

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: CEQ2000105
Project Case Type (s) and Number(s): PPT200026 CUP200049
Lead Agency Name: Riverside County Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Brett Dawson
Telephone Number: (951) 955-0972
Applicant's Name: Marwan Alabassi
Applicant's Address: 764 West Ramona Expressway, Suite C, Perris, CA 92571

I. PROJECT INFORMATION

Project Description:

The proposed project is located on one parcel comprising 3.2 acres in the Mead Valley Area Plan, west of the City of Perris in unincorporated Riverside County. The site is at 21750 Cajalco Road which is located at the southwest corner of the Cajalco Road/Carroll Street intersection on APN 318-130-012.

The applicant is proposing construction and operation of a 4,283 square foot convenience store, a 1,632 square foot restaurant with drive-thru in one building located along the eastern site boundary, a 4,991 square foot canopy over a 16 dispenser gasoline fueling island to the west, a 1,481 square foot car wash in the center of the site and a 6,630 square foot retail building with one 1,632 square foot drive thru restaurant and one 4,998 square foot high-turnover sit-down restaurant along the western site boundary. A total of 40 surface parking spaces would be provided. All fuel tanks would be underground and located beneath the fueling areas. Primary access would be from Cajalco Road near the center of the site. The primary entrance would be improved to a minimum of 24-feet in width to accommodate emergency vehicle and semi-truck access. Driveways to all areas of the project site would utilize the common entrance. A secondary access would be located at the southeast corner of the site to and from Carroll Street.

The site is zoned Mixed-Use (MU). The proposed project would require approval of a zone change to allow development of the car wash. Adjacent land uses are vacant land to the north, a landscape materials business to the south, a vacant land and then single-family residential to the east and a storage yard to the west. The proposed Project is expected to begin construction in mid-2022 and be operational in 2023. The project location is shown in Figure 1.

The above is hereinafter referred to in this staff report as the "project" or "Project."



Figure 1 – Vicinity Map

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

B. **Total Project Area:** 3.2 acres

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres: 3.2	Lots: 1	Sq. Ft. of Bldg. Area: 19,167	Est. No. of Employees:
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other:			

C. **Assessor’s Parcel No(s):** 318-130-012

Street References: 21750 Cajalco Road, north of Elmwood Street, south of Cajalco Road, east of Clark Street, and west of Carroll Street

D. **Section, Township & Range Description or reference/attach a Legal Description:**
Township 4 South, Range 4 West, Section 10 SE

E. **Brief description of the existing environmental setting of the project site and its surroundings:** The project site was previously used as a feed and grain store with a caretakers’ facility site. There are remnants of the previous use is visible on site and will be removed. The project site is sounded by vacant property to the north, single-family residences to the south and a feed store is located west of the site.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

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

1. Land Use: The following Policies are applicable to the proposed project: LU 7.1 and LU 7.5.

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

Consistent. The proposed project is consistent with the Mixed-Use Area land use designation in the Riverside County General Plan. Per the Land Use Element, the intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office entertainment, educational, and/or recreational uses or other uses are planned. The proposed project provides retail opportunity that will serve existing and future residential development in this area. The property is located within the Mead Valley Area Plan, specifically the Cajalco Road-Carroll/Brown Streets Neighborhood 1. This neighborhood encompasses approximately 48 gross acres. The Mead Valley Area Plan policy MVAP 5.4 requires highest density residential development on fifty percent of this neighborhood. The project will occupy 3.2 acres of the neighborhood, which is 6.7% of the entire neighborhood. A similar project located near the southwest corner of Cajalco Road and Clark Street, located approximately 1,000 feet west of the project site, was approved by the County in April 2022. The project, Conditional Use Permit No. 180008 (CUP180008), is also within Neighborhood 1 and is approximately 1.13 acres. With the approval of that project and, if this project PPT200026/CUP200049 is approved, the remaining vacant properties within this neighborhood can accommodate the required 50% HHDR development. The project site includes a property that is included in the Housing Element site inventory. Additional information regarding residential capacity is provided below under the Housing Element.

LU 7.5: Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses.

Consistent. The project will be located on a site with vacant land and commercial uses between the site and the nearest residential uses.

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

Consistent. The project would be served by Eastern Municipal Water District and connect to the existing sewer system for wastewater treatment.

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

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

Consistent. The project would pay fair share costs to improve intersections that are cumulatively affected by project traffic.

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

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

Consistent. The applicant would construct both access driveways and pay in lieu fees for off-site improvements, if any.

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

Consistent. The project access driveways and drive aisles have been designed consistent with Riverside County Transportation Department and Fire Department standards.

3. Multipurpose Open Space: To ensure compliance with the Multiple Species Habitat Conservation Plan (MSHCP), an on-site inspection, *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was conducted for the project. The project is conditioned for bird surveys during nesting season. The project is also conditioned to address Cultural Resources and Water Quality.*

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

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

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

Consistent. A Geotechnical Report was prepared for the proposed project. See *Preliminary Geotechnical Evaluation and Infiltration Study*, prepared by GeoTek, Inc., December 2020 (Appendix D).

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

- a. All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire and Building and Safety departments.
- b. All proposed development and construction shall meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.
- c. In addition to the standards and guidelines of the California Building Code and California Fire Code fire safety provisions, continue to implement additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel,

equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

d. Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County Ordinances.

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

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

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

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

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

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

6. Housing: The Housing Element identifies vacant and underutilized properties that may be suitable for residential development. These sites are specifically inventoried to show that the County has the land use capacity to accommodate its Regional Housing Needs Assessment (RHNA) allocation. The General Plan Housing Element Appendix P Table P-39 includes parcel 318-130-012 and estimates a capacity of forty-eight (48) units for the lower-income RHNA allocation. For the lower income RHNA, the 6th Cycle Housing Element Table P-43 shows that the County has capacity to accommodate 19,338 units for the lower-income category, this provides a surplus of 2,340 units for the lower-income category. The approval of CUP180008 removed sixteen (16) units from the site inventory for lower income category. Therefore, if this project, PPT200026/CUP200049, is approved, the County will still have a surplus of 2,276 units for the lower-income category.

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

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

Consistent. The project would be designed consistent with Title 24 of the California Energy Code to minimize energy and utility demand and assumes installation of low flow fixtures and implementation of measures to reduce potable water and irrigation demand. Further, the car wash recycles approximately 80 percent of the water used which minimizes potable water demand associated with this use.

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

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

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

Consistent. It is assumed the project would comply with AB 341 and recycle up to 75% of all solid waste.

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

Consistent. The project would generate less than 3,000 metric tons annually of CO₂E and comply with applicable measures contained with the CAP as addressed in Section 20, Greenhouse Gas emissions.

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

Consistent. See response to AQ 23.2.

8. Healthy Communities: The project is within an area that is identified as an Environmental Justice Community pursuant to Senate Bill 1000. The Environmental Justice (EJ) policies provided in the Healthy Communities Element addresses quality of life and environmental safety. The major topics that are addressed includes Civic Engagement, Pollution Exposure, Food Access, Safe and Sanitary Homes, Physical Activity, and Public Facility. For civic engagement, the applicant presented the project to the Mead Valley Municipal Advisory Committee on March 3, 2021 and received feedback from the Community. The project addresses the applicable policies through site design, condition of approval and community contribution. The proposed restaurant and gas station with a convenient store and car wash will provide healthy food options for the community. The applicant will also contribute to providing a bus stop to the Riverside Transit Agency, sidewalk improvement from the project frontage to the feed store located west of the site, Community Center improvement, and contribution towards a signal at Cajalco Road and Carroll Street intersection.

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

C. Foundation Component(s): Community Development

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

E. Overlay(s), if any: None

F. Policy Area(s), if any: None

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Mead Valley Area Plan
2. **Foundation Component(s):** Community Development to the north and west of the project site, and Rural Community to the south and east
3. **Land Use Designation(s):** Mixed Use to the north and west, and Rural Community: Very Low Density Residential to the south and east
4. **Overlay(s), if any:** None
5. **Policy Area(s), if any:** None

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** The subject site is not located within a Specific Plan.
2. **Specific Plan Planning Area, and Policies, if any:** None

I. Existing Zoning: Mixed Use (MU)

J. Proposed Zoning, if any: None

K. Adjacent and Surrounding Zoning: MU to the north and west, Light Agriculture one-acre minimum (A-1-1) to the south and east

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
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<input checked="" type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document,

have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

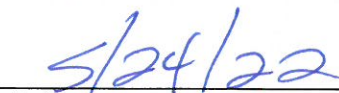
I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.


I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.


Signature


Date


Printed Name

For: John Hildebrand
Planning Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

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

Findings of Fact: a) There are three designated state scenic highways in Riverside County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the study area is the segment of State Route 74 (SR-74) from the San Bernardino National Forest boundary to Highway 111 in the City of Palm Desert approximately 30 miles east of the project site. As noted, the site is undeveloped.

Implementation of the project would occur on a vacant undeveloped site. Development would occur consistent with contemporary design standards and architectural styles. While the site would visually change, it would generally be consistent with developing parcels along Cajalco Road and development in the City of Perris located to the northeast. Views within the area are not designated scenic nor does the site contain any unique visual features. The project site would not be visible from a scenic highway corridor because of the distance between the project site and Highway 74. **No impact** to views along a scenic highway would occur with the project.

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

Implementation of the project would occur on a vacant undeveloped site. Views into the site are of flat, disturbed ground with rural residential and undeveloped parcels in the area. Bare ground with limited ruderal vegetation can be seen from Cajalco Road looking south. No rock features are visible on the site. There are no trees, historic structures or other visually prominent features on the site or within the site vicinity. Views within the area are not designated scenic nor does the site contain any unique visual features.

The project would develop various commercial uses including a convenience store and fueling station, drive-thru restaurant, a retail building, stormwater detention facilities and related infrastructure on a 3.2 gross acre site. While views would change, no designated scenic views or resources would be affected. The design elements of the buildings and landscaping would be reviewed and approved by the County. Thus, impacts to scenic vistas would be **less than significant**.

c) The project would be developed on a vacant site. While views from Cajalco Road would change, these are not considered scenic nor does site contain any unique visual features that would be adversely affected by the project as discussed under thresholds a) and b) above. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory

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

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

Findings of Fact: The project site is located approximately 43 miles northwest of the Mt. Palomar Observatory and is subject to lighting restrictions. All proposed outdoor lighting shall be in conformance with County Ordinance 655. The project would use Class I, II and Class III lighting. Class I would be used for illuminating signs. Class II would be used for the illumination of streets, sidewalks, signs and parking areas. Class III lighting would illuminate outdoor features including landscaping and building walls. Lighting would require low pressure sodium fixtures that are full shielded and focused to minimize spill light into the sky and onto adjacent properties. A note will be made on the Environmental Constraints Sheet that the site is located within Zone B of County Ordinance 655 and are subject to outdoor lighting restrictions. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3. Other Lighting Issues

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

Source(s): On-site Inspection, Project Application Description, Ordinance No. 915 Regulating Outdoor Lighting

Findings of Fact: a-b) The project would add new security and parking lot lights; commercial signs and landscape lighting. Lighting would be visible from residences, commercial buildings, outdoor signage and vehicles operating on the streets. All outdoor street lighting would be designed to Riverside County standards defined per Ordinance 461.10 (December 2007). A block wall would be constructed along the rear of the property to shield residents located south of the site from headlights. Additionally, County Ordinance No. 915, Regulating Outdoor Lighting, establishes a countywide standard for outdoor lighting that applies to all future development under the project. Ordinance No. 915 also prohibits blinking, flashing and rotating outdoor luminaires, with a few exceptions. The Project's conditioned to comply with Ordinance No. 655, Ordinance No. 915, and Ordinance No. 461.10. It is not anticipated that the project would result in the creation of a new substantial light sources; and therefore, any impacts related to light and glare would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources," Map My County GIS database, Riverside County Ordinance No. 625, California Department of Conservation – California Important Farmland Finder, and Project Application Materials.

Findings of Fact: a) The project site is zoned Mixed Use (MU) which is intended to support the development of commercial. The site is currently vacant; however, no Prime Farmland, Unique

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Farmland, or Farmland of Statewide Importance occurs on the project site and these resources would not be affected by project implementation. **No impact** would occur under this threshold.

b) The project site is not enrolled in a Williamson Act contract nor is it within an agricultural preserve. The proposed project would not conflict with any zoning designations designed to promote agriculture. The project site is not currently utilized for agricultural purposes. The site and surrounding area is not used for agricultural purposes. **No impact** would occur under this threshold.

c) The intent of Ordinance No. 625 is to conserve, protect, and encourage the development, improvement, and continued viability of its 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 is also the intent of the County 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. It is the intent of this ordinance to reduce the loss to the County of its agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. The project site is located north and west of properties that are zoned Light Agriculture one-acre minimum (A-1-1), which would qualify as “land zoned for primarily agricultural purposes” per Ordinance No. 625. However, there are no agricultural activity, operation or facility or appurtenances thereof as defined in Ordinance No. 625 located within 300 feet of the project site. Therefore, the project would not conflict with Ordinance No. 625 “Right to Farm”. **No impact** would occur under this threshold.

d) According to the Map My County Farmland layer and verified on the California Department of Conservation – California Important Farmland Finder, the project site is located south and east of an area identified as Farmland of Local Importance. This area includes parcels 318-100-011, 318-130-001, 318-130-020 and 318-130-017, and partially 318-130-016. In examining the 2020 and 1996 aerial imageries available on Map My County, these parcels have not been used for commercial agricultural purposes for the last three years and possibly longer. Neither the site nor surrounding areas are used for commercial agriculture. Therefore, the project would not convert Farmlands to non-agricultural use. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: a-c) The project site is not located within forest land. The closest forest land in proximity to the site is the Cleveland National Forest, located approximately 12 miles southwest of the project site. Neither the site nor surrounding areas are used for timber production. The project is not located in forest or conservation land. Implementation of the proposed project would not convert forest land to a non-forest use. The project would not conflict with any zoning designations designed to preserve timber. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:

6. Air Quality Impacts

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

Source(s): SCAQMD CEQA Air Quality Handbook, *Deemarco Commercial Center Air Quality-Greenhouse Gas Technical Report* prepared by Birdseye Planning Group, November 2020 (Appendix A).

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

**Table 1
SCAQMD Air Quality Significance Thresholds**

Mass Daily Thresholds		
Pollutant	Construction	Operation
Nitrogen Oxides (NO _x)	100 lbs/day	55 lbs/day
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Particulate Matter 10 (PM ₁₀)	150 lbs/day	150 lbs/day
Particulate Matter 2.5 (PM _{2.5})	55 lbs/day	55 lbs/day
SO _x	No standard	150 lbs/day

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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CO	550 lbs/day	550 lbs/day	^a
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Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, unless otherwise stated.

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

lbs/day = pounds per day

Regional construction emissions associated with implementing the proposed project were calculated using the CalEEMod 2016.3.2 software. Construction emissions modeling for demolition, site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin mid-2021 and extend through early 2022. The entire 3.2-acre site would be disturbed during construction of the project. In addition to SCAQMD Rule 403 requirements for fugitive dust control, emissions modeling also accounts for the use of low-VOC paint (100 g/L for non-flat coatings for non-residential uses) as required by SCAQMD Rule 1113.

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

The applicant is proposing construction and operation of a 4,325 square foot convenience store, a 1,657 square foot restaurant with drive-thru in one building located along the eastern site boundary, a 4,998 square foot canopy over a 16 dispenser gasoline fueling island to the west, a 1,506 square foot car wash in the center of the site and a 6,691 square foot retail building with a drive thru restaurant. A total of 40 surface parking spaces would be provided. All fuel tanks would be underground and located beneath the fueling areas. Thus, the proposed project would be consistent with current planning documents; thus, it would be consistent with the AQMP. **No impact** would occur under this criterion.

b) As discussed, operation of the project would add new commercial uses as described above. Emissions associated with both construction and operation of the project are provided below (see Appendix A).

Construction Emissions

Construction vehicles and equipment operation, as well as grading/site preparation activities have the potential to generate fugitive dust (PM₁₀ and PM_{2.5}) through the exposure of soil to wind erosion and dust entrainment. Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO_x), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy-duty construction equipment. However, emissions would also be associated with constructing each building (including the application of paint) and paving the parking area.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 2
Estimated Maximum Construction Emissions (lbs/day)**

	Air Emissions (lbs/day) ²					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Construction Emissions – 2021	4.0	43.4	22.2	0.05	9.5	5.8
Construction Emissions – 2022	10.6	19.2	20.9	0.04	1.8	1.1
<i>SCAQMD Pollutant Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded	No	No	No	No	No	No

I. II. Source: CalEEMod calculations, see Appendix A.

As indicated in Table 2, maximum daily emissions from construction activities would not exceed SCAQMD construction thresholds. However, the project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Rule 403 measures to reduce fugitive dust emissions are as follows:

- 1. Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- 2. Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
- 3. Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
- 4. No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
- 5. Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

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Localized Significance Thresholds. The SCAQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix A shows the equipment assumed for this analysis.

LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to the proposed development as the majority of emissions would be generated by vehicles operating on roadways.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. Based the mix of construction equipment used on-site, a total of 3.5 acres would be disturbed daily during site preparation and grading. The site is only 3.2 acres size; however, to provide a conservative evaluation of project consistency with the LSTs, look up table values for two acres were used. LSTs for construction related emissions in the SRA 24 at varying distances between the source and receiving property are shown in Table 3.

**Table 3
SCAQMD LSTs for Construction**

Pollutant	Allowable emissions as a function of receptor distance in meters from a two-acre site (lbs/day)				
	25	50	100	200	500
Gradual conversion of NO _x to NO ₂	170	200	264	379	684
CO	883	1,262	2,232	5,136	18,947
PM ₁₀	7	20	38	75	186
PM _{2.5}	4	6	10	23	91

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

As referenced, the nearest sensitive receptors to the project site are located approximately 200 feet (63 meters) south of the southern property boundary. To provide a conservative evaluation of construction emissions relative to LST thresholds, allowable emissions for 50 meters were used. As shown in Table 2, total emissions of NO_x, CO, PM₁₀ and PM_{2.5} would not exceed the LST thresholds shown in Table 3 at 50 meters with mitigation to reduce PM_{2.5} emission during the site preparation phase. With mitigation,

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temporary PM_{2.5} emissions would be reduced to **less than significant** per thresholds (b) and (c) referenced above and below.

Operational Emissions

Table 4 summarizes emissions associated with operation of the proposed project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including natural gas, landscape equipment and architectural coating emissions as the structures are repainted over the life of the project. The majority of operational emissions are associated with vehicle trips to and from the project site. Trip volumes were based on trip generation factors for mixed use projects incorporated into CalEEMod.

As shown, the net change in emissions would not exceed the SCAQMD thresholds for ROG, NO_x, CO, SO_x, PM₁₀ or PM_{2.5}. Therefore, the project’s regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be **less than significant**.

c) The nearest sensitive receptor to the project site are residences located approximately 200 feet south of the southern site boundary. As shown in Tables 2 and 4, project construction and operation would not exceed SCAQMD pollutant thresholds. Pollutants generated during operation would be negligible. Therefore, impacts would be **less than significant**.

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

**Table 4
Estimated Operational Emissions**

	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
<i>Proposed Project</i>						
<i>Area</i>	5.3	0.01	0.01	0.01	0.01	0.01
<i>Energy</i>	0.07	0.6	0.5	0.01	0.05	0.05
<i>Mobile</i>	3.7	24.3	21.1	0.08	4.6	1.2
<i>Maximum lbs/day</i>	9.1	24.9	21.7	0.08	4.6	1.3
<i>SCAQMD Thresholds</i>	55	55	550	150	150	55
<i>Threshold Exceeded?</i>	No	No	No	No	No	No

See Appendix for CalEEMod version. 2016.3.2 computer model output. Summer emissions shown.

As discussed in the Traffic Impact Assessment (Mizuta Traffic Consulting, Inc., May 2021), the project would add an additional 2,623 daily trips along Cajalco Road. A total of 9 intersections were evaluated

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including the segment of Cajalco Road fronting the project site. Operation of the Carroll Street and Cajalco Road intersection would operate at LOS E/F under all scenarios evaluated. That intersection satisfies the peak-hour signal warrants under all scenarios. Additionally, the 8-hour signal warrant was satisfied under Existing Conditions. The project would not cause the intersection operation to degrade to LOS E/F; thus, no hotspot would be created with operation of the project. A **less than significant** impact would occur under this threshold.

A health risk assessment was prepared for the fueling station to determine whether sensitive properties located in proximity to the site would be at risk of adverse health effects associated with operation of the fueling station (see Appendix A). The analysis presented herein reflects a maximum annual throughput of approximately 2,400,000 gallons. Ultimate fuel throughput allowances/requirements would be established by SCAQMD during the process of evaluating the fueling station Permit to Operate. For purposes of this evaluation, cancer risk estimates have been made consistent with the methodology presented in SCAQMD's *Risk Assessment Procedures for Rules 1401, 1401.1 & 212* which provide screening-level risk estimates for gasoline dispensing operations.

Sensitive receptors, as identified by SCAQMD, may include residences, schools, playgrounds, athletic facilities, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors in proximity to the project are rural residential. The nearest sensitive receptors are the residential properties located approximately 300 feet (90 meters) south of the proposed gasoline canopy center. See Figure 3 in Appendix A. Existing commercial receptors include a landscaping supply yard, animal feed stores and uses supporting rural residential/animal husbandry uses. The nearest use is a landscaping yard located to the south of the site and approximately 100 feet (33 meters) south of the gasoline canopy center.

Based on the SCAQMD Risk Tool version 1.103 that implements the SCAQMD Risk Assessment Procedures for Rule 1401, 1401.1, and Rule 212 and Permit Application Package "N" Version 8.12, it is estimated that the cancer risk to sensitive and commercial receptors from the proposed gasoline dispensing station would be 1.3 in one million and 0.6 in one million, respectively. As stated in the Risk Assessment Procedures for Rules 1401, 1401.1 & 212, although gasoline vapors and its TAC constituents (for example, benzene, toluene, and xylene) have non-cancer impacts, the risks from retail gasoline dispensing facilities are dominated by cancer risk. Therefore, the chronic and acute non-cancer health risk do not need to be calculated. Health risks associated with operation of the proposed gasoline dispensing facility would be than the 10 per 1,000,000; and thus, **less than significant**. No mitigation is required.

d) The primary source of odors during operation would be operation of the restaurants and operation of the fuel dispensers. During operation, the project would be subject to SCAQMD Rule 1138 which addresses restaurant emissions, specifically from chain-driven char-broilers. Rule 1138 requires the use of a catalytic oxidizer control device to control emission. Further, SCAQMD Rule 461 requires use of CARB certified Phase I and Phase II enhanced vapor recovery systems on the dispensing equipment. These systems are designed to reduce odorous emissions. With the implementation of Rule 1138, odors would be **less than significant**.

Mitigation: No mitigation required.

Monitoring: No monitoring required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES Would the project:				
7. Wildlife & Vegetation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): GIS database, WRCMSHCP, On-site Inspection, ELEMT Consulting, Inc., *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Project Located at 21705 Cajalco Road, Perris, Riverside County, California. (Appendix B).*

Findings of Fact:

This section describes the ELMT Consulting's (ELMT) habitat assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency analysis findings for the proposed project located at 21705 Cajalco Road, Perris, Riverside County, California. The field investigation was conducted on September 11, 2020 to document baseline conditions and assess the potential for special-status plant and wildlife species to occur within the proposed project site that could pose a constraint to implementation of the proposed project. Additionally, this section provides an assessment of the suitability of the on-site habitat to support burrowing owl (*Athene cunicularia*), as well as other special-status plant and wildlife species identified by the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB), MSHCP and other electronic databases as potentially occurring in the vicinity of the project site.

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The site was also evaluated for its potential to support natural drainage features, ponded areas, and/or water bodies that have the potential to fall under the regulatory authority of the of the United States Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), California Department of Fish and Wildlife (CDFW), or qualify as riparian/riverine habitat under the MSHCP.

The Western Riverside County Regional Conservation Authority (RCA) MSHCP Information Map was queried to determine if the MSHCP identifies any potential survey requirements for the project. The project site was reviewed against the MSHCP to determine if the site is located within any MSHCP areas including Criteria Cells (core habitat and wildlife movement corridors) or areas proposed for conservation.

The following material describes the findings and recommendations with respect to biological resources as required per the CEQA thresholds of significance listed above.

a, d, g) The project site is located within the Mead Valley Area Plan Area Plan of the MSHCP but is not located within any Criteria Cells or MSHCP Conservation Areas. Additionally, the project site is only located within the designated survey area for burrowing owl and as identified by the Riverside Conservation Authority Information Map.

- Amphibians - Not in an amphibian survey area;
- Burrowing Owls - Burrowing Owl Survey Area;
- Criteria Area Species - Not in a criteria area species survey area;
- Mammals - Not in a mammal survey area; and
- Narrow Endemic - Plants Not in a narrow endemic plant survey area.

Because the County is a permittee under the MSHCP and, while the project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. Thus, to achieve coverage, the project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP;
- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP;
- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP.

Riparian/Riverine Areas and Vernal Pools

As identified in Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine*

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Areas and Vernal Pools, riparian/riverine areas are defined as 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 that is essential to a number of listed or special-status water-dependent fish, amphibian, avian, and plant species. If impacts to riparian/riverine habitat cannot be avoided, a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be developed to address the replacement of lost functions of habitats in regards to the listed species. This assessment is independent from considerations given to “waters of the U.S.” and “waters of the State” under the CWA and the California Fish and Game Code.

No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the project site during the field investigation. Therefore, development of the proposed project will not result in impacts to riparian/riverine habitats and a DBESP will not be required for the loss of riparian/riverine habitat from development of the proposed project.

Vernal Pools and Fairy Shrimp Habitat

One of the factors for determining the suitability of the habitat for fairy shrimp is 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 3 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.

A review of recent and historic aerial photographs (1994-2018) of the project site did not provide visual evidence of an astatic or vernal pool conditions within the project site. No ponding was observed, further supporting the fact that the drainage patterns currently occurring on the project site do not follow hydrologic regime needed for vernal pools. From this review of historic aerial photographs and observations during the field investigations, it is determined that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the proposed project site.

Additional Survey Needs and Procedures

In accordance with Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*, additional surveys may be needed for certain species in order to achieve coverage for these species. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the project site is located within the designated survey area for burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP. No other special-status wildlife species surveys were identified.

Burrowing Owl

Burrowing owl is currently designated as a California Species of Special Concern. The burrowing owl 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. Under the MSHCP burrowing owl is considered an adequately conserved covered species that may still require focused surveys in certain areas. The survey for burrowing owl 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.

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The systematic search and field survey did not find burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash). Portions of the project site are vegetated with a variety of low-growing plant species that allow for minimal line-of-sight observation favored by burrowing owls. Further, no small mammal burrows that have the potential to provide suitable burrowing owl nesting habitat (>4 inches in diameter) were observed within the boundaries of the site. Additionally, the site is surrounded by tall trees and poles that provide perching opportunities for large raptors (i.e., redtailed hawk) that can prey on burrowing owls. Based on the field survey results and site characteristics, it was determined that burrowing owls do not have potential to occur on-site and no focused surveys are recommended.

Urban/Wildlands Interface Guidelines

Section 6.1.4 of the MSHCP, *Guidelines Pertaining to Urban/Wildlands Interface*, is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The project site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages. Therefore, the urban/Wildlands Interface Guidelines do not apply to this project.

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project site has not been identified as occurring in a wildlife corridor or linkage. The proposed project will be confined to existing areas that have been heavily disturbed or developed, are isolated from regional wildlife corridors and linkages, and there are no riparian corridors, creeks, or useful patches of stepping stone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed project is not expected to impact wildlife movement opportunities. Therefore, **no impact** to wildlife corridors or linkages are not expected to occur under criterion d.

Migratory Birds

The project site has the potential to support suitable habitat for foraging and nesting birds, which are protected by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code. To avoid potential impacts to nesting birds, the following recommendations from the biological resources study shall be required as Conditions of Approval.

Pre-Construction Nesting Bird Clearance Survey

If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The

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biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer which is defined as 500 feet for raptors and 300 feet for songbirds. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

Pre-Construction Burrowing Owl Clearance Survey

In accordance with the *Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan*, a pre-construction burrowing owl clearance survey shall be conducted within 30 days prior to ground disturbing activities to ensure burrowing owl remain absent from the project. The procedures outlined in the above Burrowing Owl Survey Instructions shall be adhered to.

Stephen's Kangaroo Rat Habitat Conservation Plan

Separate from the MSHCP consistency review, Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). A Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA) for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990 (RCHCA 1996). Relevant terms of the SKR HCP have been incorporated into the MSHCP and its Implementation Agreement. The project site is located within the Mitigation Fee Area of the SKR HCP. Therefore, the applicant will be required to pay the SKR HCP Mitigation Fee prior to development of the project site.

Compliance with regulations and procedures stated above would deem the project consistent with approved local, regional and state conservation plans. Also, with implementation of migratory bird surveys if needed, and payment of SKR fees. There are no tree preservation policies or ordinances that would apply to the project because no trees are present on site. A **less than significant impact** would occur under criterion a and g.

b-c.) **Special Status Plants.** According to the CNDDDB and CNPS, fourteen (14) special-status plant species have been recorded in the Steele Peak quadrangle. One special-status plant species, paniculate tarplant (*Deinandra paniculata*), was observed on the project site during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that all other special-status plant species are presumed absent from the project site due to the lack of native habitats and routine on-site disturbances.

Paniculate Tarplant

Paniculate tarplant is designated as a CNPS Rare Plant Rank 4.2 (a watch list of plants of limited distribution) that is common in western Riverside County. This species is not regulated under the federal or state Endangered Species Act and is not recognized by the MSHCP as a species with regional significance. In an effort to increase coverage for unlisted but regionally sensitive plants under the California Environmental Quality Act (CEQA), the California Native Plant Society began

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publishing sensitivity rankings for special-status plant species. CNPS Rare Plant Rank 4 plant species may be considered rare in California if they occur in less than two California counties or if they are of local concern. Paniculate tarplant is found in at least seven (7) counties throughout southern California and was not recognized as a special-status species of local concern by the MSHCP. This species, therefore, does not rise to the level of a species of concern under CEQA.

The project site supports an isolated/fragmented population of paniculate tarplant that is subject to routine anthropogenic disturbances, historically supported staging and storage activities, and is bordered by development to the west, south, and east. As a result, it was determined that the project site does not provide long-term conservation value for paniculate tarplant and no mitigation obligations specific to this species are expected.

Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP, *Protection of Narrow Endemic Plant Species*, states that the MSHCP database does not provide sufficient detail to determine the extent of the presence/distribution of Narrow Endemic Plant Species within the MSHCP Plan Area. Additional surveys may be needed to gather information to determine the presence/absence of these species to ensure that appropriate conservation of these species occurs. Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is not located within the designated survey area for Narrow Endemic Plant Species.

Special-Status Wildlife

According to the CNDDDB, forty-nine (49) special-status wildlife species have been reported in the Steele Peak quadrangle. No special-status wildlife species were observed on-site during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the project site has a low potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), and California horned lark (*Eremophila alpestris actia*). All remaining special-status wildlife species were presumed to be absent from the project site.

To ensure no impacts to Coopers' hawk, sharp-shinned hawk, and California horned lark do not occur from implementation of the proposed project, a pre-construction nesting bird clearance survey, as described above, shall be required as a Condition of Approval and conducted prior to ground disturbance. With implementation of the pre-construction nesting bird clearance survey, impacts to Coopers' hawk, sharp-shinned hawk, and California horned lark will be less than significant and no mitigation will be required.

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the United States Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat.

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The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the Corps). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS. The project site is not located with federally designated Critical Habitat (refer to Exhibit 6, *Critical Habitat*, in Attachment A). The closest designated Critical Habitat is located approximately 5.7 miles south of the site for coastal California gnatcatcher (*Poliptila californica californica*) and 5.9 miles southeast of the site for thread-leaved brodiaea (*Brodiaea filifolia*) and spreading navarretia (*Navarretia fossalis*), along the San Jacinto River. Therefore, the loss or adverse modification of Critical Habitat will not occur as a result of the proposed project and consultation with the USFWS will not be required for implementation of the proposed project.

With implementation of preconstruction surveys to identify the presence of raptors, impacts to sensitive plant and animal species would be less than significant under criterion b-c.

e and f) There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The Corps Regulatory Branch regulates discharge of dredge or fill materials into "waters of the United States" pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the CDFW regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Board regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

No jurisdictional drainage and/or wetland features were observed on the project site during the field investigation. Further no blue-line streams, have been recorded on the project site. Therefore, development of the project will not result in impacts to Corps, Regional Board, or CDFW jurisdiction and regulatory approvals will not be required. **No impacts** under criterion e and f would occur with project implementation.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

CULTURAL RESOURCES Would the project:

8. Historic Resources

a) Alter or destroy a historic site?

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

Source(s): On-site Inspection, Anza Resource Consultants, *Phase I Cultural Resource Assessment for 21705 Cajalco Road, Perris, Riverside County, California*. November 2020) (Appendix C).

Findings of Fact:

a) The project site was previously developed. There are no habitable structures on the site. There is a canopy structure and several surface features that appear to be former ornamental/decorative fountains. These features are located in the central area of the site extending from the northern to the southern property lines. Other portions of the site consist of concrete slabs and fencing. Indicators of various subsurface utility systems are present throughout the site and along the northern and eastern

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site boundaries. The nature of each of the subsurface features is unknown. No historic sites or structures occur on the project site. **No impact** to historic resources would be affected by the proposed project.

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

With respect to historic resources, no prehistoric or historic cultural resource sites or isolates were detected in the project area. No observable foundations or remnants were encountered that would indicate the former location of potential historic structures. However, numerous modern features are located on-site and observed during the pedestrian survey. These include sprinkler and water spigots, water fountain fixtures, concrete slabs and asphalt. No rock outcrops or other features indicative of milling surfaces or other cultural activities were detected. No historic resources occur on-site; thus, none would be affected by the project. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Project Application Materials, Anza Resource Consultants, *Phase I Cultural Resource Assessment for the Deemarco Commercial Center Project*, (January 2021) (Appendix C).

Findings of Fact: a-b) On August 24, 2020, a search of cultural resource records housed at the California Historical Resources Information System (CHRIS), Eastern Information Center (EIC) located at University of California, Riverside was requested. The EIC conducted the search on January 22, 2021, to identify all previous cultural resources work and previously recorded cultural resources within a one-mile radius of the project site. The CHRIS search included a review of the National Register of Historic Places (NRHP), CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic United States Geological Survey (USGS) 7.5-, 15-, and 30-minute quadrangle maps.

The EIC records search identified 24 cultural resources studies that were conducted within a one-mile radius of the project site, none of which regarded the current project site. Three of the studies (RI-08909, RI-10092, and RI-10583) regarded a proposed faux water tower cellular communications project located adjacent to the southeast of the project site. None of the three studies identified resources near the current project site.

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The EIC records search identified 66 cultural resources previously recorded within a one-mile radius of the project site. None of these resources is within or adjacent to the project site. Fifty-nine (59) of the resources within one mile are prehistoric archaeological sites or isolates, two are historic built environment resources, three are historic archaeological sites, and two are multicomponent sites with both prehistoric and historic aspects. Of the sites with prehistoric components, 55 possess bedrock milling features associated with grinding grains, other plant material, and sometimes faunal remains. The majority of these bedrock milling features are located in the hills approximately 0.75- to one-mile southeast of the project site, in what appears to be an archaeological district that is not formally recorded as such.

A review of the Sacred Lands File (SLF) by the Native American Heritage Commission was requested on September 3, 2020. The NAHC sent a response on September 9, 2020, stating that a search of the SLF was completed with negative results (i.e., sacred lands or resources important to Native Americans are not recorded within the vicinity of the project site). The NAHC provided a list of 24 Native American contacts that may have knowledge regarding Native American cultural resources within or near the project site and recommended that Anza contact them. Anza mailed letters to the NAHC-listed contacts on September 10, 2020, describing the project and asking if they had knowledge regarding cultural resources of Native American origin within or near the project site.

The Quechan Indian Tribe responded via email on September 15, 2020, stating that the tribe does not wish to comment and defers to more local tribes.

The Cabazon Band of Mission Indians responded via email on September 16, 2020, stating “There is no presence of Native American resources that may be impacted by the Deemarco Project in Mead Valley, CA.”

The Agua Caliente Band of Cahuilla Indians (ACBCI) responded via email on September 17, 2020, stating that the project is within the tribe’s traditional use area and requesting copies of the cultural resources technical report, records search, and maps. ACBCI provided no information regarding the sensitivity of the project site for Native American cultural resources.

The Rincon Band of Luiseño Indians responded via email including attached letter on September 29, 2020, stating that the project is within Luiseño territory and of historic interest to the Rincon Band. The Band stated they do not have specific information regarding cultural resources but recommended an archaeological records search be conducted and requested copies of resource information and reports.

The Augustine Band of Cahuilla Indians responded in a letter dated October 20, 2020, stating that the band is unaware of any resources that may be impacted by the project but requesting notification if any resources are discovered during development.

The Soboba Band of Luiseño Indians (Soboba) responded via email with attached letter on October 22, 2020, stating that the project is “within the bounds of our Tribal Traditional Use Areas. This project location is in proximity to known sites, is a shared use area that was used in ongoing trade between the tribes and is considered to be culturally sensitive by the people of Soboba.” Soboba requested consultation with the lead agency, that information be provided as the project progresses, to remain a consulting entity, to have a Soboba Native American monitor present for ground disturbance, and that the project follow Soboba’s procedures for the treatment of Native American resources.

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All Native American scoping correspondence are presented in Appendix C of Appendix C. No additional responses had been received as of January 27, 2021.

A pedestrian survey was conducted on December 21, 2020. The site was surveyed using transects spaced 10 meters apart and generally oriented east-west within each fenced half of the project site. The project site is generally flat and divided by a fence into an eastern two-thirds and a western one-third. The eastern portion is the former location of Al's Garden Art, which sold fountains and concrete statuary for gardens. The eastern portion has disturbed grasses and weeds, at least nine palm trees, some concrete areas with built-in fountain remnants, a concrete pergola with Greco-Roman columns, and broken fountains and statuary scattered about. Ground visibility is poor to fair (20-40 percent), with significantly better visibility along the northern edge of the eastern portion of the site. Some boulders, approximately 3-4 feet in diameter, are scattered throughout the eastern portion of the project site. Most appear to have been landscaping features that were cut and/or moved around, as evidenced by sharp corners in some places. None of the boulders exhibited evidence of bedrock milling activities. The ground surface is more disturbed along the southern edge of the eastern portion of the project site, with what appear to be spoil piles from past earthmoving activities covered by disturbed grasses.

The western third of the project site is bare, very flat, and has excellent ground visibility (greater than 90 percent). Some disturbed grasses and tumbleweed are present along the southern edge. There are electrical utility service stubs in the middle of the western portion, suggesting a temporary building or trailer may have been present in the past. Modern trash, including remnants of plastic children's toys were observed within the southern portion of the western third of the project site.

There is evidence of geotechnical test excavations throughout the entire project site. The survey was negative for archaeological, historic built, and no cultural resources were identified within the project site.

The cultural resources assessment identified 66 (61 pre-contact or multicomponent) resources previously recorded within a one-mile radius of the project site. The cultural resources assessment states that the ground has previously been disturbed, however, no record has been provided that indicates that previously ground disturbance was monitored. Additionally, while the geotechnical report identified up to 13 feet of fill/possible fill, the fill was identified as sandy clay, not engineered fill. Consequently, the potential for subsurface for cultural deposits to be unearthed exists. Therefore, an archaeologist will be required to be present during ground disturbing activities to identify and evaluate any previously unidentified subsurface cultural resources that be present. With the inclusion of this mitigation measure, **CUL-1**, impacts would be reduced to less than significant levels. Thus, impacts would be **less than significant with mitigation incorporated**.

c) The potential for encountering human remains at the project site is low. No known burial sites have been identified on the site or in the vicinity. In addition, California Health and Safety Code §7050.5, Public Resources Code § 5097.98, and § 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that, if human remains are encountered during excavation, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The coroner will determine whether the remains are of forensic interest. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, the coroner will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD) responsible for the ultimate disposition

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of the remains, as required by Section 5097.98 of the Public Resources Code. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include A) the non-destructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment. Section 7052 of the Health & Safety Code also states that disturbance of Native American cemeteries is a felony. With adherence to these existing regulations, impacts would be **less than significant**.

Mitigation:

MM CUL-1: Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a **Cultural Resource Monitoring Program (CRMP)**. A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

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

Monitoring: Monitoring to be conducted by approved Archaeologist in coordination with the County of Riverside Archaeologist.

ENERGY Would the project:

10. Energy Impacts

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), Project Application Materials

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Findings of Fact: a) Construction of the project would use standard methods for equipment use, material storage and construction staging to minimize worker and vendor trips needed to travel to and from the job site. The project would be designed consistent with Title 24 of the California Energy Code. Landscaping would incorporate native drought tolerant species to minimize water required for irrigation. The project would consume energy; however, not to the extent that it would be considered wasteful or inefficient. Energy impacts would be considered **less than significant**.

b) As referenced, the project would be constructed consistent with Title 24 of the California Energy Code and applicable policies contained within the Climate Action Plan to further reduce energy demand. The project would recycle up to 75% of solid waste per AB 341 and install low flow plumbing fixtures as well as incorporate drought tolerant landscaping to minimize water demand. The project would not conflict with or obstruct the implementation of State or Local plans for renewable energy or energy efficiency. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project:

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

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): *Preliminary Geotechnical Evaluation and Infiltration Study*, prepared by GeoTek, Inc., December 2020 (Appendix D).

Findings of Fact: a) The geologic structure of the entire southern California area is dominated mainly by northwest trending faults associated with the San Andreas system. The site is in a seismically active region. No active or potentially active fault is known to exist at this site nor is the site located within a State of California designated “Alquist-Priolo” Earthquake Fault Zone. The nearest zoned faults are the Elsinore Fault, approximately 12 miles to the southwest, and the San Jacinto Fault, approximately 15 miles to the northeast. The project site has not been evaluated by the State of California for liquefaction or landslide potential. The County of Riverside has designated the site as “not in fault zone and “not in a fault line”.

During the life of the proposed project, the property will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. According to Riverside County’s GIS Map My County, it shows that there are no known faults or fault zones within, or near the project site vicinity. Site preparation and construction of building foundations consistent with the geotechnical report and current California Building Code (CBC) requirements would address seismic concerns and related structural impacts associated with ground shaking. Impacts would be considered **less than significant**.

Mitigation: No mitigation is required.

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Monitoring: No monitoring is required.

12. Liquefaction Potential Zone

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): *Preliminary Geotechnical Evaluation and Infiltration Study*, prepared by GeoTek, Inc., December 2020 (Appendix D).

Findings of Fact: a) Liquefaction occurs when loose, fine grained (poorly graded), saturated cohesionless soils are subject to ground shaking during an earthquake of large magnitude. Liquefaction potential in general is relatively high when the ground water table is less than thirty feet below ground surface. Groundwater was encountered during geotechnical boring at a depth of approximately 14 feet below ground surface (bgs). Based on the preliminary soil investigation and Riverside County liquefaction map, the site is not located in a zone of potential liquefaction. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): *Preliminary Geotechnical Evaluation and Infiltration Study*, prepared by GeoTek, Inc., December 2020 (Appendix D).

Findings of Fact: a) The nearest zoned faults are the Elsinore Fault, approximately 12 miles to the southwest, and the San Jacinto Fault, approximately 15 miles to the northeast. Moderate to strong ground shaking can be expected at the site. The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972. As referenced, there are no known active or potentially active faults traversing the project site; thus, the risk of ground rupture resulting from fault displacement beneath the site is low. Impacts are considered **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14. Landslide Risk

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): *Preliminary Geotechnical Evaluation and Infiltration Study*, prepared by GeoTek, Inc., December 2020 (Appendix D).

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Findings of Fact: The project site is flat and surrounded by predominantly flat parcels. No slopes would be disturbed by grading and no steep slopes would be created by the project. Impacts related to landslides would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence

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

Source(s): *Preliminary Geotechnical Evaluation and Infiltration Study*, prepared by GeoTek, Inc., December 2020 (Appendix D).

Findings of Fact: a) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. According to the geotechnical study and Riverside County's GIS Map My County, the soils on-site are not characterized as having subsidence potential and the site is not in an area that is susceptible to subsidence. Implementation of recommendations in the soils report during grading and site preparation, would minimize the potential for soil cohesion and expansion. Therefore, impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards

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

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

Findings of Fact: a) Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located well inland (approximately 46 miles) from the Pacific Ocean and is not subject to tsunami hazard. The nearest inland body of water is the Diamond Valley Reservoir located approximately 17 miles to the southeast. Sieche events associated with Diamond Valley Reservoir were not determined to be a concern in the County of Riverside Environmental Impact Report No 521. The two water bodies that are considered a concern are Lake Elsinore and Lake Perris. Both have large public gathering areas located adjacent to the lakes. The proposed project is located approximately 5 miles west of Lake Perris and approximately 13 miles northeast of Lake Elsinore. Impacts from seiches are not an issue of concern associated with the proposed project. The project site where development would occur is generally flat. The developed areas would not be subject to a mudflow hazard. There are no known

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active volcanoes in the study area that could present a volcanic hazard. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes

a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riv. Co. 800-Scale Slope Maps, Project Application Materials

Findings of Fact: a-c) The project would require grading to create the building pads and the parking lot as well as excavation for the fuel tanks and installation of underground utilities. There are no sensitive geological features located on the site that would be adversely affected by the project. All grading would occur consistent with the County of Riverside Grading Ordinance and conditions imposed by the County of Riverside Building and Safety Department. No slopes greater than 2:1 or 10 feet in height would be created by grading activities. No subsurface sewage disposal systems exist on site or is proposed as part of the project. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils

a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.2 of the California Building Code (2019), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): *Preliminary Geotechnical Evaluation and Infiltration Study*, prepared by GeoTek, Inc., December 2020 (Appendix D).

Findings of Fact: a) Alluvial materials were encountered within the upper one foot of the borings excavated on the site. In general, the alluvial materials typically consist of sand with varying amounts of clay. According to the results of the laboratory testing performed, the near-surface alluvial soils exhibited a "very low" expansion potential.

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Bedrock materials consisting of quartz diorite were encountered underlying alluvium in all of the borings excavated on the site. The bedrock materials are slightly weathered to weathered, slightly moist to wet, and indurated at approximately 11 feet to 14 feet below ground surface (bgs).

Undocumented fill was not encountered in any of the explorations excavated on-site. Due to the proximity of existing improvements on and offsite, undocumented fill may be present within areas of the site that were not explored.

As noted, the site is generally flat. The site is greater than one acre in size and individual improvements may disturb more than one acre; thus, the project would be subject to State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. For additional information, see Section 23, *Hydrology and Water Quality*. With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, soil erosion hazard impacts would be **less than significant**.

b) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. The soils on-site are characterized as having moderate cohesion and low expansion potential. Soils are not characteristic of those with potential for subsidence. Therefore, impacts would be **less than significant**.

c) The proposed project would connect to the existing sewer system. No onsite wastewater treatment systems (OWTS) (i.e., septic systems) would be installed. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

19. Wind Erosion and Blowsand from project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

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

Findings of Fact: a) Wind erosion and fugitive dust emissions from the project site would be minimized with implementation of SCAQMD Rule 403 during grading and site disturbing activities. The project site would not be a source of windblown dust post-construction. The project site is not located in a blow sand area as defined identified in Figure S-8 in the County of Riverside General Plan. Impacts would be **less than significant** under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:				
20. Greenhouse Gas Emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Source(s): Riverside County Climate Action Plan, Demarco *Air Quality-Greenhouse Gas Technical Report* prepared by Birdseye Planning Group, October 2020 (Appendix A). Riverside County Climate Action Plan, updated November 2019.

Findings of Fact: Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34°C cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations (Cal EPA, 2006).

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

The majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

The Riverside County Climate Action Plan was adopted in December 2015 and updated November 2019. As referenced, SB 97 allows climate action plans and other greenhouse gas reduction plans to be used for determining whether a project has significant impacts, based upon its compliance with the plan. The specific goals and actions included in the County of Riverside Climate Action Plan that pertain to the proposed project include those addressing energy and water use reduction, promotion of green building measures, waste reduction, and reduction in vehicle miles traveled. The proposed project would also be required to implement all mandatory green building measures for new commercial development under the CALGreen Code. This would require the project be designed to reduce water consumption, increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. The implementation of these stricter building

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and appliance standards would result in water, energy, and construction waste reductions for the proposed project.

The tool developed by Riverside County for determining project consistency with the CAP is referred to as the “Riverside County GHG Screening Table document”. The Riverside County GHG Screening Table document provides guidance for the analysis of development projects and divide projects into two broad categories based upon the type of CEQA review being conducted. The CAP also recognizes that not all projects are large enough to warrant review per the screening tables. Projects that are projected to generate less than 3,000 metric MT CO₂e annually are defined as small projects with less than significant GHG emissions. These projects do not require evaluation per the screening tables.

GHG emissions associated with the project’s construction period were estimated using the CalEEMod computer program. Information below was obtained from the Deemarco Commercial Center *Air Quality-Greenhouse Gas Study* (November 2020).

a) Construction activities would generate greenhouse gas (GHG) emissions associated with equipment operation. The project-related construction emissions are confined to a relatively short period of time (approximately 8 months) in relation to the overall life of the proposed project. Site preparation and grading typically generate the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used onsite at one time. Air districts such as the SCAQMD have recommended amortizing construction-related emissions over a 30-year period to calculate annual emissions. Complete CalEEMod results and assumptions can be viewed in the Appendix A. Construction of the project would generate approximately 469 metric tons of GHG emissions during construction. Amortized over 30 years, the project would generate 16 metric tons as shown in Table 5 below.

Table 5 also shows the new construction, operational, and mobile GHG emissions associated with the proposed project. Detailed modeling calculations for operation of the proposed project are shown in Appendix A. Long-term emissions relate to energy use, solid waste, water use, and transportation. Each source is shown below.

**Table 5
Combined Annual Greenhouse Gas Emissions**

Emission Source	Annual Emissions (CO ₂ E)
Construction	16 metric tons
Operational	
Energy	300 metric tons
Solid Waste	61 metric tons
Water	19 metric tons
Mobile	1,354 metric tons
Total	1,750 metric tons

See Appendix for CalEEMod software program output (demolition and new construction).

Cumulatively, the estimated emissions would be less than 3,000 metric tons per year; and thus, does not require further analysis per the County of Riverside CAP. Impacts would be **less than significant**.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) The Riverside County Climate Action Plan (CAP) was adopted in December 2015 and updated November 2019 to ensure consistency with the new statewide emission reduction goals associated with SB 32. Per the CAP Update, Riverside County's 2017 GHG emissions totaled 4,905,518 MT of CO₂e for that year. Under the Business As Usual (BAU) forecast, emissions will be 5,158,305 MT CO₂e in 2020; 6,368,781 MT CO₂e in 2030; and 11,305,026 MT CO₂e in 2050. These emissions levels are 5.1 percent higher in 2020 than 2017, 29.8 percent higher in 2030 than 2017, and more than double 2017 emissions by 2050. Under the Adjusted Business As Usual (ABAU) forecast (which represents State efforts focused on reducing GHG emissions within the County), emissions will be 4,861,256 MT CO₂e in 2020; 4,102,109 MT CO₂e in 2030; and 4,175,146 MT CO₂e in 2050. Compared to 2017, these emissions levels are 0.9 percent lower in 2020, 16.0 percent lower in 2030, and 14.8 percent lower in 2050. The CAP Update assesses the previous GHG reduction targets identified in the 2015 CAP and proposes new targets that are consistent with the State policies to meet the requirements of Senate Bill 32. The State recommends a 15 percent reduction below 2005–2008 baseline levels by 2020, a 49 percent reduction below 2008 levels by 2030, and an 80 percent reduction below 2008 levels by 2050. To continue reductions consistent with the State's long-term emissions reduction goals, the County would need to reduce emissions in 2030 by 525,511 MT CO₂e from an ABAU forecast and by 2,982,947 MT CO₂e from an ABAU forecast by 2050.

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

The proposed project would entail construction and operation of a commercial center. Based on modeling results, the project would not exceed the 3,000 MT annual screening threshold established for evaluation of individual projects for GHG emissions. Projects that are projected to generate less than 3,000 metric MT CO₂e annually are defined as small projects with less than significant GHG emissions.

With respect to consistency with plans or policies related to GHG emissions, the list of R2 Measures in the Climate Action Plan are related to energy efficiency requirements Riverside County can incorporate into existing residential and non-residential buildings or new development projects to achieve a State-aligned reduction target. These R2 energy measures also support related General Plan policies, particularly related to energy efficiency in buildings, regional agency coordination/education and outreach, including LU-4.1, OS-16.1 through OS-16.10, AQ-4.1 through AQ-4.4, AQ-5.2, AQ-5.4, and AQ-20.10 through AQ-20.12.

California's building efficiency standards are updated regularly to incorporate new energy efficiency technologies. The code was most recently updated in 2016 and went into effect for new development in 2017. For projects implemented after January 1, 2017, the California Energy Commission estimates that the 2016 Title 24 energy efficiency standards will reduce consumption by an estimated 28 percent for residential buildings and 5 percent for commercial buildings, relative to the 2013 standards. These percentage savings relate to heating, cooling, lighting, and water heating only.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Exceeding Title 24 standards is voluntary, and it is unknown whether this would occur; however, measures such as installing low-flow plumbing fixtures, use of energy efficient appliances and implementing a recycling programs would improve energy efficiency and reduce related GHG emissions associated with long-term operation of the project. As referenced, the project would not generate enough GHG emissions to warrant review per the screening tables. Further, the proposed project would be consistent with applicable measures in the CAP and General Plan policies focusing on reductions in GHG emissions. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): *Phase I Environmental Site Assessment, 21705 Cajalco Road prepared by Weis Environmental, October 2020 (see Appendix E).*

Findings of Fact: a, b, d) The proposed retail element of the project would not require the ongoing use, storage or routine transport of hazardous materials. Aside from common household chemicals and those associated with building sanitation and maintenance, no hazardous materials would be used.

It is unknown what types of retail businesses; however, a convenience store and restaurant uses would be provided on-site. It is assumed they would be required to store and use and hazardous materials consistent with applicable rules and regulations pertaining to those specific chemical and materials. The proposed convenience store and fueling station would require the ongoing use, storage and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Common cleaning chemicals would also be used on-site similar to those used in the other businesses. The fueling center would be designed and operated consistent with state and federal regulations pertaining to the underground storage and dispensation of flammable materials that include the following:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements;
- California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3;
- California Code of Regulations Title 27, Environmental Protection, as applicable
- California Mechanical Code (CMC);
- California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety;
- Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act); and
- National Fire Protection Association (NFPA) Code Section 30a.

With adherence to all applicable regulations pertaining to the construction and operation of a fueling station containing below ground fuel storage tanks, the project would not emit or release hazardous waste or emissions or otherwise adversely impact public safety through the storage of flammable materials on-site. The nearest school to the project site is the Manual L. Real Elementary School located approximately 0.28 miles to the northwest. While the school is further than ¼ mile from the site, all elements of the project storing or dispensing hazardous materials would be designed and operate consistent with all applicable federal and state regulations and be subject to routine inspection. Based on these factors, a **less than significant** impact would occur under these thresholds.

c) The proposed project would not obstruct access to the project vicinity through road closures or other project actions that could impact evacuation routes or otherwise impair evacuation during emergencies. Currently, the site is vacant. A new access road would be constructed for the project from Cajalco Road. A secondary emergency access would be constructed at the southeast corner of the project site along Carroll Street. All internal access to the project as well as the primary and secondary emergency access roadways would be designed to meet Riverside County Fire Code (Ordinance 787) requirements addressing access for fire apparatus. **No impact** would occur.

e) No uses or activities that could have caused or contributed to a release of hazardous chemicals or materials on the property occur or have occurred on the site. Based on a review of the Phase I Environmental Site Assessment and available databases listing known hazard sites (i.e, Geotracker, Envirostar accessed October 2020), the site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There are no recognized environmental conditions or evidence of hazardous environmental conditions on the project site. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

22. Airports	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): March Air Reserve Base Airport Land Use Compatibility Plan, approved March 2011

Findings of Fact: a-b) The closest airport is the March Reserve Air Base which is located approximately 2.4 miles northeast of the project site. The project site is located within Zone D as defined in the March Air Reserve Base Airport Land Use Compatibility Plan (ALUCP) (June 2013) (Map MA-1). The only limitation are uses determined to be hazards to flight. Review and approval of the County of Riverside Airport Land Use Commission (ALUC) is required. Compliance with ALUC's review comments and conditions would reduce impacts to **less than significant** levels.

c-d) The project site is not located within 2 miles of a privately owned, public use airport. The site is located approximately 5.6 miles northwest of Perris Airport. As referenced, the site is located in Airport Influence Area Zone D for March Air Reserve Base. The only restrictions are uses determined to be a hazard to flight. Development of the proposed project would not create a hazard to flight or otherwise create a safety concern for employees, vendors or customers. **No impact** would occur under these thresholds.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Preliminary Hydrology Report, KWC Engineers, Inc. (September 2020). Riverside County Flood Control District Flood Hazard Report/Condition (Appendix F).

Findings of Fact: a) The project site is vacant, undeveloped land. The proposed project would construct retail and restaurant buildings, a fueling station with convenience store and a carwash. The majority of the site will be impervious after construction. As stated in the Preliminary Hydrology Report (September 2020), the project will construct approximately 3.49 acres of impervious surface comprised of roof tops and asphalt pavement. Runoff, including water from first flush events, will be collected and conveyed via a system of gutters and inlets to an underground infiltration chamber with a discharge through a parkway culvert onto Cajalco Road. The difference in flow volume between existing and project flow conditions will be treated in the proposed underground infiltration chamber prior to discharge (see subsections d), f) and g) for greater detail).

Adequate volume will be provided to retain all on-site design storm flows. Surface and groundwater features would not be degraded by the project. Impacts would be **less than significant** under this threshold.

b) The project will be connecting to EMWD's water supply system. EMWD has indicated that they have adequate water supply to serve the site by providing a "will serve" letter to the applicant. The project site is not located within the boundaries of a managed groundwater basin as defined by the Eastern Municipal Water District Urban Water Management Plan (2015). Further, the project is not proposing to use groundwater. Rather potable water service would be provided by Eastern Municipal Water District. **No impact** would occur under this threshold.

c) The project would alter existing drainage by constructing new roof tops and asphalt parking areas and drive aisles. This water would be contained, controlled and treated in an on site subsurface basin. No surface water resources occur on-site; thus, no river, stream or lakebed would be modified as a result of project construction. **No impact** would occur.

d) Post-construction, the majority of the site will be impervious. Associated parking, drive aisles, underground utilities (including gas storage tanks), concrete flatwork and landscaping are also anticipated for development. On-site water disposal consisting of underground retention/detention chambers (i.e. MC-4500 Stormtech Chamber) is planned to be located toward the center of the site. Based on the Stormtech Chamber plans provided, prepared by Advanced Drainage Systems, Inc., the chambers will encompass an area of approximately 4,100 square feet with a planned infiltration depth of 15 feet below existing grade. Adequate volume will be provided to retain all on-site design storm flows. The site will not erode or otherwise cause siltation to occur in adjacent surface water resources or stormwater detention systems. No increase in on- or off-site water erosion would occur as a result of the project. Impacts would be **less than significant**

e) As referenced, adequate storage volume will be provided to retain all on-site design storm flows. No off-site flooding would occur. Impacts would be **less than significant** under this threshold.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f-g) As referenced, on-site water disposal consisting of underground retention/detention chambers (i.e. MC-4500 Stormtech Chamber) is planned to be located toward the center of the site. Based on the Stormtech Chamber plans provided, prepared by Advanced Drainage Systems, Inc., the chambers will encompass an area of approximately 4,100 square feet with a planned infiltration depth of 15 feet below existing grade. Adequate volume will be provided to retain all on-site design storm flows. The site will not erode or otherwise cause siltation to occur in adjacent surface water resources or stormwater detention systems. The project would be designed so that should a flood occur, no structures would have the ability to impede or redirect flood flows because they would be required to be developed at an elevation above 100-year flood hazard zone. No increase in on- or off-site water erosion would occur as a result of the project. Impacts would be **less than significant**

h) As referenced, seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located well inland (approximately 43 miles) from the Pacific Ocean and is not subject to tsunami hazard. The nearest inland body of water is the Diamond Valley Reservoir located approximately 4 miles to the northeast. Sieche events associated with Diamond Valley Reservoir were not determined to be a concern in the County of Riverside Environmental Impact Report No 521. The two water bodies that are considered a concern are Lake Elsinore and Lake Perris. Both have large public gathering areas in proximity. The proposed project is located over 20 miles southeast of Lake Perris and approximately 14 miles east of Lake Elsinore. Impacts from seiches are not an issue of concern associated with the proposed project. The project is not located within a flood zone per FEMA Map No. 06065C2090G as referenced above. **No impact** would occur under this threshold.

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

i) As referenced, the project site is not located within the boundaries of a managed groundwater basin as defined by the Eastern Municipal Water District Urban Water Management Plan (2015). The project is not proposing to use groundwater for potable or irrigation purposes. Rather potable water service would be provided by Eastern Municipal Water District. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan, Mead Valley Area Plan (2011), GIS database, Project Application Materials Riverside County General Plan Land Use Element, County zoning designation, Staff review, GIS database

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: a-b) The proposed project would develop a new commercial center including a retail/restaurant building, fast food restaurant, convenience store, car wash and fueling station. The current site is zoned Mixed-Use. The proposed project would not require a General Plan Amendment or land use action that could result in the alternation of the present or planned land use in the area. The project would not change land use within an existing City sphere of influence and/or within adjacent city or county boundaries. As discussed, the project would be consistent with applicable policies from the various elements contained in the Riverside General Plan. **No impact** would occur under these thresholds.

The surrounding land is vacant or developed with commercial and rural residential uses. The project would be consistent with the County of Riverside General Plan designation and applicable policies within the Mead Valley Area Plan.

It would not introduce improvements that could disrupt or physically divide an established community. The vehicular and pedestrian circulation will remain the same and be enhanced by project implementation because sidewalks and driveways would be added to the project site. **No impact** would occur under thresholds a-b.

As stated in the Mead Valley Area Plan, Cajalco Road is the anchor for the community of Mead Valley. It is an important link between Interstate 215 to the east and Interstate 15 to the west. This important east/west corridor provides the opportunity for the commercial uses along Cajalco Road to assume a more prominent role in the future.

Policies:

MVAP 7.1 Development within those portions of this Area Plan in the Fifth Supervisorial District shall adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial District

Consistent: . The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

The proposed project would be designed and constructed using materials and methods consistent with the County of Riverside Fifth Supervisorial District as approved as part of the design review process. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
25. Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Deemarco Commercial Center Noise Study, prepared by Birdseye Planning Group, January 2021 (Appendix G), Perris Valley Airport Land Use Compatibility Plan, 2011.

Findings of Fact: a-b) The project site is not located within 2 miles of a privately owned, public use airport. The site is located approximately 5.6 miles northwest of Perris Airport. As referenced, the site is located in Airport Influence Area Zone D for March Air Reserve Base. The only restrictions are uses determined to be a hazard to flight. Development of the proposed project would not create a hazard to flight or otherwise expose people safety concern for employees, vendors or customers. **No impact** would occur under these thresholds.. Impacts would be **less than significant**.

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
27. Noise Effects by the Project				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”); Project Application Materials, Deemarco Commercial Center Noise Study, prepared by Birdseye Planning Group, January 2021 (Appendix G),

Findings of Fact: a) The project would not generate enough traffic to noticeably increase noise levels at receivers along Cajalco Road or Carroll Street. Traffic noise impacts associated with project operation would be **less than significant** as documented below.

Riverside County Ordinance No. 847 – Regulating Noise

The County of Riverside Ordinance No. Section 4 Table 1 establishes the exterior noise level criteria for properties affected by operational (stationary) noise sources. For residential properties the exterior noise level shall not exceed an average (Leq) of 55 A-weighted decibels (dBA) during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.). The 55/45 dBA daytime/nighttime limit is discussed because of its applicability to some of the surrounding land uses (i.e., Rural Community – Very Low Density Residential).

With respect to traffic noise, no specific standards for this source are provided in the Riverside County Noise Ordinance or General Plan Noise Element. Per the Riverside County General Plan Noise Element Appendix (*Requirements for Determining and Mitigation Traffic Noise Impacts to Residential Structures*), the limits for traffic noise are 65 dBA Ldn/CNEL for exterior areas and 45 dBA Ldn/CNEL for interior spaces.

Section 2 (i) of the County’s Noise Ordinance states that noise sources associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is permitted between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. While the County of Riverside limits the hours of construction activity, it does not specifically address construction noise limits. To evaluate potential construction noise impacts to sensitive properties, the County references the National Institute for Occupational Safety and Health (NIOSH) recommendation of 85 dBA 8-hour Leq.

Vibration Standards

Vibration is a unique form of noise as the energy is transmitted through buildings, structures and the ground whereas audible noise energy is transmitted through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as peak particle velocity in inches per second and is referenced as vibration decibels (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Riverside County Ordinance does not address construction-related vibration; thus, for the purpose of evaluating project-related vibration impacts, thresholds established in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* (September 2018) (Table 6-3) are used. A threshold of 65 VdB is used for buildings where low ambient vibration is essential for interior operations. These buildings include hospitals and recording studios. A threshold of 72 VdB is used for residences and buildings where people normally sleep (i.e., hotels and rest homes). A threshold of 75 VdB is used for institutional land uses where activities occur primarily during the daytime (i.e., churches and schools). The threshold used for the proposed project is 72 VdB as single-family residences are the nearest sensitive receptors to the site.

Construction activities such as blasting, pile driving, demolition, excavation or drilling have the potential to generate ground vibrations. With respect to ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 90 VdB would damage buildings extremely susceptible to vibration damage. No historic buildings or buildings extremely susceptible to vibration damage are known to occur near the site; thus, 94 VdB (PPV 0.2), the standard for non-engineered timber and masonry buildings is used herein to evaluate potential vibration impacts to neighboring structures. Construction activities referenced above that would generate significant vibration levels are not proposed. However, to provide information for use in completing the CEQA evaluation, construction-related vibration impacts are evaluated using the above referenced criteria.

Construction Noise. The main sources of noise during construction activities would include heavy machinery used during, grading and clearing the site, as well as equipment used during building construction and paving. Table 6 demonstrates the typical noise levels associated with heavy construction equipment. As shown, average noise levels associated with the use of heavy equipment at construction sites can range from about 81 to 95 dBA at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction

**Table 6
Typical Maximum Construction Equipment Noise Levels**

Equipment Onsite	Typical Maximum Level (dBA) 25 Feet from the Source	Typical Maximum Level (dBA) 50 Feet from the Source	Typical Maximum Level (dBA) 100 Feet from the Source
Air Compressor	84	78	64
Backhoe	84	78	64
Bobcat Tractor	84	78	64
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Noise-sensitive uses near the project site are existing single-family residences located approximately 200 feet south of the southern property line and 260 feet east of the eastern property line. Table 7 shows typical maximum construction noise levels at various distances from construction activity based on a standard noise attenuation rate of 6 dBA per doubling of distance. The noise level used to estimate the typical maximum noise level that could occur is based on use of a bulldozer as it is likely to be the noisiest type of equipment used over a sustained period of time used on-site during demolition, site preparation and grading activities. Actual noise levels will fluctuate throughout the day and may periodically exceed 88 dBA at the property line depending on the type and location of equipment used and whether multiple pieces of equipment are operating simultaneously in the same area.

**Table 7
Typical Maximum Construction Noise Levels
at Various Distances from Project
Construction**

Distance from Construction	Typical Maximum Noise Level at Receptor (dBA)
25 feet	88
50 feet	82
100 feet	76
250 feet	70
500 feet	64
1,000 feet	58

Typical maximum construction noise levels at 200 feet from the southern property line will attenuate to an hourly Leq of approximately 70 dBA based on a reference distance of 76 dBA at 100 feet. The 8-hour Leq at 100 feet for operation of a bulldozer would be approximately 66 dBA based on a typical duty cycle (i.e., percentage of hours the equipment typically is used per day). Thus, the 8-hour Leq at the nearest sensitive property would be less than the NIOSH 85 dBA 8-hour standard. Further, the proposed project would comply with limitations on hours of construction activity defined in Section 9.52.20 of the Riverside County Code; thus, noise impacts during construction of each phase would be **less than significant**.

Operational Noise: Traffic is the primary noise source that would be generated by the proposed project. Existing noise levels do not exceed the exterior residential standard (65 dBA CNEL) referenced above. Thus, whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause noise to exceed 65 dBA CNEL,

The roadway network adjacent to the project site was modeled using the Federal Highway Administration Traffic Noise Model (TNM) version 2.5 software (see Appendix A). The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors. Traffic volumes and vehicle mix on Cajalco Road, Elwood Street and Carroll Street are based on traffic counts obtained during the monitoring period.

Hourly average baseline noise levels (Leq) were calculated for the residential receivers located along Cajalco Road east of the site and south of the site along Elmwood Street to establish baseline

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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conditions. These are the closest receivers to the project site and would experience the highest concentration of project-related traffic.

1. Single-family residence at 21805 Cajalco Road east of the site;
2. Single-family residence at 21704 Elwood Street south of the site; and
3. Single-family residence at 21590 Elwood Street southwest of the site.

Noise levels associated with the project were calculated by distributing the 211 A.M. peak hour project trips into the baseline traffic volumes on Cajalco Road and Carroll Street. Volumes were concentrated in this area for the purpose of evaluating worst case noise conditions. The results are also shown in Table 8. With the addition of project traffic, the 65 dBA CNEL standard would not be exceeded. Project traffic will have no noticeable effect on baseline conditions.

**Table 8
Modeled Noise Levels**

Receptor	Existing Leq	Existing CNEL	With Project Leq	With Project CNEL	Decibel Change	Significant Impact
Site 1	63.0	64.0	63.5	64.5	+5	No
Site 2	61.0	62.0	61.3	62.3	+3	No
Site 3	60.6	61.6	60.9	61.9	+3	No

Car Wash. The proposed drive-thru car wash would be located near the center of the site in a north/south orientation. Cars would queue on the south side of the car wash, travel through the tunnel and exit on the north side approximately 100 feet north of the southern property line and 200 feet south of the northern property line. Automated car wash equipment and facilities have several noise-generating sources. These include pumps, compressors, high-pressure applicators and spray nozzles; scrubbers, and dryers. The mechanical equipment is proposed to be fully enclosed within an equipment room located within the structure and inside the car wash tunnel. Potential noise sources within the car wash tunnel would include the high-pressure applicators and spray nozzle manifolds; noise from the friction of the scrubber, wrap and brush wash systems; and noise generated from the dryer system. With the exception of the dryer blowers, the equipment is located inside the car wash tunnel and generally not audible outside the building. The dryer blowers; however, are the dominant noise source associated with car wash systems and because they are located near the tunnel exit, are the most audible at surrounding properties. Thus, operation of the dryer blowers is the focus of this evaluation.

The proposed car wash would use a MAXX 3 Model SGMX3 system. Specific noise data for the blowers were not provided with the manufacturers' specifications; thus, reference data for an automated rollover (i.e., a car wash with brushes that roll over the vehicle during operation) car wash with a 45-horsepower dryer blower. Baseline noise data for a similar system indicated operation would generate 79 dBA at a distance of 30 feet from the tunnel exit (Illingsworth & Rodkin, Inc. May 2014).

Blower noise would project to the north into the project site and towards Cajalco Road which is located approximately 200 feet north of the tunnel exit. North of Cajalco Road is undeveloped land designated Mixed-Use in the Mead Valley Area Plan. The nearest sensitive receivers are located to the south. However, land adjacent to and south of the site is designated Very Low Density Residential. The southern property line is approximately 50 feet south of the tunnel entrance.

It was assumed that the car wash would cycle one car every 5 minutes and that the drying cycle would last approximately 60 seconds. Thus, over a one-hour period under peak operation, the dryers would

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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operate for a total of 12 minutes. Assuming a usage factor of 20% (60 minutes per hour/12 minutes of dryer operation) and a reference level of 79 dBA at 30 feet north of the dryers, the Leq (hourly average) at the tunnel exit would be approximately 72 dBA [$Leq = 79 + 10 (\log 20/100)$]. Measured noise levels to the side of car wash tunnel exits are noticeably lower than at the front. Using a reference level of 60 dBA at 30 feet and 90 degrees from the tunnel exit (Dudek, 2014), and assuming free field propagation of 6 dBA per doubling of distance, blower noise would attenuate to 49.5 dBA at the southern property line. Thus, car wash blower noise would be below the 55 dBA standard for stationary sources at the residential property line. Noise levels at the northern property line (200 feet north of the car wash blowers) would attenuate to 56 dBA. This would be below the 65 dBA commercial standard for stationary noise sources.

Thus, car wash blower noise would not adversely affect residential properties located in proximity to the site. To avoid exceeding commercial standards during nighttime hours, the project has been conditioned to limit operation of the car wash from 6:00 a.m. to 10:00 p.m. (AND Gen Car Wash Hours – 15)

Drive Thru Window Speakers. Speaker noise is a variable noise source and subject to change based on volume settings. The nearest drive thru menu board and speaker would be located on the east side of the retail/drive thru restaurant building proposed for construction on the east side of the site adjacent to the Carroll Street. A second drive-thru is located along the west side of the site; however, there are no sensitive receptors proximal to and west of the site.

Menu board/speaker noise is assumed to project to the east. The restaurant is located approximately 300 feet west of Receiver 1 and 280 feet north of Receivers 2 and 3. Reference noise levels range from 58 to 65 dBA at 30 feet from the source (Illingworth & Rodkin, 2010). Assuming a reference level of 65 dBA at 30 feet, sound levels at 300 feet would attenuate to 45 dBA and sound levels at 280 feet would attenuate to 44 dBA.

- $[65 - 20 \log (300 \text{ ft}) / (30 \text{ ft})] = 45$
- $[65 - 20 \log (280 \text{ ft}) / (30 \text{ ft})] = 44$

While speaker noise would meet the 55 dBA residential standard, it is recommended that the project be conditioned to ensure the drive thru speaker noise be inaudible beyond the immediate drive thru lane, order and pick-up window.

HVAC Systems. The HVAC system proposed for use on the site has not been specified and noise levels vary depending on the size of the system. However, it is assumed that two HVAC systems will be installed on the roof-top of each restaurant/retail buildings located along the east and west side of the site. Reference noise levels for the project are based on noise measurements made at similar facilities. HVAC noise levels can be expected to range from 60 to 70 dBA at 5 feet from the roof top equipment and ventilation openings (Illingworth & Rodkin, 2011). To conservatively evaluate HVAC noise levels, the Leq was predicted at the southern property line based on the distance between the sources and residence to the south. It assumed the closest HVAC units would be 100 feet north of the southern property lines and the furthest would be approximately 150 feet north of the southern property line, the combined sound level would attenuate to 46 dBA at the southern property line. HVAC noise from the four units would be approximately 49 dBA assuming all are running simultaneously. This would be below the 55 dBA standard.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project would not noticeably increase noise levels off-site over ambient conditions. A **less than significant** impact would occur under this threshold.

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

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Cajalco Road carries heavy truck traffic; however, there are no activities occurring in the project area that generate perceptible groundborne vibration.

Construction activity on the project site would be temporary and any vibration would likely not persist for long periods. Assuming vibration levels would be similar to those associated with a large bulldozer, typical groundborne vibration levels would be 87 VdB at 25 feet, 81 VdB at 50 feet, and 75 Vdb at 100 feet, based on the Federal Transit Administration’s (FTA’s) *Transit Noise and Vibration Impact Assessment* (September 2018) as shown in Table 9.

**Table 9
Typical Vibration Source Levels for
Construction Equipment**

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Construction activities that typically generate substantial groundborne vibration include deep excavation and pile driving. Based on the proposed scope of improvements, this type of construction activity is not expected. General construction associated with the project would be confined to the project site and consist of grading, removal of rocks and surface features and excavations for building footings and utility installation. It would be temporary in duration and occur within the timeframe designated in the County of Riverside Code as referenced above. Noise-sensitive uses near the project site are existing single-family residences located approximately 200 feet south of the southern property line and 260 feet east of the eastern property line. Vibration levels at 100 feet would range from 46 to 75 VdB and attenuate further over the remaining distance to the residences.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As discussed below, 100 VdB is the threshold where minor damage can occur in fragile buildings. Vibration levels are projected to be under this threshold; thus, structural damage is not expected to occur as a result of construction activities associated with the proposed project. Maximum vibration levels would be approximately 69 VdB and below the 72 VdB threshold referenced. Temporary vibration impacts would be **less than significant**.

Mitigation: No mitigation would be required.

Monitoring: No monitoring is required.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan Figure OS-8 “Paleontological Sensitivity”, 2015

Findings of Fact: a) As shown in Riverside General Plan Figure OS-8, the site has a low sensitivity for the presence of paleontological resources. Preparation of a Paleontological Resource Impact Mitigation Plan (PRIMP) is not recommended for the project. **No impact** to paleontological resources are anticipated. Implementation of Management Recommendations which are intended to address impacts associated with unforeseen archaeological resources would be sufficient to address potential impacts to unforeseen paleontological resources.

Mitigation: No mitigation required.

Monitoring: No monitoring required.

POPULATION AND HOUSING Would the project:

29. Housing

a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Project Application Materials, GIS database, Riverside County General Plan Housing Element

Findings of Fact: a) The project site is vacant; thus, implementation would not result in the removal of existing housing or the displacement of residents that would require the construction of replacement housing elsewhere. **No impact** would occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) The project would develop commercial uses. The employees that would work at the facility would likely be filled by people already living in the area. The project would not create a demand for additional housing because of the minimal amount of employees that would work at the facility. No housing would be provided by the project or would be required with project implementation. **No impact** would occur.

c) The proposed project would provide commercial uses on the site as described herein. The project would not induce population growth because the project would be considered as community serving and would not have a significant amount of employees working at the facility. Impacts are considered to be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

30. Fire Services

Source(s): Riverside County General Plan Safety Element

Findings of Fact: Fire Station 59 is the nearest Riverside County Fire Station to the project site. It is located at 21510 Pinewood Street in the City of Perris approximately 0.5 miles southwest of the site. Implementation of the project would not increase the population in the area. The project would be designed consistent with California Building Code 2013 edition and Riverside County Ordinance 787 which defines uniform fire code standards for access, brush control and related factors. The project would increase demand for fire service; however, the project is consistent with the land use designation for the site as designated in the Mead Valley Area Plan and would not increase the population beyond what was anticipated in the Riverside County General Plan. Further, the project would be designed and constructed consistent with Riverside County Fire Department standards for access, fire suppression infrastructure and fuel control/modification. The project would not require the construction of a new fire station to maintain service ratios and development impact fees would reduce impacts to less than significant levels. A **less than significant** impact would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Sheriff Services

Source(s): Riverside County General Plan

Findings of Fact: Law enforcement services are provided by the Riverside County Sheriff's Department. The project area is served by the Perris Station located at 137 North Perris Boulevard, Suite A which is approximately 5.0 miles southeast of the site. The project would potentially increase

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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demand for law enforcement services; however, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the Riverside County General Plan. The project would not require the construction of new or expanded Riverside County Sheriff Department facilities and development impact fees would reduce impacts to less than significant levels. A **less than significant** impact would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): GIS database, Public School Review website, <https://www.publicschoolreview.com>

Findings of Fact: The project would be a commercial center; thus, it would not affect demand for school services. The project would be required to pay development impact fees to in part, fund the expansion of school facilities as needed. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: The project would be a commercial center. It would not increase the demand for library services. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: The project would be a commercial center. It would not increase the demand for health care services. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:				
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35. Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				
b) Include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact: a-b) The project would provide new commercial services. No parks are proposed as part of the project and no increase in demand for park services would occur as a result of the project. The project would be required to pay impact fees as a contribution towards the expansion of parks and recreation services within Riverside County. **No impact** would occur under these thresholds.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Include the construction or expansion of a trail system?				

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

Findings of Fact: No trails are proposed as part of the proposed project. As discussed in the Comprehensive Trail Plan, there are no trails designated on the project site. According to the Mead Valley Area Plan, a Regional Trail is planned along Harvill Avenue north of Cajalco Road, which will connect to other Community Trails. There are multiple proposed Community Trails that will connect the areas north of Cajalco Road to the areas south of Cajalco Road. There will be no impacts to recreational trails with implementation of the proposed project. **No impact** would occur under this threshold.

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

Source(s): Riverside County General Plan, Riverside County Transportation Department, *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled*, December 2020; Riverside County Traffic Impact Assessment Guidelines (April 2008). Mizuta Traffic Consultants, Inc., *Cajalco Mixed-Use Traffic Analysis, PAR 200006*, May 2021 (Appendix H), Mizuta Traffic Consultants, Inc., *Cajalco Mixed-Use Vehicles Miles Traveled Analysis, PAR 200006*, May 2021 (Appendix I).

Findings of Fact: a) This traffic analysis addresses potential operational impacts that could result from the addition of the project traffic to the local circulation system. According to the *County TA Guide*, the study area should include any intersection of "Collector" or higher classification street intersecting with a "Collector" or higher classification street where the project would add 50 or more peak-hour trips. The following intersections are included as part of the study area:

1. Alexander Street & Cajalco Road
2. Brown Street & Cajalco Road
3. Clark Street & Cajalco Road
4. Carroll Street & Cajalco Road
5. Day Street & Cajalco Road
6. Seaton Avenue & Cajalco Road
7. Harvill Avenue & Cajalco Road
8. Project Driveway & Cajalco Road (constructed as part of project)
9. Carroll Street & Project Driveway (constructed as part of project)

The following scenarios were evaluated as part of the project:

- Existing Conditions: This scenario represents the conditions of a typical weekday. Due to the COVID-19 pandemic, historical traffic volumes were adjusted upwards to reflect normal conditions based on historical traffic count data.
- Existing Plus Ambient Plus Project: This scenario represents the conditions on the anticipated year of opening for the Project, which is assumed to occur in 2022.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Existing Plus Ambient Project Plus Cumulative: This scenario represents the conditions on the anticipated year of opening for the Project, including the cumulative project traffic volumes and Project traffic.

All intersections and project driveways in the study area are expected to operate at an acceptable LOS D or better under all scenarios with the following exceptions:

- The Carroll Street and Cajalco Road intersection would operate at LOS E/F under all scenarios;
- The Day Street and Cajalco Road intersection operation was improved from LOS E/F conditions to LOS D or better conditions with the completion of the Cajalco Road Interim Safety Project;
- The Seaton Avenue & Cajalco Road intersection operation was improved from LOS F conditions to LOS D or better conditions with the installation of a traffic signal associated with the Seaton Commerce Center cumulative project;
- The Carroll Street & Cajalco Road intersection satisfied the peak-hour signal warrants under all scenarios. Additionally, the 8-hour signal warrant was satisfied under Existing Conditions.
- The proposed project would contribute 27.9 percent of the new traffic added to the Carroll Street and Cajalco Road intersection.

Bicycle and Trail Facilities

There are no existing bicycle or trail facilities in the study area. According to the Mead Valley Area Plan, a Class II bicycle path is planned for Cajalco Road. Also, a Regional Trail is planned along Harvill Avenue north of Cajalco Road, which will connect to other Community Trails. There are a number of proposed Community Trails that will connect the areas north of Cajalco Road to the areas south of Cajalco Road. The project will not affect implementation of bicycle or trail facilities.

Transit Facilities

The Riverside Transit Agency (RTA) provides service to the study area with Routes 22 and 41. Route 22 provides daily service between the Perris Station Transit Center and Downtown Riverside with the nearest stop located on the northeast corner of the Clark Street & Cajalco Road intersection. Route 41 provides daily service between the Mead Valley Community Center and the Riverside University Medical Center with the nearest stop located on the south side of Cajalco Road just east of Clark Street. The nearest transit stop to the Project is located along Cajalco Road just east of Clark Street and approximately 900 feet west from the Project. The project will not affect existing transit service along Cajalco Road.

Pedestrian Facilities

There are no sidewalks on either side of Cajalco Road. With the completion of the Cajalco Road Safety Improvement Project, there will be small sections of sidewalk near the signalized intersections. Pedestrians are able to cross Cajalco Road in the marked crosswalks of the Clark Street and Day Street intersections. The project will be conditioned to make frontage improvements including curb, sidewalk and gutter. The project will have no adverse impacts to pedestrian facilities.

Impacts associated with threshold a would be **less than significant**.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Senate Bill 743 (SB 743) was approved in 2013 and revised the method for assessing transportation impacts under CEQA. The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based Level of Service (LOS). The VMT assessment is required to satisfy CEQA guidelines that utilize VMT as the required metric to determine transportation impacts. The VMT assessment (Mizuta Traffic Consultants, Inc.) was based on the criteria outlined in the *Riverside County Transportation Department Transportation Analysis Preparation Guide, December 2020 (County's TA Guidelines)*.

According to the *County's TA Guidelines*, there are several criteria that can be applied to screen projects from VMT project-level assessments. The purpose is to screen out projects that are presumed to have a non-significant transportation impact based on the facts of a project and to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. The following lists the screening criteria:

1. Small Projects
2. Projects Near High Quality Transit
3. Local Serving Retail
4. Affordable Housing
5. Local Essential Service
6. Map-Based Screening
7. Redevelopment Projects

The most appropriate and applicable criteria from the above list is Local Serving Retail. According to the State Office of Planning and Research (OPR), the introduction of new Local Serving retail has been determined to reduce VMT by shortening trips that will occur out of the area. The screening criteria states that no one retail store can exceed 50,000 square feet. The project square footage would be approximately 19,167 square feet of retail space; and thus, is less than the 50,000 square foot limitation. The presence of other gas stations and fast-food restaurants in the general project area support the conclusion that the project would indeed function as local-serving retail with most customers likely traveling from nearby areas within Riverside County. The project has little potential to generate longer trips from the wider region.

As a result, the project is presumed to have a less than significant VMT impact per the County's screening criteria and no additional VMT analysis is required. A **less than significant impact** would occur under this threshold.

c) All access driveways and on-site drive aisles would be designed consistent with County of Riverside standards as referenced. **No impacts** associated with hazardous design features would occur.

d) The majority of project-related use of neighboring roadways would be from pass by traffic stopping at the project site as well as area residents traveling to/from their homes and employees, vendors and customers accessing the businesses. The anticipated use would not cause a greater level of wear on the road to the extent that maintenance beyond what is typically required would occur. A **less than significant** impact would occur.

e) Access improvements would facilitate the safety of traffic operation on adjacent roads and provide safe site ingress/egress. The project would not increase the need for road improvements. The project would require the transport of heavy equipment to the site. Construction worker/vendor trips would be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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generated daily throughout the duration of construction. Project construction is not anticipated to adversely impact traffic on Cajalco Road or Carroll Street. **No impact** would occur.

f) The proposed project would not alter existing emergency access routes. The site would be accessed via two driveways, one along Cajalco Road and another on Carroll Street. The access driveway(s) would provide access for emergency service vehicles and evacuation options for patrons. No project activity would impair emergency access to the area. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Bike Trails

a) Include the construction or expansion of a bike system or bike lanes?

Source(s): Riverside County General Plan, Figure C-7 (2015), Mizuta Traffic Consultants, Inc., *Cajalco Mixed-Use Traffic Analysis, PAR 200006*, January 2021 (Appendix H)

Findings of Fact: Figure C-7 of the County of Riverside General Plan Circulation Element does not depict any bicycle paths along Cajalco Road in proximity to the project site. However, as stated, the Mead Valley Area Plan shows a Class II bicycle path planned for Cajalco Road. The project would not affect implementation or use of the Class II bicycle path. **No impact** would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

39. Tribal Cultural Resources

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe.)

Source(s): Native American Consultation

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: a-b) Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law’s purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on February 09, 2021. No response was received from Cahuilla Band of Indians or the Pala Band of Mission Indians

Consultation was requested by the Soboba Band of Indians, the Pechanga Band of Luiseno Indians and the Rincon Band of Luiseno Indians.

Soboba Band responded in an email dated March 22, 2021. This project was discussed during a meeting on June 09, 2021. Soboba provided information that the project location is in proximity to known sites, is a shared use area that was used in ongoing trade between the tribes and is considered to be culturally sensitive by the people of Soboba. Further, that the project is in a National Register TCP Landscape.

The cultural report and the conditions of approval were provided to the tribe on August 24, 2021. Consultation was concluded on September 08, 2021.

The Rincon Band responded in an email letter dated February 26, 2021. The cultural report was provided to the tribe on August 24, 2021. Rincon provided information that the project location is within the Traditional Use Area (TUA) of the Luiseño people and within the Band's specific Area of Historic Interest (AHI). As such, Rincon is traditionally and culturally affiliated to the project area. The cultural report was provided to the tribe. After review of the cultural report the band provided recommendations for archaeological and tribal monitoring during grading activities. Consultation was concluded on September 30, 2021.

The Pechanga Band of Luiseno Indians responded in an email dated February 17, 2021 requesting consultation. The band told Planning that the Project area is part of 'Ataaxum (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of cultural resources, named places, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive 'Ataaxum artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area.

Consultation was initiated on February 17, 2021 and the project was discussed during a meeting on September 15, 2021. During this meeting the tribe provided information regarding the sensitivity of the area. In addition, although the ground has been disturbed, they feel there is still the potential for grading into native soils and the band recommended that a tribal monitor be present during grading activities.

Although no specific Tribal Cultural Resources were identified aside from the project location being within a landscape, all of the consulting tribes expressed concerns that the project has the potential for as yet unidentified subsurface tribal cultural resources. The tribes request that a Native American

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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monitor be present during ground disturbing activities so any unanticipated finds will be handled in a timely and culturally appropriate manner.

Based on information provided by the consulting tribes this project will require a Native American Monitor to be present during ground disturbing activities. **(TCR 1)**

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

The project will also be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. **(TCR-2)**

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Therefore, a condition of approval **(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. **(TCR-3)**

With the inclusion of these Conditions of Approval/ mitigation measures, impacts to any previously unidentified Tribal Cultural Resources would be reduced to less than significant levels. Thus, impacts would be **less than significant with mitigation incorporated**.

Mitigation:

MM TCR-1 Native American Monitoring

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

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

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

MM TCR-2 If Human Remains Found

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MM TCR-3 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

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

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

Monitoring: Monitoring to be conducted by approved Archaeologist and Native American Monitor in coordination with the County of Riverside Archaeologist.

UTILITIES AND SERVICE SYSTEMS Would the project:

40. Water

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Source(s): Project Application Materials, Eastern Municipal Water District Will Serve Letter, December 9, 2020

Findings of Fact: a) The project would obtain potable water from the Eastern Municipal Water District (EMWD) via an existing water line located in Cajalco Road. A will serve letter dated December 9, 2020, was obtained from EMWD. While EMWD stipulates the project will require review and approval of plans and construction oversight for all work involved EMWD infrastructure, no additional water entitlements are required to ensure supplies are available to serve the project.

Wastewater services will be provided by EMWD as stated in the December 9, 2020 will serve letter. The project would be required to install a sewer line within Cajalco Road from the site approximately 820 feet to the west and connect with an existing EMWD sewer line at the intersection with Clark Road. All work would occur within or adjacent to the existing road corridor and would not disturb any native soils or other resources.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project would provide on-site stormwater water systems to capture, convey and treat flows. All stormwater would be managed on-site as described in Section 23, *Hydrology and Water Quality*. All impacts related to the installation of systems on-site have been evaluated as part of the overall impact discussion related to grading and ground disturbance.

b) As referenced, the project would obtain potable water from the Eastern Municipal Water District (EMWD). A will serve letter dated December 9, 2020, was obtained from EMWD. While EMWD stipulates the project will require review and approval of plans and construction oversight for all work involved EMWD infrastructure, no additional water entitlements are required to ensure supplies are available to serve the project. A **less than significant** impact would occur under this threshold.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
41. Sewer				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Department of Environmental Health Review

Findings of Fact: a) Wastewater would be treated by EMWD. The proposed project would be designed consistent with the EMWD standards for all on-site wastewater collection and conveyance within the site and west to the point of connection with an existing EMWD sewer line. All work would occur within the disturbed Cajalco Road corridor. The sewer extension would not cause any adverse environmental effects. The project would not require septic systems or otherwise require the expansion of existing treatment facilities to accommodate project flows. A **less than significant** impact would occur under this threshold.

a) The project would not create additional demand on existing off-site facilities such that wastewater treatment standards would be exceeded or require the construction of new or expanded facilities. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Solid Waste				
a. Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Source(s): Riverside County General Plan, Riverside County Waste Management District correspondence, California Emission Estimator Model (CalEEMod) version 2016.3.2.

Findings of Fact: a) The proposed project would generate construction/demolition waste (CDW) as well as ongoing domestic waste from the residences and commercial buildings. According to the Riverside County Waste Management Department, solid waste generated by the proposed facility would likely be disposed of at the Lamb Canyon landfill. Prior to reaching the landfill, waste would likely be taken to the Perris Transfer Station for consolidation and transport to sanitary landfills.

The project site is located approximately 17 miles southwest of the Lamb Canyon Landfill, a Riverside County regional municipal solid waste landfill. This facility is located at 16411 Lamb Canyon Road, Beaumont, California. The landfill is owned and operated by Riverside County Department of Waste Resources. The landfill property area consists of approximately 1,189 acres, including 580.5 acres total permitted area, of which 144.6 acres are permitted for solid waste disposal. The current permitted refuse disposal area includes approximately 74 acres of unlined area and approximately 70.6 acres of lined area. The landfill has a permitted capacity of 5,000 tons per day and has an estimated disposal capacity of 15.646 million tons. As of January 1, 2013, the facility had 7.616 tons of remaining disposal capacity. The disposal capacity is expected to last through the year 2021. During 2013, the Lamb Canyon Landfill accepted an average daily volume of 1,638 tons.

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

The project would generate approximately 33.48 tons or waste annually or 183 pounds of solid waste daily. Assuming Lamb Canyon receives the waste, this would increase the total volume going to landfill daily by .0000018%. A **less than significant impact** would occur under this threshold.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Utilities				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

d) On-site lighting would be provided consistent with County Ordinance 655. **No impact** would occur under this threshold.

e) The project would be required to make improvements to install two access driveways and internal drive aisles. Specific requirements for design, construction and maintenance would be included as conditions of approval for the project. **No impacts** are anticipated.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

44. Wildfire Impacts				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact: a) The site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) and is with a Local Responsibility Area. The project access driveways would be constructed to meet Riverside County Fire Department access standards. No improvements to Cajalco Road would be required. The project would improve emergency vehicle access to the area. **No impact** to any evacuation plans or evacuation routes would occur.

b) The project site is generally flat and surrounded by rural residential and commercial uses. With the exception of landscaped areas, the site would be paved and/or covered with impervious surfaces. The developed areas would not be located upslope from heavily vegetated areas that would present a fire hazard in the event a fire were to occur in the area. However, like all of southern California, it is possible that wildfires occurring in the general area could expose residents to pollutant concentrations based on proximity and wind direction.

The site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) and is within a Local Responsibility Area. However, to minimize the potential for structural damage and/or impacts to the fueling station infrastructure from a wildfire, the project would be required to be constructed consistent with the current California Building Code and Riverside County Ordinance 787 which defines uniform fire code standards. In addition, a fire suppression system consisting of fire hydrants and other approved safety infrastructure for the fuel dispensing equipment will be implemented as part of the project.

Further, materials used in the construction of the buildings would be consistent with Ordinance 787 of the Riverside County Code and are intended to minimize or avoid fire-related impacts. The project would minimize the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be **less than significant**.

c) The project would require the installation of drive aisles and related above ground improvements. The fuel tanks would be underground and all landscaping and defensible spaces would be maintained consistent with Riverside County Ordinance 787. No infrastructure other than what is required by Ordinance 787 would be needed for wildfire control. **No impact** would occur under this threshold.

d) As referenced, the project site is flat. No steep slopes occur nor would they be created as a result of the project. In the unlikely event that a wildfire were to occur, the topography would not result in landslides. **No impact** would occur under this threshold.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e) Like all of southern California, it is possible that wildfires could occur in the area. The site is not located in a VHFHSV as referenced. However, the project would be constructed consistent with the current California Building Code and Riverside County Ordinance 787 to minimize the potential for structural damage and risk of fueling equipment exposure should a wildfire occur. Further, as stated in Section 21, Hazards and Hazardous Materials, the fueling station would require the routine transport and storage of gasoline and diesel fuel. The fueling center would be designed and operated consistent with state and federal regulations pertaining to the underground storage and dispensation of flammable materials that include the following:

- 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements;
- California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3;
- California Code of Regulations Title 27, Environmental Protection, as applicable
- California Mechanical Code (CMC);
- California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety;
- Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act); and
- National Fire Protection Association (NFPA) Code Section 30a.

With adherence to all applicable regulations pertaining to the construction and operation of a fueling station containing below ground fuel storage tanks in addition to applicable requirements of Riverside County Ordinance 787, the project would not present a substantial risk to people or structures from wildfire. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review, Project Application Materials

Findings of Fact: There are no threatened, endangered or sensitive plant species occurring on the project site. Surveys did not locate any burrowing owls or burrowing owl sign on the site or within the buffer zone. However, a preconstruction clearance survey (valid for 30 days) will be required as a standard condition under current MSHCP guidelines (Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area, issued March 29, 2006). The project site is located within the Mitigation Fee Area of the SKR HCP. Therefore, the applicant will be required to pay the SKR HCP Mitigation Fee prior to development of the project site. With implementation of migratory bird surveys if needed, and payment of SKR fees, a **less than significant impact** would occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Habitat suitable for raptor and migratory bird nesting is present within and around the site and an active nest was identified during surveys. With completion of preconstruction surveys as required per the MBTA, potential impacts to raptors and migratory birds would be **less than significant**.

The project area is not anticipated to contain paleontological or archaeological resources; however in the event that resources are found during grading activities mitigation measures CUL-1 and TCR-1 through TCR-3 would reduce impacts to less than significant levels. Tribal cultural resources would be addressed with implementation of standard mitigation measures provided herein. Potential impacts to these resources would be reduced to **less than significant with mitigation incorporated**.

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

Source(s): Staff Review, Project Application Materials

Findings of Fact: As presented in the discussion of environmental checklist Sections 1 through 47, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. Thus, while the project will have direct and indirect environmental effects, the project along with other cumulative projects is expected to result in a **less than significant with mitigation incorporated** cumulative impact with respect to all environmental issues and mitigation measures presented in this document.

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

Source(s): Staff Review, Project Application Materials

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

VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any: None

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505

Revised: 5/24/2022 2:15 PM
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