long Range Transportation Plan (LRTP), which was completed in December 2019.

Highway 74/Central Avenue is the Ethanac Corridor in the Study and is not funded under the program but rather a Riverside County TLMA project. Therefore, this project has **no impact** under the LRTP guidelines, directly, indirectly, or cumulatively on an LRTP roadway.

SUMMARY

As described above and as designed and conditioned, the project will have a **less than significant impact with mitigation**, directly, indirectly, or cumulatively, on the performance of the circulation system, transit system, roadways, and bicycle and pedestrian facilities.

b) *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less Than Significant Impact

VEHICLE MILES TRAVELED (VMT)

On September 27, 2013, Senate Bill (SB) 743 was signed into State law. It started a process intended to fundamentally change transportation impact analysis as part of the California Environmental Quality Act (CEQA) compliance.

As a result, the California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update, automobile delay and level of service (LOS) metrics are no longer used to determine transportation impacts. Instead, after July 1, 2020, transportation analysis under CEQA must use vehicle miles traveled (VMT) to determine land-use projects' impacts.

VMT Analysis Guidelines

The project is within the County of Riverside (County) jurisdiction. The County has adopted VMT guidelines as part of the Riverside County Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled dated December 2020. These guidelines provide guidance on evaluating VMT for transportation-related impacts under CEQA.

Screening Criteria

The project proposes a gas station with 3,516 square feet for the convenience store.

Screening Criteria Small Projects

Based on the Guidelines, Retail buildings with an area less than or equal to 60,000 square feet would be presumed to cause a less-than-significant impact. The project would potentially have a gas station with a total of 3,516 square feet of retail/convenience store. The project's retail component does qualify for the small project screening.

Screening Criteria Local-Serving Retail

The proposed retail would serve the other uses on the site and the local community. The guidelines state that to be considered local retail, no single store on-site exceeds 50,000 square feet. As stated previously, the entire project site provides approximately 3,516 square feet for a convenience store that is considered local retail. The project's retail component could qualify for the Local-Serving Retail screening. Additionally, the project anticipated GHG emissions are less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) per year; therefore, the project could also be screened out based on GHG emissions that fall below the screening level threshold.

Impact Determination

The project's retail component qualifies for screening as a small project. For this reason, the project's retail component would be presumed to be **less than significant** for VMT impacts.

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact

Access to the project site will be provided via a newly constructed driveway and cul-de-sac (Chris Circle) on the western leg of Highway 74/Central Avenue and Ardenwood Way signalized intersection. The project will include on-site circulation improvements (driveways and internal drive aisles), frontage improvements along the project site boundary, and roadway improvements to Highway 74/Central Avenue. These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City of Lake Elsinore, the County, and Caltrans. The design will undergo County and Fire Department review before approval to ensure that the local development standards for roadways are met without resulting in traffic safety impacts, including hazardous design features. Based on the above

analysis, the project would have a **less than significant impact** on substantially increasing hazards due to a geometric design feature or incompatible uses.

d) *Cause an effect upon, or a need for new or altered maintenance of roads?*

No Impact

The project would be served by the existing Highway 74/Central Avenue and the existing signalized intersection of Highway 74/Central Avenue and Ardenwood Way. A new roadway, Chris Circle, a cul-de-sac, is being constructed to serve the site and a number of other commercial sites. The new roadway is short in length, as was approved for the car wash to the south of the subject site. As such, the project **would not impact** or require new or altered maintenance of roads.

e) *Cause an effect upon circulation during the project's construction?*

Less Than Significant Impact with Mitigation

Project construction would occur over an approximate 6-month duration. Construction activities are estimated to require up to 39 worker vehicle trips daily to access the site and up to 10 vendor trips daily to deliver building materials (Appendix A of the Air Quality and Greenhouse Gas Impact Study). These trips would only occur during the temporary construction phase and would result in a negligible increase in traffic on existing roadways. Project construction would require off-site roadway improvements adjacent to the project site, within existing roadways. No full road closures are proposed. To ensure that impacts associated with temporary lane closures are minimized, the project applicant must prepare a traffic control plan through the implementation of **MM-TRA-1**. This construction traffic plan would include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures and adequate access for emergency vehicles and evacuation procedures during construction. Such measures may include but are not limited to providing early notification of closures to the fire and police services, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around the lane and street closures; and flaggers to direct traffic in the vicinity of the closure. The project would have a **less than significant impact with mitigation** on circulation during the project's construction and on inadequate emergency access or access to nearby uses.

f) *Result in inadequate emergency access or access to nearby uses?*

Less Than Significant Impact with Mitigation

Project access will be provided off Highway 74/Central Avenue via Chris Circle. Highway 74/Central Avenue is an existing roadway within the County's and the City of Lake Elsinore's established street system. The project will not significantly alter this roadway or the existing circulation pattern in the project area.

Improvements to Highway 74/Central Avenue as part of the project include a raised median at the intersection of Highway 74/Central Avenue and Allan Street in the north-south direction to restrict access to right-in/right-out only at the intersection and the widening of Highway 74/Central Avenue to its ultimate classification, per the City of Lake Elsinore General Plan, along

the property frontage to an eight (8)-lane augmented urban arterial including the implementation of a signal modification at the intersection of Highway 74/Central Avenue and Ardenwood Way. Therefore, emergency access and evacuation routes will be unaffected by the project. Access to the project site and nearby uses will still be provided.

Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the County and the City of Lake Elsinore and notification to all emergency responders. Pursuant to **MM TRA-1** for the preparation of a construction management plan to the specifications and approval of both the County and the City of Lake Elsinore, the project will provide adequate access for emergency vehicles and evacuation procedures during construction. Developing the project per the requirements of the County and the City of Lake Elsinore, including adequate street widths and vertical clearance, will ensure adequate access for emergency vehicles and evacuation procedures during the project's life. Implementing federal, state, and local laws and regulations, including **MM TRA-1**, would result in **less than significant impacts with mitigation,** directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.

Mitigation:

MM TRA-1: The construction contractor shall evaluate the improvements needed based on the signed plans. Prior to construction staging, the construction contractor shall prepare a traffic control plan for the County and City of Lake Elsinore's approval for any construction activities encroaching into the public right-of-way. The traffic control plan shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. Such measures may include, but are not limited to, providing early notification of closures to the County Fire Department and Sherriff's Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.

Monitoring: No monitoring is required.

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

Source(s): General Plan, December 8, 2015
Circulation Element
Figure C-1 – Circulation Plan
Figure C-3 – Street Classification Cross-Sections
Figure C-6 – Riverside County Trails and Bikeway System
Figure C-8 – Scenic Highways
Elsinore Area Plan, August 4, 2020
Figure 7 – Elsinore Area Plan Circulation
Figure 8 – Elsinore Area Plan Trails and Bikeway System
Figure 9 – Elsinore Area Plan Scenic Highway
Lake Elsinore General Plan – Chapter 2.0 – Community Form

Figure 2.2 – City of Lake Elsinore Roadway Cross Sections
Figure 2.3 – City of Lake Elsinore Roadway Classifications
Figure 2.5 – City of Lake Elsinore Bikeway Plan
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

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

No Impact

The property is located within the Elsinore Area Plan. Per Figure 8 – Elsinore Area Plan Trails and Bikeway System, no bikeways are identified in the vicinity of the project site on this plan. Class II bike lanes in both directions are provided along Highway 74/Central Avenue. Implementation of the project would not interfere with the use of these bikeways, and the project would **not impact** the use of an existing bikeway system.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
gg) 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): Native American Consultation
Phase 1 Cultural Resources Assessment Report for the 28771 Highway 74 Project, APNs 347-130-028 and 347-130-029, Lake Elsinore, Riverside County, California, prepared by Red Tail Environmental, February 2021 (Appendix E)

Findings of Fact:

a & b) *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)?*

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

Less Than Significant Impact with Mitigation

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

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to seven tribes on February 16, 2021. A consultation was requested by the Rincon Band of Mission Indians, Pechanga Band of Mission Indians, and the Soboba Band of Mission Indians.

No response was received from the Ramona Band of Cahuilla Mission Indians, Pala Band of Mission Indians, Cahuilla Band of Indians, or Colorado River Indian Tribe

The Rincon Band responded in a letter requesting consultation dated March 4, 2021. The tribe was provided with the cultural report and the conditions of approval. Rincon recommends that a Native Monitor be required during grading for this project. A letter concluding consultation was received from Rincon dated March 10, 2021.

The Soboba Band requested consultation in an email letter dated March 22, 2021. The tribe was provided with the cultural report and the conditions of approval. Soboba provided information that the project is within a Tribal Cultural Property (TCP) and recommends that the project be conditioned for a Native Monitor to be present during grading activities. If any subsurface Tribal Cultural Resources are identified, they will be handled culturally appropriately. The consultation was concluded on April 22, 2021.

The Pechanga Band requested consultation in an email dated March 3, 2021. The tribe was provided with the cultural report and the conditions of approval. A meeting was held with Pechanga on March 11, 2021, in which this project was discussed. Pechanga provided information as follows:

The Meadowbrook Traditional Cultural Property (TCP) is a large village complex that spans 4.5 miles in length and 1.3 miles in width in the community of Meadowbrook, east of Lake Elsinore. There are at least three separate ceremonial/religious areas within the TCP, two of which have recorded

burial/cremation locations that are associated with tóota 'eskanish (pictographs) along with a modern reinternment location. The additional 47 recorded archaeological sites that are contributing features to this TCP, consist of milling features (kitchens), tool manufacturing areas, and plant gathering and resource procurement regions. Springs and intermittent drainages are located within the TCP that would have provided water year-round. The large number of milling features, which represent individual households, accompanied by prominent, ceremonial observance locations in central locations to these living spaces, indicates there was a large population residing in this valley."

Pechanga also recommends that a Native American monitor be required as a condition of approval. Pechanga feels the area is sensitive to subsurface resources, and there is the possibility that previously unidentified resources might be found during ground-disturbing activities. As such, the project has been conditioned for a Tribal Monitor from the consulting Tribe(s) to be present during grading activities. Any Tribal Cultural Resources found during project construction activities will be handled culturally appropriately. The consultation concluded with Pechanga on April 13, 2021. (**SC TCR-1**)

The project will also be required to adhere to State Health and Safety Code Section 7050.5 if human remains are encountered and by ensuring that no further disturbance occurs until the County Coroner has made the necessary findings as to the 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. (**SC TCR-2**)

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during project construction. Therefore, a condition of approval (**SC TCR-3**) that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground-disturbing activities has been placed on this project. With the inclusion of these Conditions of Approval and the following mitigations, impacts to any previously unidentified Tribal Cultural Resources would be **less than significant with mitigation**.

Mitigation:

MM TCR-1: **060 – 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).

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 occurs until the County Coroner has made the necessary findings as to the 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 representatives), 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 continuous monitoring of all future site grading activities as necessary.

UTILITIES AND SERVICE SYSTEMS Would the project:				
hh) 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):
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
Hydrology Report for 28771 Central Avenue Gas Station, prepared by Kamal Mchantaf, March 10, 2021 (Appendix J)
Project Specific Water Quality Management Plan, 28771 Central Avenue Gas Station, prepared by Western States Engineering, Inc., September 23, 2020, Revised May 3, 2021 (Appendix K)
Riverside County Watershed Protection
National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements – Order No. R8-2010-0033 – NPDES No. CAS 618033
California Regional Water Quality Control Board, Santa Ana Region
Elsinore Valley Municipal Water District 2020 Urban Water Management Plan, June 2021
Elsinore Valley Municipal Water District Elsinore Valley Subbasin Groundwater Sustainability Plan, Draft July 2021

Findings of Fact:

a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?*

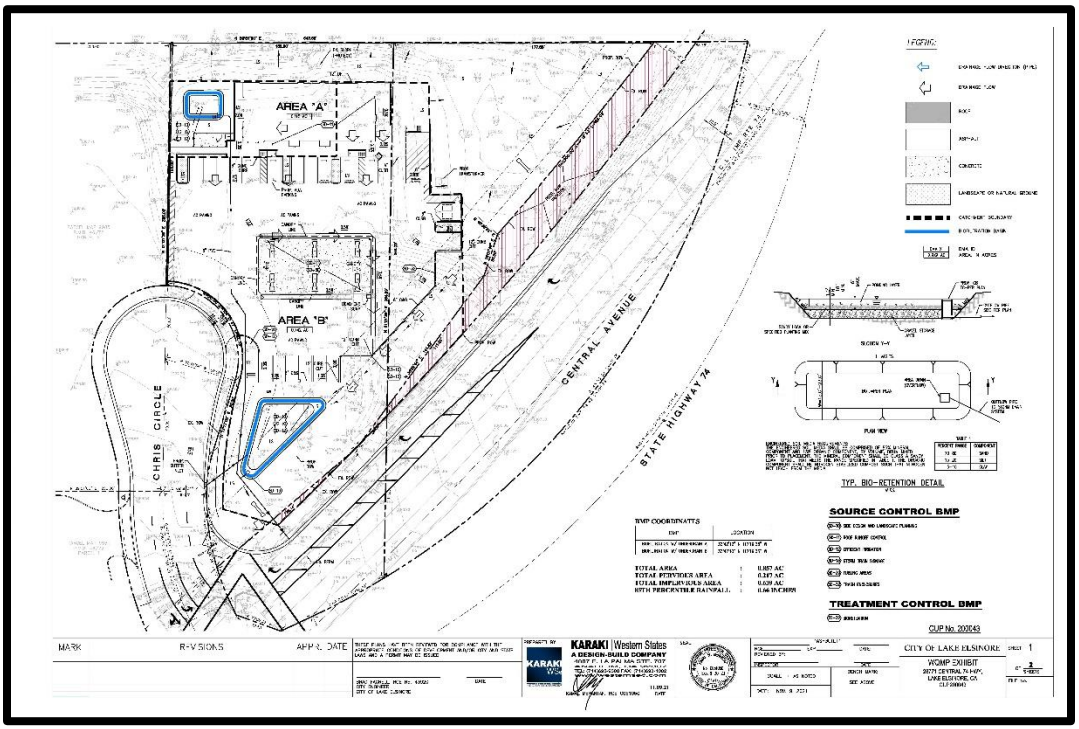
Less Than Significant Impact

Water – The project will get water from the Elsinore Valley Municipal Water District (EVMWD). EVMWD received its water from three primary sources, local groundwater pumped from EVMWD-owned well, surface water from Canyon Lake Reservoir and treated at the Canyon Lake Water Treatment Plant, and imported water purchased from Metropolitan Water District through Western Municipal Water District. The project site is located in the Elsinore Valley Subbasin groundwater basin of the EVMWD. This groundwater basin provides approximately 5,500acre-feet of water every year for EVMWD. The site will provide water via an eight-inch water line connection into Chris Circle from Highway 74/Central Avenue. EVMWD has provided a "will serve" letter on July 9, 2021, indicating they will provide water to the project. The project will have a **less than significant impact** on the requirement for or the relocation or construction of new or expanded water systems.

Wastewater – The project will receive sewer services from EVMWD, who provided a "will serve" letter on July 9, 2021. Sewer will be provided via a three-inch force line connection in Chris Circle from Highway 74/Central Avenue. Sewer flows collected at this location would go to the EVMWD Regional Water Reclamation Facility (WRF) for treatment. This facility recently received an $8.9 million grant from the United States Bureau of Reclamation toward expanding the facility. The project will significantly increase the facility's capacity and equip EVMWD to meet the needs of the community's growing population. The project will have a **less than**

significant impact on the requirement for the relocation or construction of new or expanded wastewater systems.

Storm Water – Runoff from the project site currently drains toward a bio-retention area on the northwest, north, and southwest portions of the site. The project proposes two bio-retention basins with a ponding depth of 0.5-feet, soil media depth of 1.5-feet, and gravel depth of one foot. The basins will have volume capacities of 1,624 cubic feet for Bio Area A and 3,173 cubic feet for Bio Area B. The volume is more than adequate to contain the increase in the 100-Year 24-hour storm volumes from the development. Stormwater quality mitigation is addressed in the Project Specific Preliminary Water Quality Management Plan, including designing landscaping to minimize irrigation and runoff.



The project is in the Santa Ana River Watershed, Temescal Creek Drainage Area, overseen by the Santa Ana RWQCB. Temescal Creek drains northerly from Lake Elsinore to the Santa Ana River and eventually to the Pacific Ocean.

Pursuant to NPDES regulations, the County will require that the project complies with existing Santa Ana RWQCB and County stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion and siltation and transport of urban pollutants. In addition, the County is a Co-Permittee. It is required to comply with the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit and the Water Quality Management Plan (WQMP), the project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. Additionally,

General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the County to prevent pollutant discharge into drainage systems. The project will have a **less than significant impact** on the requirement for or the relocation or construction of new or expanded stormwater drainage systems.

b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

Less Than Significant Impact

The Elsinore Valley Municipal Water District (EVMWD) will serve the project site, which serves approximately 42,000 water, wastewater, and agricultural customers in the Elsinore Valley. The EVMWD 2020 Urban Water Management Plan (UWMP) accounts for existing and forecasted development in its supply and demand forecasts. The project would include the construction and operation of land uses consistent with the land use designation established by the County's General Plan. Therefore, the UWMP supply and demand forecasts accounted for and anticipated the commercial development within the project site. The 2020 UWMP does not anticipate supply shortages within the next five years.

The site will provide water via an eight-inch water line connection into Chris Circle from Highway 74/Central Avenue. EVMWD has provided a "will serve" letter on July 9, 2021, indicating they will provide water to the project. The project will have a **less than significant impact** on EVMWD water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

ii) 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):
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
Hydrology Report for 28771 Central Avenue Gas Station, prepared by Kamal Mchantaf, March 10, 2021 (Appendix J)
Project Specific Water Quality Management Plan, 28771 Central Avenue Gas Station, prepared by Western States Engineering, Inc., September 23, 2020, Revised May 3, 2021 (Appendix K)
Riverside County Watershed Protection

National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements – Order No. R8-2010-0033 – NPDES No. CAS 618033
California Regional Water Quality Control Board, Santa Ana Region
Elsinore Valley Municipal Water District 2020 Urban Water Management Plan, June 2021
Elsinore Valley Municipal Water District Elsinore Valley Subbasin Groundwater Sustainability Plan, Draft July 2021
Department of Environmental Health Review
County of Riverside General Plan Volume 1: Program EIR No. 521

Findings of Fact:

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?*

Less Than Significant Impact

The project will receive sewer services from EVMWD, who provided a "will serve" letter on July 9, 2021. Sewer will be provided via a three-inch force line connection in Chris Circle from Highway 74/Central Avenue. Sewer flows collected at this location would go to the EVMWD Regional Water Reclamation Facility (WRF) for treatment. This facility recently received an $8.9 million grant from the United States Bureau of Reclamation toward expanding the facility. The project will significantly increase the facility's capacity and equip EVMWD to meet the needs of the community's growing population. The project will have a **less than significant impact** on the requirement for 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?*

Less Than Significant Impact

The project would generate an increase in the amount of wastewater which would necessitate increased wastewater treatment capacity, but not beyond the amount planned for under the County General Plan as the project is consistent with the General Plan land use. Compliance with federal and state regulations, including the Federal Water Pollution Control Act of 1972 (aka the Clean Water Act), the Federal Safe Drinking Water Act, the California Porter-Cologne Water Quality Control Act of 1970, and the California Code of Regulations Title 22 - Recycled Water: - Recycled Water will help to reduce impacts on the demands to the wastewater treatment facility and its capacity. As will compliance with the following Riverside County regulations:

Ordinance No. 458 - Regulating Flood Hazard Areas and Implementing the National Flood Insurance Program: This ordinance enacts measures that ensure that water and wastewater systems are adequately protected from flooding and would not contaminate or be contaminated by floodwaters. Thus, Ordinance No. 458 protects water supplies,

water and wastewater facilities, and water quality for both surface water and groundwater.

Ordinance No. 592 – Regulating Sewer Use, Sewer Construction, and Industrial Wastewater Discharges in County Service Areas: This ordinance sets various standards for sewer use, construction, and industrial wastewater discharges within Riverside County to protect both water quality and the infrastructure conveying and treating these wastewaters. Ordinance No. 592 protects water quality by prohibiting discharges to public sewers (which directly or indirectly connects to Riverside County's sewerage system) of any wastes that may have an adverse or harmful effect on sewers, maintenance personnel, wastewater treatment plant personnel or equipment, treatment plant effluent quality, public or private property or may otherwise endanger the public, the local environment or create a public nuisance. As a result, Ordinance No. 592 protects water supplies, water and wastewater facilities, and water quality for both surface water and groundwater.

Ordinance No. 650 – Sewer Discharge in Unincorporated Territory: This ordinance protects water quality, storm drains, and surface waters by prohibiting the discharge or deposition of any sewage, sewage effluent or non-hazardous waste, treated or untreated, into any streams or bodies of water above or below the ground, within Riverside County. It also establishes a variety of regulations regarding sewer connections and OWTS (loosely, septic systems and other localized sewer systems). In this way, Ordinance No. 650 protects water supplies, water, wastewater facilities, and water quality for surface water and groundwater from sewage-related pollutants, such as bacteria and pathogens.

Ordinance No. 754 - Stormwater/Urban Runoff Management and Discharge Controls: This ordinance regulates discharges to storm drain systems and pollutants entering storm drains (and, ultimately, surface and groundwater within Riverside County). Among other things, the ordinance requires that all discharge to storm drain systems be confined to stormwater runoff discharged pursuant to an NPDES permit and RWQCB authorization. Thus, Ordinance No. 754 mitigates impacts from stormwater flow, runoff, and pollutants carried by them and their effects on water quality.

The project will receive sewer services from EVMWD, who provided a "will serve" letter on July 9, 2021. Compliance with the noted federal. State and County regulations will ensure that the project will have a **less than significant** impact and result in a determination by the wastewater treatment provider that serves the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

jj) 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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): General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
County of Riverside General Plan Volume 1: Program EIR No. 521
Map My County GIS Database, accessed June 17, 2021
Characterization of Building-Related Construction and Demolition Debris In The United States, prepared by Franklin Associates for the U.S. Environmental Protection Agency Municipal and Industrial Solid Waste Division Office of Solid Waste Report No. EPA530-R-98-010, June 1998

Findings of Fact:

a & b) *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?*

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

Less Than Significant Impact

CR&R Waste and Recycling Services will serve the project. CR&R transports solid waste to the Badlands landfill. Prior to reaching the landfill, waste will be taken to a Robert A. Nelson Transfer Station/Material Recovery Facility for consolidation and transport to the sanitary landfill. The Riverside County Department of Waste Resources owns and operates the landfill. The landfill has a permitted capacity of 4,000 tons per day and has an estimated disposal capacity of 17,619,521 tons. The disposal capacity is expected to last through 2024 (General Plan EIR NO. 521 Table 4.17L).

Implementation of the project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The construction process would generate solid waste requiring disposal, primarily consisting of discarded materials and packaging. Based on the size of the project (i.e., 3,516 square feet of building area) and the United States Environmental Protection Agency's (EPA) construction waste generation factor for non-residential buildings of 3.89 pounds per square foot, approximately 6.84 tons of waste is expected to be generated during the project's construction phase (Characterization of Building-Related Construction and Demolition Debris In The United States). In compliance with the CalGreen Code, a minimum of 65 percent of all solid waste must be diverted from landfills (by recycling, reusing, and other waste reduction strategies). Therefore, the project is estimated to generate approximately 2.39 tons of solid waste during its construction phase and dispose of it in a landfill. Based on the anticipated construction schedule, the project's construction phase is estimated to last for approximately 240 days; therefore, the project is estimated to generate approximately 0.010 tons of solid waste per day, requiring landfill disposal during construction.

Operationally the project is expected to generate 2.4 tons of solid waste per 1,000 square feet of building area (General Plan EIR NO. 521 Table 4.17P) (3,516/1000 x 2.4) or 8.44 tons of solid waste per year. Compliance with federal, state, and local statutes and regulations regarding solid waste generation, transport, and disposal is intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste.

The project would be required to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and state programs, including AB 341, Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the project would be required to comply with applicable practices enacted by the County under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, state, and federal solid waste management regulations. AB 939 required that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75 percent by 2020 by SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 (SB 1016) was established to make the process of goal measurement (as established by AB 939) simpler, timely, and accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or, in some cases, employment); and (2) its disposal, as reported by disposal facilities.

In addition, the project will be required to provide adequate areas for the collection and loading of recyclable materials (i.e., paper products, glass, and other recyclables) in compliance with the State Model Ordinance, implemented on September 1, 1994, in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991 and to coordinate with appropriate County departments and/or agencies to ensure that there is adequate waste disposal capacity to meet the waste disposal requirements of the project. The County shall recommend that all development projects incorporate waste reduction, reuse, recycling, and composting measures.

Compliance with all federal, state, and County regulations for solid waste disposal, including those noted above, will ensure that the project will have a **less than significant impact** on the generation of 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 and would comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

kk) 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Street lighting?	☐	☐	☐	☒
e) Maintenance of public facilities, including roads?	☐	☐	☒	☐
f) Other governmental services?	☐	☐	☐	☒

Source(s): General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
County of Riverside General Plan Volume 1: Program EIR NO. 521
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

a) Electricity

Less Than Significant Impact

Southern California Edison (SCE) will provide electrical service to the project site. The project will receive electrical power by connecting to Southern California Edison's existing electrical infrastructure adjacent to the project site on power poles along Highway 74/Central Avenue. The connection will be overhead. The project will have a **less than significant impact** on electrical facilities, not requiring new facilities or expanding existing facilities.

b) Natural Gas

No Impact

The project will not be connecting to natural gas, so **no impact** on natural gas facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities will occur.

c) Communication Systems

Less Than Significant Impact

The project will connect to the existing communications infrastructure adjacent to the project site. Minor ground disturbances may be required off-site to connect to existing infrastructure. Any off-site disturbance would be limited to a short underground extension within the existing paved roadway. The project will have a **less than significant impact** on existing communications infrastructure facilities, not requiring or resulting in new facilities or the expansion of existing facilities.

d) Street Lighting

No Impact

The project will include the installation of on-site LED light fixtures to provide adequate lighting infrastructure. All proposed lighting will be installed within the project site, and no off-site street lighting is required. Therefore, there will be **no impact** on existing street lighting facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities will occur.

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

e) Maintenance of Public Facilities, Including Roads

Less Than Significant Impact

The project is located at the intersection of Highway 74/Central Avenue and Chris Circle/Ardenwood Way. Access to the project site will be provided via a newly constructed driveway and cul-de-sac (Chris Circle) on the western leg of Highway 74/Central Avenue and Ardenwood Way signalized intersection. Highway 74/Central Avenue, the entire street width was relinquished by the state to the City of Elsinore, which is now responsible for the roadway's repair and maintenance. All improvements to Highway 74/Central Avenue associated with this project will be completed per the City of Elsinore and County standards. The project will also require improving the half-width of Chris Circle, including installing a median.

In addition to proposed roadway improvements, DIF collected at the time of permit issuance would fund the installation and maintenance of roadways within the Department's system to accommodate continued growth and development within the County. Therefore, impacts are **less than significant** for maintaining public facilities, including roads.

f) Other Governmental Services

No Impact

The project will not significantly impact other governmental services, such as libraries (see Section 33 above), community recreation centers, and/or animal shelters. The employees for the project are anticipated to come from the local community and, therefore, will not change the demand for other governmental services. Implementation of the project will not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, **no impact** will occur on other governmental services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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): General Plan, December 8, 2015
Figure S-5 – Regions Underlain by Steep Slopes
Figure S-8 – Wind Erosion Susceptibility Areas
Figure S-11 – Wildfire Susceptibility
Elsinore Area Plan, August 4, 2020
Figure 13 – Elsinore Area Plan Steep Slope
Figure 14 – Elsinore Area Plan Slope Instability
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 8 – Inland Wildland Fire Threat
Map 9 – Western Riverside County Wildfire Susceptibility Risks Map
Map 21 – Riverside County Slope Instability Map
Map My County GIS Database, accessed June 17, 2021
Emergency Operations Plan (EOP), Riverside County Operational Area (OA), August 2019

Findings of Fact:

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

Less Than Significant Impact with Mitigation

The County of Riverside Emergency Management Department administers the County's Emergency Operations Plan (EOP), addressing the planned response to extraordinary emergencies associated with natural disasters, national security emergencies, and technological incidents affecting the County. The EOP describes the County's Emergency Operations Center (EOC) operations, the central management entity responsible for directing and coordinating the various County departments and other agencies in their emergency response activities.

The County's Local Hazard Mitigation Plan aims to reduce the impact of a disaster by identifying hazards and developing ways to decrease their impact. Risk assessments rate hazards with the greatest potential impact on the community. In addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. The plan creates awareness of the community's hazards, threats, and vulnerabilities and paves a path forward for jurisdictions to prepare for local disasters.

However, neither of these plans address preferred evacuation routes for the County, as the evacuation route can differ depending on the event type. Therefore, it is important to provide project access and maintain roadway access.

Project access will be provided off Highway 74/Central Avenue via Chris Circle. Highway 74/Central Avenue is an existing roadway within the County's and the City of Lake Elsinore's established street system. The project will not significantly alter this roadway or the existing circulation pattern in the project area. Emergency access and evacuation routes will be unaffected by the project.

Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the County and the City of Lake Elsinore and notification to all emergency responders. Pursuant to **MM TRA-1** for the preparation of a construction management plan to the specifications and approval of both the County and the City of Lake Elsinore, the project will provide adequate access for emergency vehicles and evacuation procedures during construction. Developing the project per the requirements of the County and the City of Lake Elsinore, including adequate street widths and vertical clearance, will ensure adequate access for emergency vehicles and evacuation procedures during the project's life. Implementing federal, state, and local laws and regulations, including **MM TRA-1**, would result in **less than significant impacts with mitigation,** directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.

MM TRA-1: The construction contractor shall evaluate the improvements needed based on the signed plans. Prior to construction staging, the construction contractor shall prepare a traffic control plan for the County and City of Lake Elsinore's approval for any construction activities encroaching into the public right-of-way. The traffic control plan shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. Such measures may include, but are not limited to, providing early notification of closures to the County Fire Department and Sherriff's Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.

b & c) *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?*

Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact

The project site is located in a Very High Fire severity area served by a major roadway, classified as an Expressway on the County's General Plan, in an urban area, Highway 74/Central Avenue. The site is relatively flat and, at one time, was developed with a pre-manufactured office and a barn-type structure; however, these buildings were demolished before the current owner acquired the property. The site is not located in an area subjected to soil erosion due to wind erosion susceptibility (Figure S-8 of the General Plan). Nevertheless, grading activities will be required to conform to the most current version of the California Building Code, the County Code, the approved grading plans, and good engineering practices. The project must also comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), as noted under the Air Quality

Section, which would reduce construction erosion impacts. Rule 403 requires control measures to reduce fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20% opacity. Rule 402 requires dust suppression techniques to be implemented to prevent dust and soil erosion from creating a nuisance off-site. Compliance with these federal, regional, and local requirements would reduce the potential for on-site and off-site erosion effects to accepted levels during project construction. Upon completion of construction activities, ground surfaces would be stabilized by project structures, paving, and landscaping. Therefore, impacts associated with soil erosion and the loss of topsoil would be **less than significant**.

The Gasoline Station will meet all Uniform Fire Code requirements to prevent accidental fires. These requirements will include crash bollards surrounding the propane tank to avoid having vehicles accidentally crashing into the above-ground propane tank. Other standards from the Uniform Fire Code require a breakaway device that allows for a safe disconnect should a customer drive off with the fueling dispenser pump still attached to their car. The fuel dispensers are equipped with Shear Valves to prevent a catastrophic event should a dispenser be knocked off the pedestal. The Shear Valve is designed to stop fuel from flowing after shearing off the dispenser.

Lastly, compliance with federal, state, and County regulations will ensure the project will have a **less than significant impact** on the exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire or the requirement for 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?*

No Impact

The project site is relatively flat. As identified in the Elsinore Area Plan, Figure 13 – Steep Slopes, the project and vicinity contain less than 15 percent slopes. As such, the project site would not be exposed to downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the project would have **no impact** on the exposure of 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?*

Less Than Significant Impact

As described above in Section 44(a-d), although the project is within a Very High Fire Hazard Severity Zone, the project site and proposed land uses do not contain specific attributes or factors that exacerbate wildfire risk. To ensure the project site is designed to minimize potential wildfire risk, the project would be required to comply with applicable provisions of the CBC, California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards pertaining to human health and safety.

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

The Gasoline Station will meet all Uniform Fire Code requirements to prevent accidental fires. These requirements will include crash bollards surrounding the propane tank to avoid having vehicles accidentally crashing into the above-ground propane tank. Other standards from the Uniform Fire Code require a breakaway device that allows for a safe disconnect should a customer drive off with the fueling dispenser pump still attached to their car. The fuel dispensers are equipped with Shear Valves to prevent a catastrophic event should a dispenser be knocked off the pedestal. The Shear Valve is designed to stop fuel from flowing after shearing off the dispenser.

Compliance will all federal, state, and county regulations concerning development in a very high fire severity zone will ensure the project will have a **less than significant impact** on the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:				
mm) 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): All sources previously identified in Sections 7, 8, 9, 28, & 39.

Findings of Fact:

Implementation of the project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal with the implementation of **MM BIO-1**. As described in Section 7, the project has a low potential for impacts on special-status plants and wildlife. Therefore, with the implementation of **MM BIO-1** (pre-construction nesting bird surveys), impacts on special-status plants and wildlife species would be **less than significant with mitigation**.

The project will not eliminate important examples of the major periods of California history or prehistory. It will have a **less than significant impact with mitigation,** as described in Sections 8, 9, 28 & 39. The project would not result in impacts on any known historic, archaeological, paleontological, or tribal cultural resources. Nevertheless, it is possible that resources would be encountered at subsurface levels during ground-disturbing construction activities. To reduce potential adverse effects to post-review discoveries during project implementation, procedures for the accidental discovery of resources will be implemented through **MM CUL-1** through **MM CUL-3**, **MM PAL-1**, and **MM TCR-1** through **MM TCR-3**.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
nn) 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): All sources previously identified in Sections 1 through 44.

Findings of Fact:

The project cumulatively adds to the impacts of aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emission, hazards & hazardous materials, hydrology/water quality, land use/planning, noise, paleontological resources, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, and wildfire. However, the project is consistent with the County General Plan land use designation and was planned and analyzed under the County's General Plan Program EIR No. 521. Mitigation would be required to reduce potentially significant impacts related to aesthetics, biological resources, cultural resources, hazardous & hazardous materials, paleontological resources, transportation, tribal cultural resources, and wildfire. As such, cumulatively considerable impacts associated with the project would be **less than significant with mitigation** incorporated (**MM AES-1** & **2**, **MM BIO-1**, **MM CUL-1** through **MM CUL-3**, **MM PAL-1**, **MM TCR-1** through **MM TCR-3,** and **MM TRA-1**). The project does not have impacts that are individually limited but cumulatively considerable.

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

Source(s): All sources previously identified in Sections 1 through 44.

Findings of Fact:

Direct and indirect environmental effects on human beings were analyzed in the following sections: aesthetics, air quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation, utilities/services systems, and wildfire. As found in the discussion of each relevant section, there are no potential impacts that cannot be fully mitigated to less-than-significant levels. Furthermore, the project would comply with all applicable federal, state, and local policies and regulations. The project would not result in environmental effects that would cause substantial adverse effects on human beings, and impacts would be **less than significant with mitigation**. Mitigation would be required to reduce potentially significant impacts related to aesthetics and transportation. (**MM AES-1** & **2**, and **MM TRA-1**).

VIII. 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:

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

Earlier Analyses Used, if any: County of Riverside General Plan Volume 1: Program EIR No. 521

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

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

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