

INITIAL STUDY

for

“Monarch Winery”

**Agricultural Preserve Diminishment No. 180001
(APD180001)**

Plot Plan No. 180003 (PPT 180003)

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Appendix C2: *Revised Nesting Season Survey Burrowing Owl Plot Plan 180003 (PAR 1536), prepared by Principe and Associates, 4-2-2018*

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Appendix D1: *Phase 1 Cultural Resources Assessment for the De Portola Winery Project, prepared by Brian F. Smith and Associates, Inc., 1-29-2018*

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Appendix E2: *Infiltration Testing for Water Quality Treatment Areas, Assessor Parcel Numbers 941-180-032, prepared by Earth Strata Geotechnical Services, Inc., 10-10-2017*

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Commonly Used Abbreviations and Acronyms

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

FEMA	Federal Emergency Management Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
GHG	Greenhouse Gas
GP	General Plan
GPA	General Plan Amendment
GPEIR	General Plan Environmental Impact Report
HCM	Highway Capacity Manual
HCOG	Hydrologic Conditions of Concern
HCP	Habitat Conservation Plan
HOV	High-Occupancy Vehicle
HRA	Health Risk Assessment
LOS	Level of Service
LST	Localized Significance Thresholds
MLD	Most Likely Descendent
MM	Mitigation Measure
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MTCO _{2e}	Metric Tons of Carbon Dioxide Equivalent
N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NEPSSA	Narrow Endemic Plants Survey Area
NO ₂	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NO _x	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
O ₃	Ozone
Pb	Lead
PFCs	Perfluorocabons
PHS	Preliminary Hydrology Study
PM	Afternoon
PM _{2.5}	Fine Particulate Matter
PM ₁₀	Respirable Particulate Matter
Ppb	Parts Per Billion
Ppm	Parts Per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code
PVC	Polyvinyl Chloride
PV	Photovoltaic

RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCIP	Riverside County Integrated Project
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SO ₂	Sulphur Dioxide
SO _x	Sulphur Oxides
SoCAB	South Coast Air Basin
Sq. Ft.	Square Feet
TAC	Toxic Air Contaminant
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VPD	Vehicles Per Day
WCCP	Wine Country Community Plan
WQMP	Water Quality Management Plan

Environmental Assessment (CEQ / EA) Number: CEQ180004

Project Case Type (s) and Number(s): Agricultural Preserve Diminishment (APD) 180001 and Plot Plan (PPT) 180003 "Monarch Winery"

Lead Agency Name: Riverside County Planning Department

Address: P.O. Box 1409, Riverside, CA 92502-1409

Contact Person: Tim Wheeler, Urban Regional Planner IV

Telephone Number: 951-955-6060

Applicant's Name: Fertile Soil, LLC, Long Jiang

Applicant's Address: 79 Dunmore, Irvine, CA 92620

I. PROJECT INFORMATION

Project Description:

Overview

The proposed Project includes Agricultural Preserve Diminishment No. 180001 to remove the subject property from the Rancho California Agricultural Preserve No. 1 and Plot Plan No. 180003 (PPT 180003) for construction of a Class V Winery on approximately 44 gross acres. The site is bounded by Meng Asbury Road and orchards to the north, residential parcels and Monte De Oro Road to the west, Frangipani Estate Winery to the east, and De Portola Road to the south; County of Riverside, State of California, and known as Assessor's Parcel Number 941-180-032. Reference **Figure 1, Regional Location Map** and **Figure 2, Vicinity Map**.

Agricultural Preserve Diminishment No. 180001

Remove approximately 42.63 acres that are not currently subject to a land conservation contract from Rancho California Agricultural Preserve No. 1.

Plot Plan No. 180003

Plot Plan No. 180003 (PPT 180003) proposes a Class V Winery to include tasting room, office, and production, special occasions facility, restaurant, production expansion, and a 10 room country inn, to be developed in five (5) phases. According to Ordinance No. 348 (Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside), a Class V Winery is a winery with an established on-site vineyard located on a minimum gross parcel size of twenty (20) acres that is allowed with appurtenant and incidental commercial uses (with an approved Plot Plan). Please see **Table 1, PPT 18003 Phasing**. Reference **Figure 3, PPT 180003**.

(NOTE: Some of the technical studies analyze a worst-case scenario due to the Project changing from an 82-room hotel to a 10-room country inn. Also, some reports do not mention vineyards in the southern portion of the site because they were planted later pursuant to an Agricultural Grading/Clearing Certificate Exemption, dated August 7, 2017 (BFE 170055).)

**Table 1
PPT 18003 Phasing**

Use	Area (In Square Feet)	Parking Spaces Required	Parking Spaces Provided
Phase 1			
Tasting Building	4,923	97	84 Paved
Offices / Storage	1,943		
Production Building (Fermentation)	10,641		
Phase 2			
Special Occasions Facility	8,711	109	119 Paved
Phase 3			
Restaurant Building	4,417	63	Provided in Phases 1 & 2
Phase 4			
Production Building	5,925	39	10 Paved
Case Storage Building	8,793		
Wine Cave	17,412*		
Phase 5			
Country Inn	8,085 (10 Rooms)	14	126 Paved
Total	53,438*	322	339

Note: All parking areas will be completed as a part of Phase 1 grading. Paving will occur during the respective phase. Total parking spaces required: 322 (including 7 accessible and 20 electric vehicle). Total parking spaces provided 339 (including 7 accessible and 20 electric vehicle). (Parking calculations are based on slightly different square footage breakdowns as required by code.)

* Cave area not included

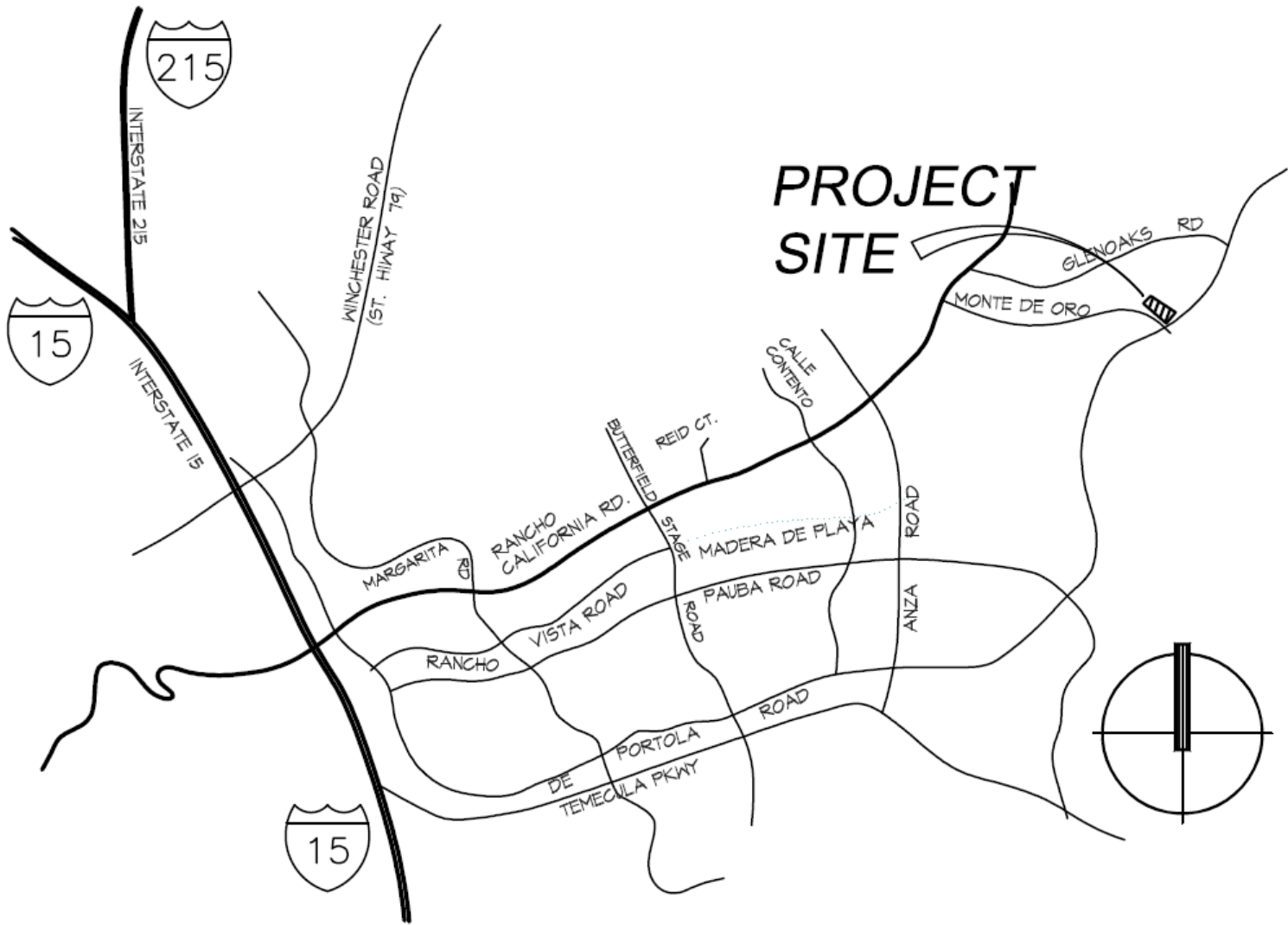
Source: Project Plans (**Appendix K**)

FIGURE 1
Regional Location Map



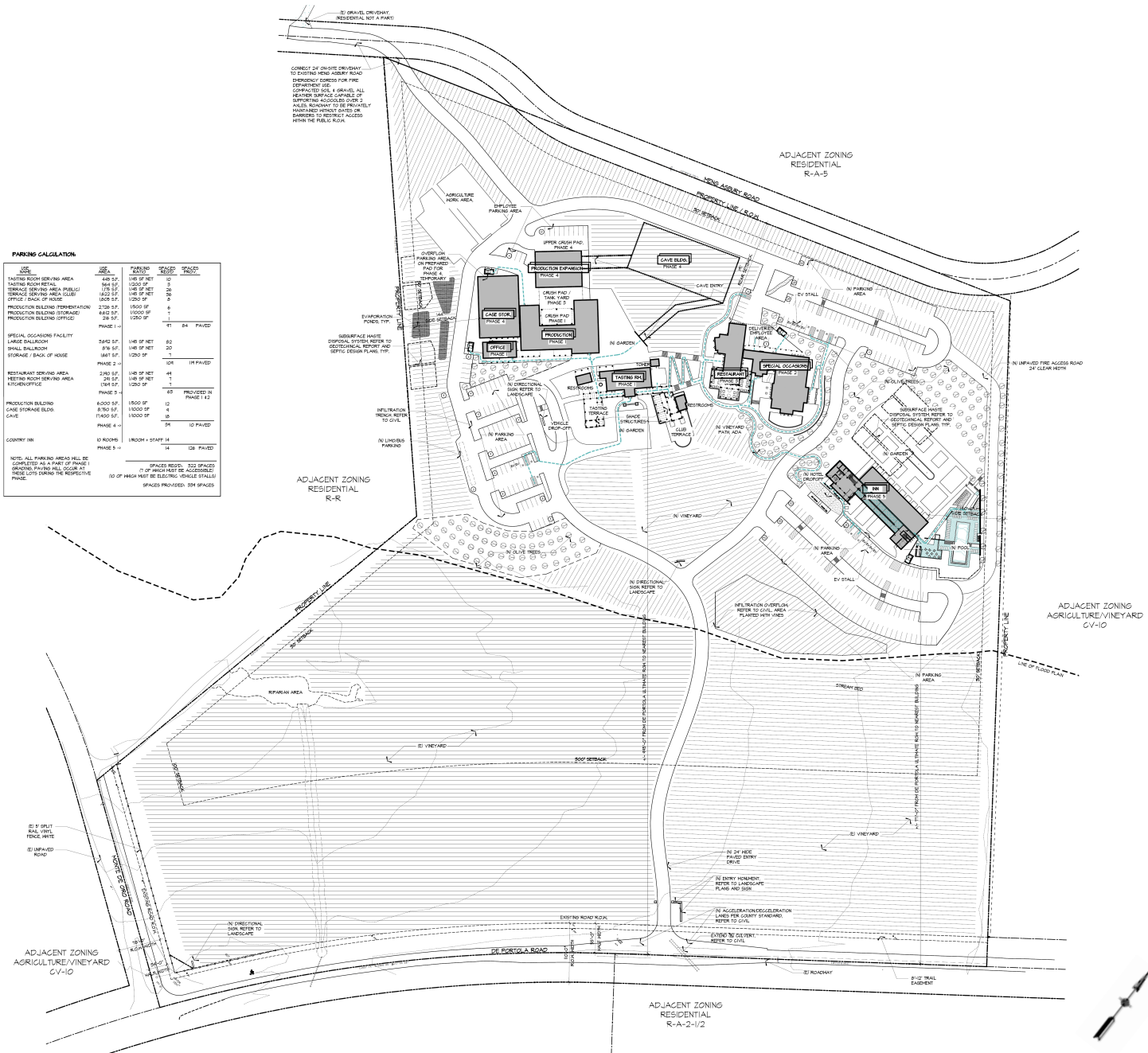
Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

**FIGURE 2
Vicinity Map**



Source: Project Plans (Appendix K)

**FIGURE 3
PPT 180003**



PARKING CALCULATION

USE	AREA	PARKING	REQUIREMENT	PROVIDED
TASTING ROOM SERVING AREA	148 SF	10 SF	10	10
TASTING ROOM RETAIL	844 SF	10 SF	10	10
SERVICE SERVING AREA (PUBLIC)	178 SF	10 SF	10	10
SERVICE SERVING AREA (CLOSED)	1622 SF	10 SF	10	10
OFFICE - OFFICE OF WINE	1020 SF	10 SF	10	10
PRODUCTION BUILDING (TEMPERATURE CONTROLLED)	2738 SF	10 SF	10	10
PRODUCTION BUILDING (STORAGE)	1422 SF	10 SF	10	10
PRODUCTION BLENDING (OFFICE)	28 SF	10 SF	10	10
PHASE 1 - H		41	54	PAVED
SPECIAL OCCASIONS FACILITY	2442 SF	1/48 SF OF NET	60	
LARGE BALLROOM	876 SF	1/48 SF OF NET	20	
SMALL BALLROOM	587 SF	1/200 SF	1	
STORAGE / BACK-OF-HOUSE	PHASE 2 - H			UNPAVED
RESTAURANT SERVING AREA	240 SF	1/48 SF OF NET	4	
RESTROOM SERVING AREA	291 SF	1/48 SF OF NET	1	
KITCHEN/OFFICE	124 SF	1/200 SF	1	
PHASE 2 - H		187	PROVIDED IN PHASE 1 & 2	
PRODUCTION BUILDING	8000 SF	1/800 SF	10	
CAVE STORAGE BLOCS	8780 SF	1/1000 SF	8	
CAVE	17400 SF	1/1000 SF	18	
PHASE 4 - H		54	10	PAVED
COUNTRY INN	10 ROOMS	1 ROOM = 1 STAFF	14	
PHASE 5 - H		14	128	PAVED

NOTES: ALL PARKING AREAS SHALL BE COMPLETED AS A PART OF PHASE 1. GRADES IN THIS PLAN SHALL BE ACCORDING TO THE LOTS DURING THE RESPECTIVE PHASE.

SPACES REQUIRED: 333 SPACES
 17 OF WHICH MUST BE ACCESIBLE
 (10 OF WHICH MUST BE ELECTRIC VEHICLE STALLS)
 SPACES PROVIDED: 354 SPACES

Source: Project Plans (Appendix K)

Building Architecture and Materials

The Monarch Winery architectural design is intended to blend harmoniously with the nature of the area. The design is Spanish colonial revival, with smooth textured stucco and hump and bump, clay tile roof. The design will also feature stone and adobe brick veneer, as well as exposed wood eaves and rafter tails, in some locations. Reference **Figure 4a** through **Figure 4e, Elevations** and Project Plans (**Appendix K**).

Landscaping

Project landscaping includes drought tolerant plant species. Trees are of the evergreen and deciduous varieties. Landscape is provided along the Project perimeters, roadways, and around water quality basins. Approximately 117,132 sq. ft. of the Project is landscaped and, of that, 74.6% is vineyard planting and 4.5% is olive tree planting. The remaining 20.9% will be planted with various trees, shrubs, and other plants). Additionally, the Project will be required to comply with the requirements of County Ordinance No. 859. Reference **Figure 5, Landscape Plan**.

Circulation

The proposed Project will take access off De Portola Road, at the southern part of the site. There is a secondary emergency egress proposed at the northwestern part of the site at Meng Asbury Road. De Portola Road is classified as a mountain arterial in the County Riverside Wine County Community Plan. Presently the roadway is improved as a two lane roadway. Monte De Oro is classified as a two-lane Collector in the County Riverside Wine County Community Plan. Between De Portola Road and Aranda Street, Monte De Oro is a graded dirt roadway. North of Aranda Street to Rancho California Road, the roadway is improved as a two-lane roadway. The Project has approximately 480 feet of frontage along Monte De Oro. However, the Project does not propose any direct access to Monte De Oro. Refer to **Figure 6, Project Roadway Sections**.

Pedestrian access is provided per ADA requirements.

Drainage / Hydrology / Water Quality

Existing Conditions

The existing hydrological conditions onsite are gentle rolling slopes from the general direction of northeast to southwest across the Project site. There is an existing, mapped 100-year inundation area in the lower quarter of the Project site that runs along De Portola Road. The natural flows in the inundation area are in the general direction of east to west. All flows are generally sheet flows within localized natural channels on the way to joining the flows in the inundation area. Typical vegetation is classified as poor by the County of Riverside hydrology design standards. In general, the Project site soils can be classified as meeting the requirements of Type A, C, or D soils depending where the area of interest is located on the Project site.

Proposed Conditions

The proposed conditions presented by the Project site's layout incorporate low impact development standards, green design elements, hydromodification elements, permeable options, and more. The overall drainage patterns are preserved in the proposed condition by matching existing condition discharge points, dispersing impervious area flows to permeable areas, and including infiltration areas to mitigate increases in peak storm runoff quantities. The Project proposed overland sheet flows from the proposed buildings, parkways, and other structures that are routed in localized stabilized structures that are then routed to localized infiltration areas that are scattered throughout the site and along the edges of the proposed improvements. Additionally, some parking areas are

designed to be permeable to allow for additional flows to be infiltrated versus collected and contained on the site. These elements mitigate the proposed increases in the imperviousness over the existing conditions while allowing for the installation of all the proposed impervious elements. Using this type of stormwater treatment control train (i.e., the use of multiple BMPs to manage the quantity and quality of stormwater runoff), the Project has minimized the proposed impervious area footprint as much as feasible without sacrificing design and use elements.

The site also proposes the stabilization of the site's main driveway over the existing mapped inundation area to the south portion of the Project site. The stabilization of this driveway crossing will only be limited to the extent of the inundation area limits as to minimize any impacts down or upstream. The maximum depth of this inundation is less than one foot, but it can still be flooded, so the proposed stabilized driveway area will allow for safer access before the alternative, secondary access will be used to the north along Meng Ashbury Road.

Reference **Figure 7, DMA Exhibit.**

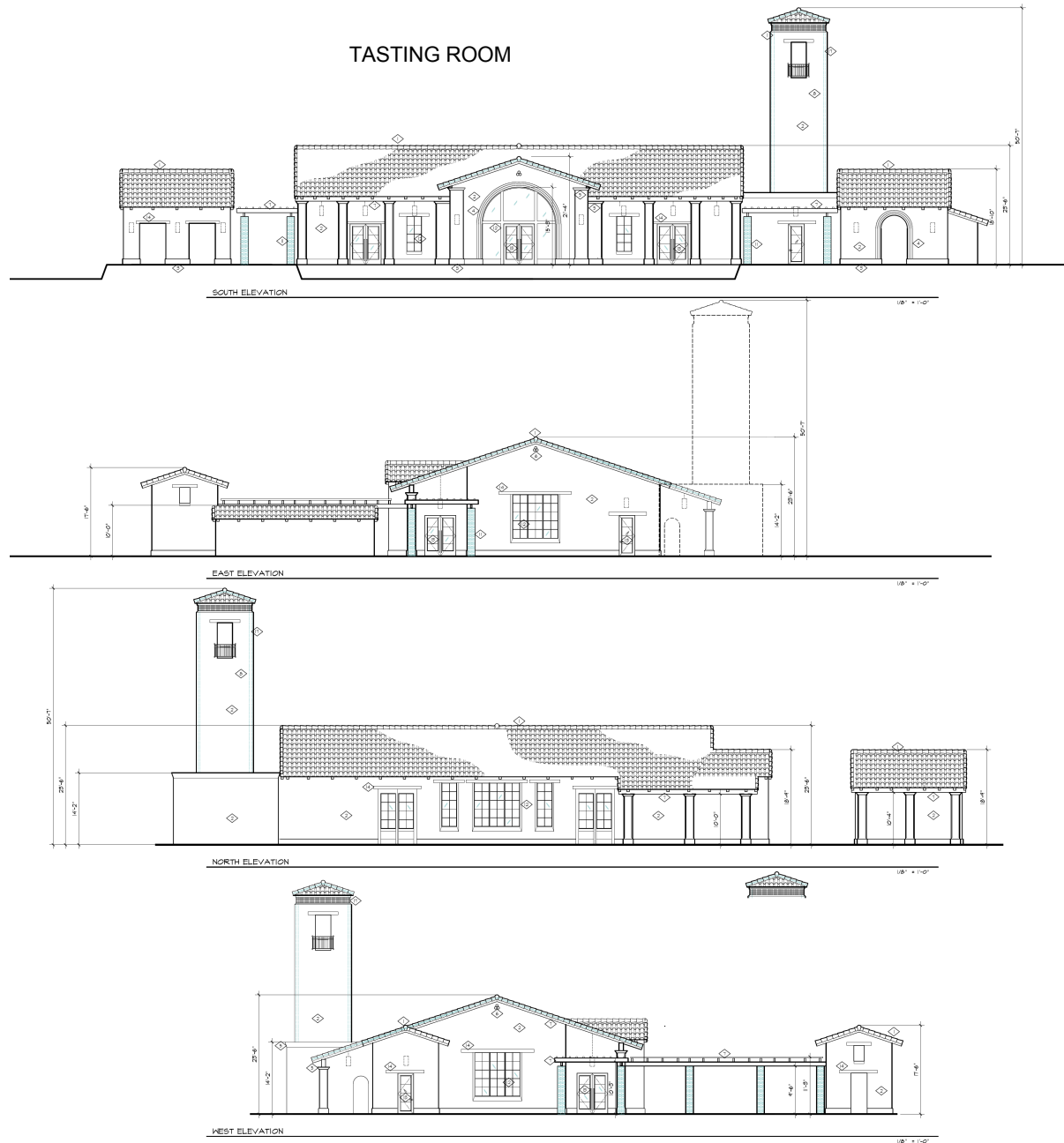
Grading

The site will be mass graded with approximately 132,816 cubic yards of cut and 132,816 cubic yards of fill, resulting in a balanced site with no soils being exported or imported. Reference **Figure 8, Grading Plan.**

Water/Sewer

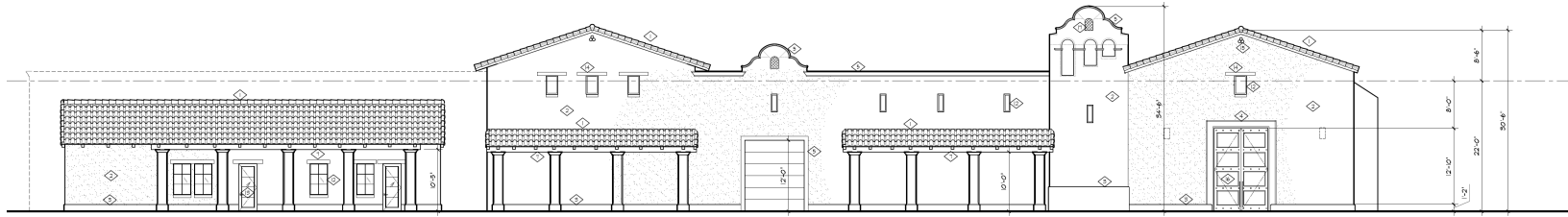
The Project will not connect to any sewer lines and will utilize a proposed onsite septic system. The onsite septic system will be evaluated by the Department of Environmental Health (DEH) to ensure that nit is not located anywhere near a drainage area with the potential of reaching a water of the state/US prior to approval. The Project will connect to an existing 18" water line located in Monte De Oro Road; public water service will be provided by the Rancho California Water District (RCWD).

FIGURE 4a
Elevations



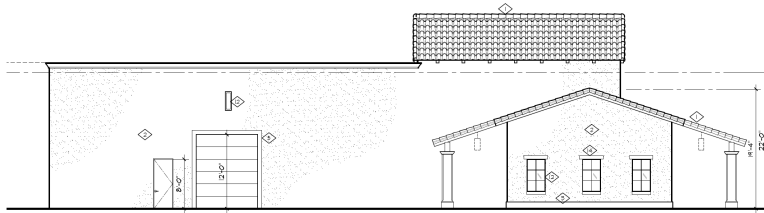
Source: Project Plans (Appendix K)

FIGURE 4b
Elevations



SOUTH ELEVATION

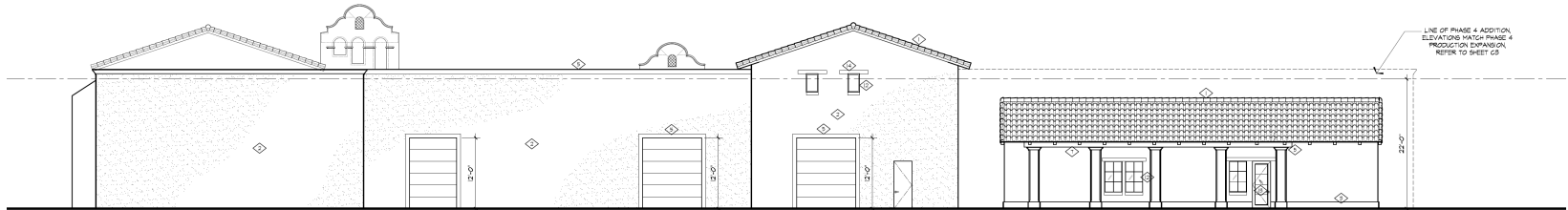
1/8" = 1'-0"



WEST ELEVATION

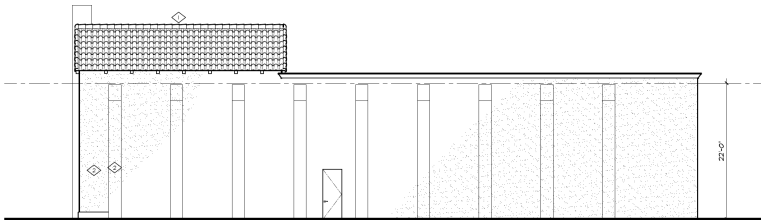
1/8" = 1'-0"

PRODUCTION



NORTH ELEVATION

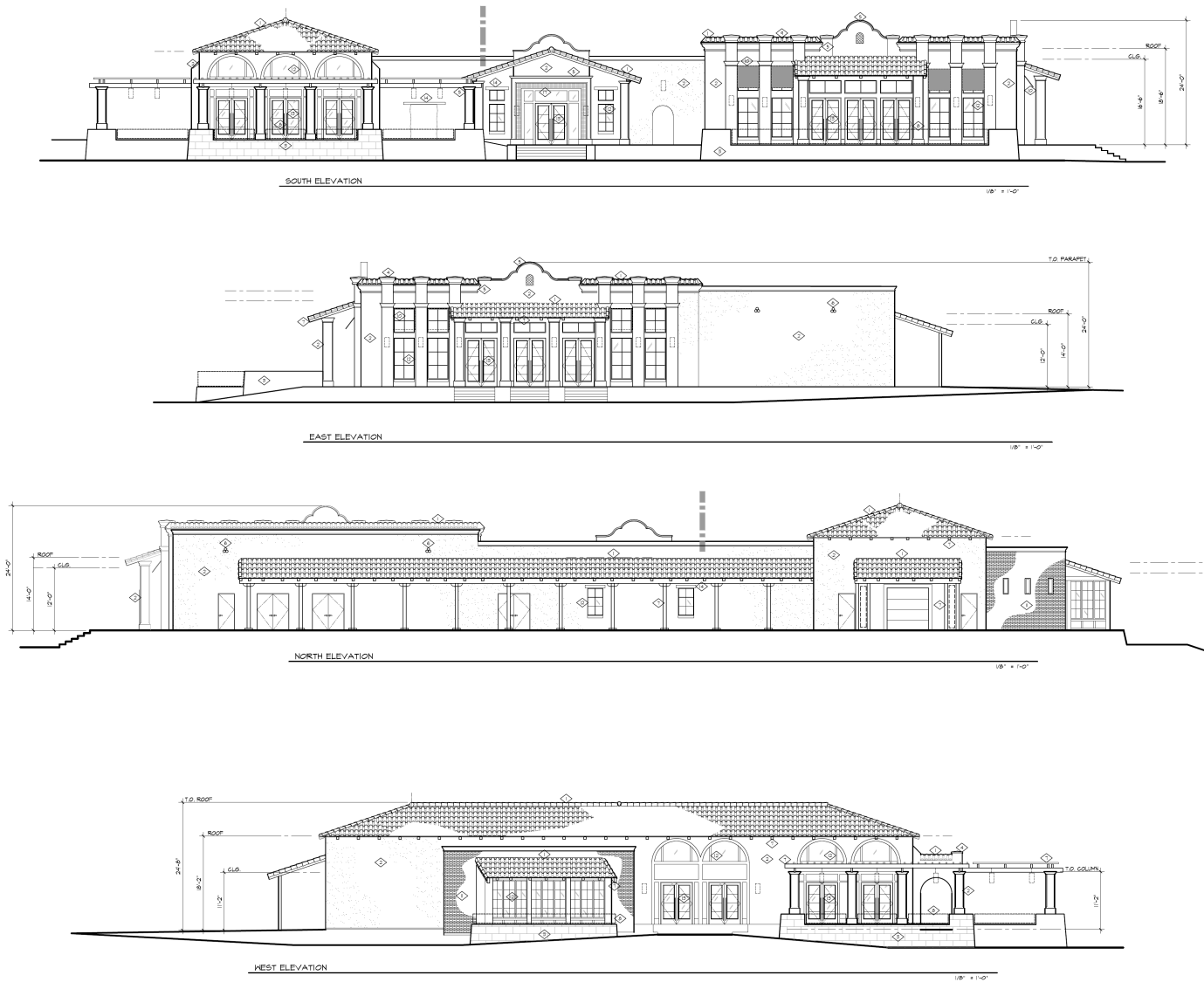
1/8" = 1'-0"



EAST ELEVATION

1/8" = 1'-0"

FIGURE 4c
Elevations

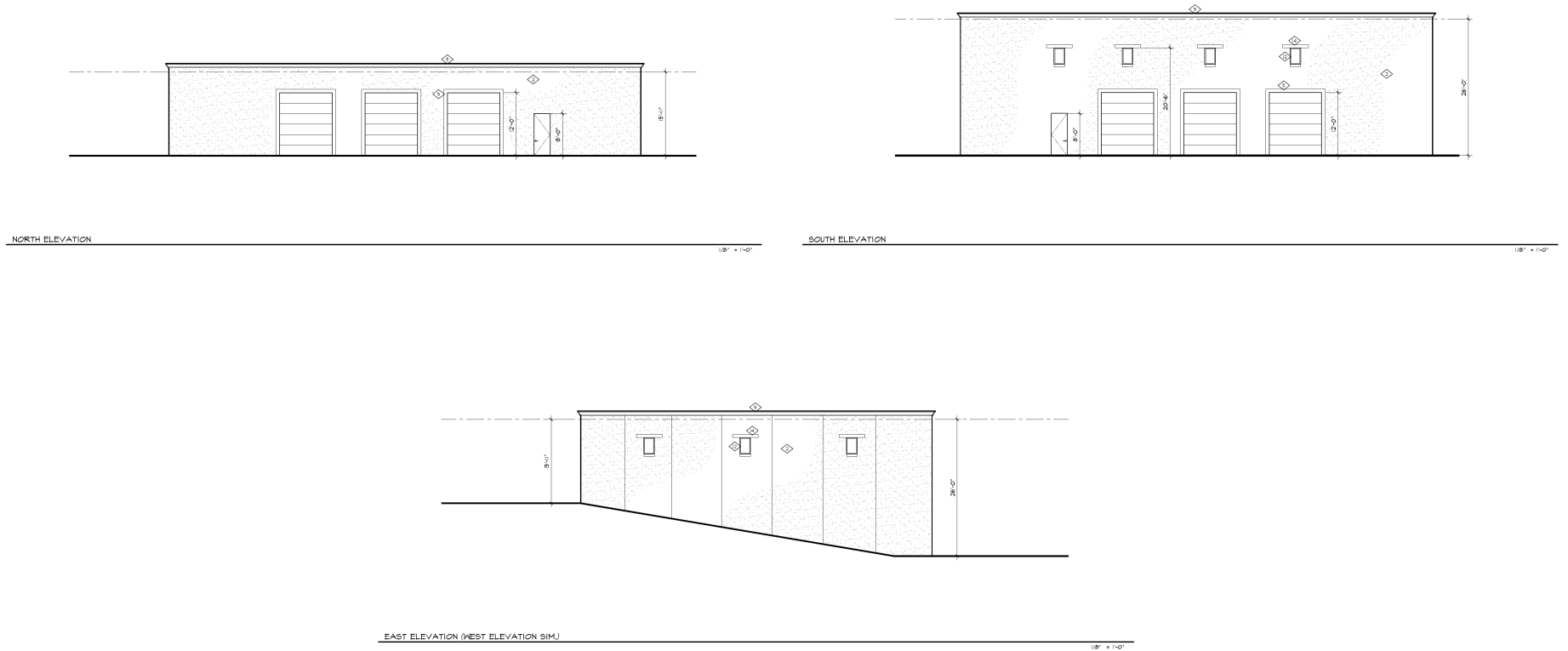


SPECIAL OCCASIONS FACILITY & RESTAURANT

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

FIGURE 4d Elevations

PRODUCTION EXPANSION



Source: Project Plans (Appendix K)

FIGURE 4e
Elevations



PROPOSED TREE / PALM PALETTE

SYMBOL	BOTANICAL NAME/COMMON NAME	SIZE/ SPACING	WUCOLS IV PLANT FACTOR
PROPOSED EVERGREEN SCREENING TREES:			
	SCHINUS MOLLE / CALIFORNIA PEPPER	15 GAL./24" BOX 40'	NORTHEAST, AN EXISTING CITRUS EST, AND AN UNIMPROVED LOT TO VTE DE ORO ROAD.
	PRUNUS ILICIFOLIA LYONII / CATALINA CHERRY	15 GAL./24" BOX 25'	
	CERATONIA SILIQUA / CAROB TREE	15 GAL./24" B' 20'	
	CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS	15 GAL./24" B' 8'	
PROPOSED EVERGREEN SPECIMAN TREES:			
	LAURUS NOBILIS 'SARATOGA' / SWEET BAY	24" BOX 35'	
	OLEA EUROPAEA 'SWAN HILL' / SWAN HILL FRUITLESS OLIVE	24" BOX 30'	
	SCHINUS MOLLE / CALIFORNIA PEPPER	24" BOX 40'	
PROPOSED DECIDUOUS ACCENT TREES:			
	CERCIDIUM X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE	15 GAL. 25'	
	GLEDITSIA T. 'SHADEMASTER' / SHADEMASTER HONEYLOCUST	15 GAL. 30'	
PROPOSED PALMS:			
	CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM	4' BTH 15'	
	PHOENIX DACTYLIFERA / DATE PALM	20' BTH 80'	
	WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM	15' BTH 60'	

PROPOSED PLANT PALETTE

BOTANICAL NAME/COMMON NAME	SIZE/ SPACING	WUCOLS IV PLANT FACTOR
PROPOSED SHRUBS:		
LOW SHRUBS:		
ANIGONANTHOS FLAVIDUS / KANGAROO PAW	5 GAL. 3' O.C.	L
LAVANDULA STOECHAS / SPANISH LAVENDER	L	L
KNIPHOFIA TRIANGULARIS / CORAL POKER	L	L
MEDIUM SHRUBS:		
MUHLENBERGIA C. 'REGAL MIST' / PINK MUHLY GRASS	5 GAL. 4' O.C.	L
CISTUS 'SNOW WHITE' / SNOW WHITE ROCKROSE	L	L
ROSMARINUS O. 'TUSCAN BLUE' / TUSCAN BLUE ROSEMARY	L	L
SALVIA LEUCANTHA / MEXICAN BUSH SAGE	L	L
TALL SHRUBS:		
ALYOGYNE HUEGELII / BLUE HIBISCUS	5 GAL. 6' O.C.	L
CEANOTHUS SPP. / CALIFORNIA WILD LILAC	L	L
HETEROMELES ARBUTIFOLIA / TOYON	L	L
LAVATERA MARITIMA / BUSH MALLOW	L	L
PHORMIUM T. 'AUTROPURPUREA' / PURPLE NEW ZEALAND FLAX	L	L
PROPOSED GROUND COVER:		
ACACIA R. 'DESERT CARPET' / DESERT CARPET ACACIA	1 GAL. 6' O.C.	L
BACCHARIS PILULARIS / COYOTE BUSH	L	L
CISTUS S. 'PROSTRATUS' / SAGELEAF ROCKROSE	L	L
VERBENA P. 'PURPLE' / PURPLE VERBENA	L	L
PROPOSED VINES:		
MACFADYENA UNGIS-CATI / CATS CLAW VINE	5 GAL. 15' O.C.	L
VITUS VINIFERA 'SANGIOVESE' / SANGIOVESE WINE GRAPE	L	L
WISTERIA SINENSIS / CHINESE WISTERIA	M	
PROPOSED PLANTING FOR BIOSWALE/BASINS:		
MUHLENBERGIA C. 'REGAL MIST' / PINK MUHLY GRASS	5 GAL. 4' O.C.	L

SUCCULENT PLANT PALETTE

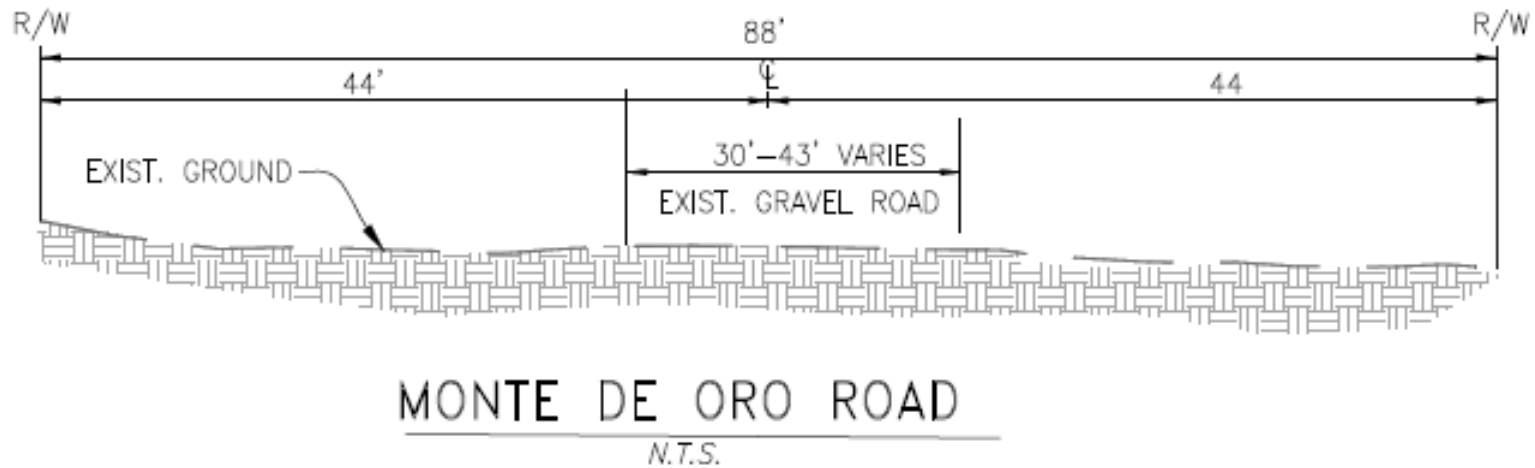
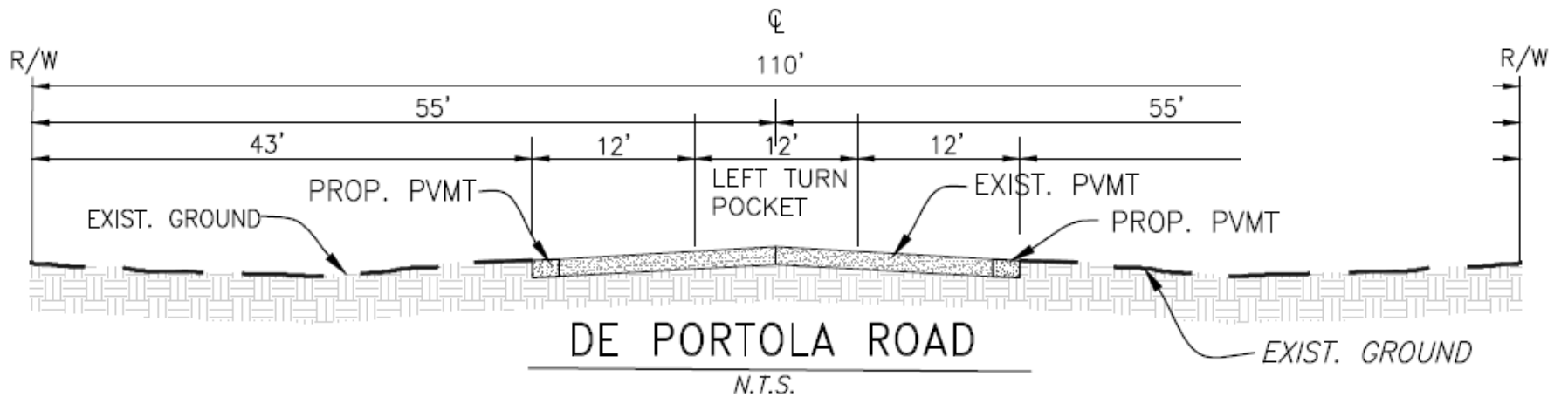
BOTANICAL NAME/COMMON NAME	SIZE/ SPACING	WUCOLS IV PLANT FACTOR
PROPOSED PLANTS:		
AGAVE AMERICANA / CENTURY PLANT	5 GAL. 4' O.C.	L
AGAVE 'BLUE FLAME' / BLUE FLAME AGAVE	L	L
AGAVE VILMORINIANA / OCTOPUS AGAVE	L	L
HESPERALOE PARVIFLORA / RED YUCCA	L	L
ECHEVERIA A. 'LIPSTICK' / LIPSTICK ECHEVERIA	L	L
EUPHORBIA T. 'STICKS ON FIRE' / FIRE STICKS	L	L
PROPOSED GROUND COVER:		
DELOSPERMA ALBA / WHITE TRAILING ICE PLANT	R.C.'s 18" O.C.	L
SEMICO V. 'SERPENTS' / BLUE CHALK STICKS	L	L

**FIGURE 5
Landscape Plan**



Source: Project Plans (Appendix K)

FIGURE 6
Roadway Sections



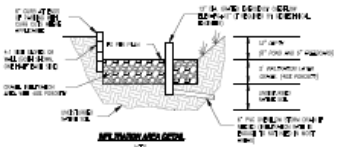
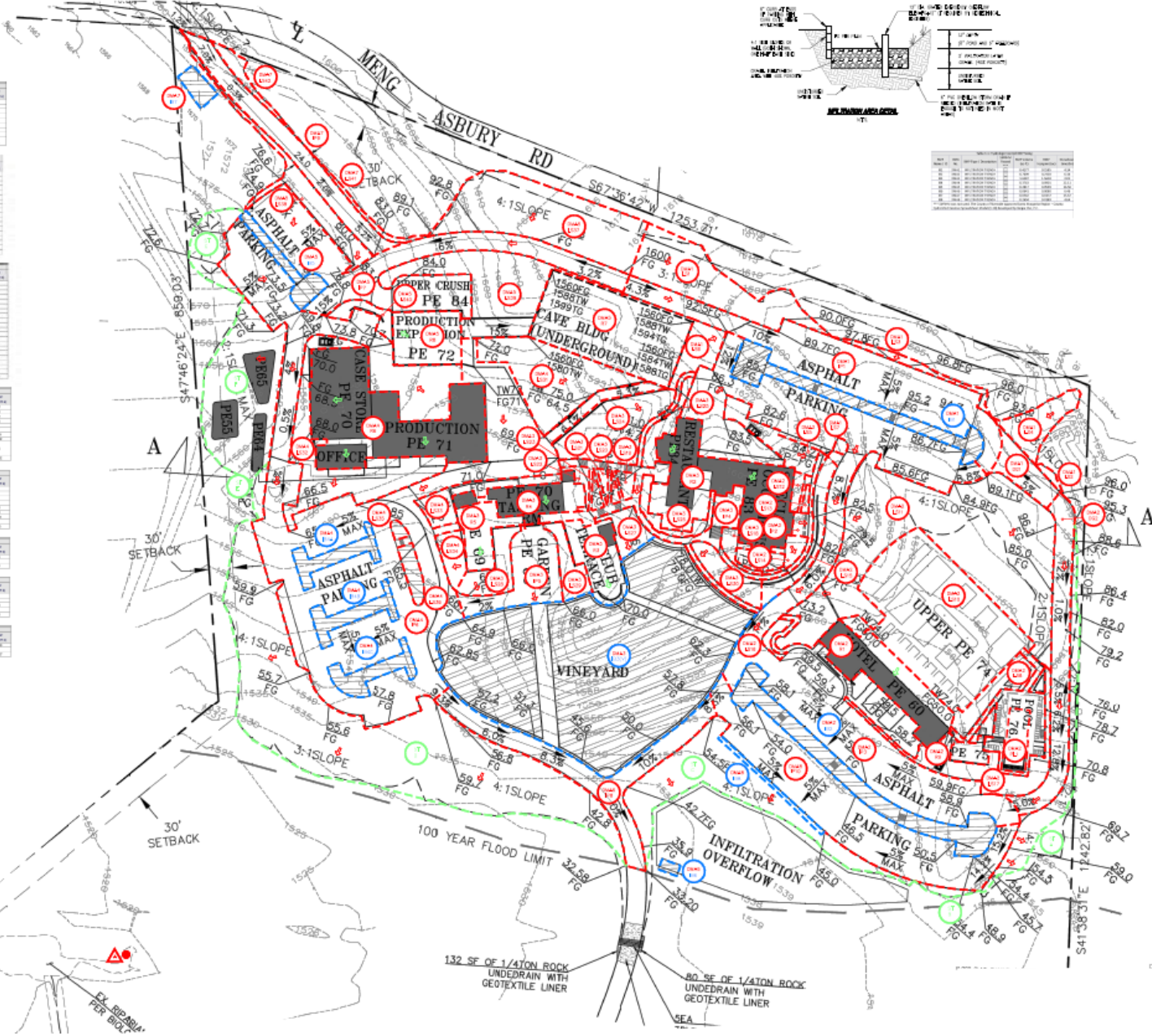
Source: Project Plans (Appendix K)

**FIGURE 7
DMA Exhibit**

NOTES:
1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

NO.	AREA	AREA (SQ. FT.)	PERCENT IMPERVIOUS	PERCENT PAVED	PERCENT GRASS	PERCENT TREES	PERCENT SOIL	PERCENT SAND	PERCENT SILT	PERCENT CLAY	PERCENT ROCK	PERCENT WATER	PERCENT AIR	PERCENT VEGETATION	PERCENT OPEN SPACE	PERCENT BUILT UP	PERCENT OPEN SPACE	PERCENT BUILT UP	PERCENT OPEN SPACE	PERCENT BUILT UP
1	ASPHALT	1500	100	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0
2	CONCRETE	1000	100	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0
3	GRAVEL	500	100	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0
4	GRASS	10000	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	WOOD	1000	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	ROCK	1000	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
7	SOIL	10000	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0
8	WATER	1000	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0
9	AIR	10000	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
10	VEGETATION	10000	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
11	OPEN SPACE	10000	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
12	BUILT UP	10000	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

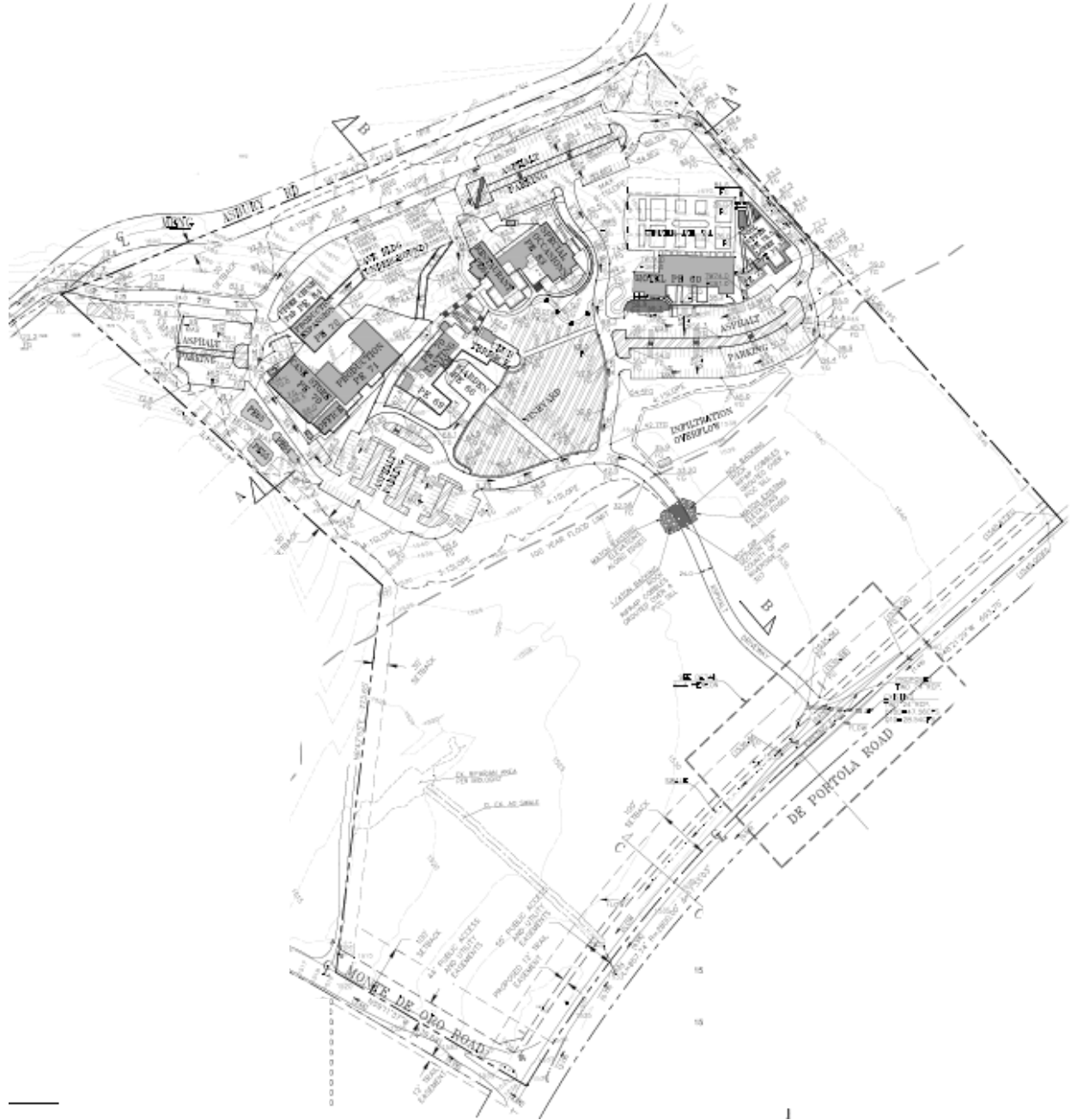
NOTES:
1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.



NO.	AREA	AREA (SQ. FT.)	PERCENT IMPERVIOUS	PERCENT PAVED	PERCENT GRASS	PERCENT TREES	PERCENT SOIL	PERCENT SAND	PERCENT SILT	PERCENT CLAY	PERCENT ROCK	PERCENT WATER	PERCENT AIR	PERCENT VEGETATION	PERCENT OPEN SPACE	PERCENT BUILT UP
1	ASPHALT	1500	100	100	0	0	0	0	0	0	0	0	0	0	0	100
2	CONCRETE	1000	100	100	0	0	0	0	0	0	0	0	0	0	0	100
3	GRAVEL	500	100	100	0	0	0	0	0	0	0	0	0	0	0	100
4	GRASS	10000	0	0	100	0	0	0	0	0	0	0	0	0	0	0
5	WOOD	1000	0	0	0	100	0	0	0	0	0	0	0	0	0	0
6	ROCK	1000	0	0	0	0	100	0	0	0	0	0	0	0	0	0
7	SOIL	10000	0	0	0	0	0	100	0	0	0	0	0	0	0	0
8	WATER	1000	0	0	0	0	0	0	100	0	0	0	0	0	0	0
9	AIR	10000	0	0	0	0	0	0	0	100	0	0	0	0	0	0
10	VEGETATION	10000	0	0	0	0	0	0	0	0	100	0	0	0	0	0
11	OPEN SPACE	10000	0	0	0	0	0	0	0	0	0	100	0	0	0	0
12	BUILT UP	10000	100	100	0	0	0	0	0	0	0	0	0	0	0	0

- DMA AREA BOUNDARY
- BMP BOUNDARY
- SELF TREATING DMA BOUNDARY
- DEMINIMUS DMA BOUNDARY
- DMA # DMA ID
- DMA # DMA SUB-AREA ID
- # BMP ID
- N/A SELF TREATING DMA ID
- ↑ DRAINAGE FLOW DIRECTION
- ↑ DRAINAGE FLOW DIRECTION (ROOF)
- XX POINT OF COMPLIANCE

FIGURE 8
Grading Plan



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

Total Project Area:

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 42 Net	Lots: 1	Sq. Ft. of Bldg. Area: 53,438	Est. No. of Employees: TBD
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A			

B. Assessor's Parcel No(s): 941-180-032

C. Street References: Northeast corner of De Portola Road and Monte De Oro Road

D. Section, Township & Range Description or reference/attach a Legal Description:
Sections 29 & 30, Township 7 South, Range 1 West

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

The Project site is located in the northeastern edges of Long Valley, northeast of the Temecula Valley, and east of the city of Temecula, located within western Riverside County. The surrounding areas are defined by the margins of the Santa Ana Mountains to the west and the San Jacinto Mountains to the east/northeast. The Temecula Valley to the southwest of the Project is encompassed by the Santa Margarita and Agua Tibia mountains. It is the convergence of these mountains that effectively separates western Riverside County from Orange County and the Pacific coast in general.

The habitat in the vicinity of the Project site is characterized by a broad, flat valley and a series of rolling hills distinguished by scattered rock outcroppings. The south/southeastern half of the Project site is generally a flat floodplain. The 7.5-minute Bachelor Mountain, California USGS topographic quadrangle map shows a seasonal drainage traversing the southwestern corner of the site. The northern half of the Project site consists of gently rolling foothills that continue to rise in elevation off the property, away from the valley. Elevations within the Project range between approximately 1,520 to 1,630 feet above mean sea level (AMSL). The hills located on the Project contain vegetation consisting of sage scrub, buckwheat and native weeds and grasses dotted with cactus, chollas, and Russian thistle. Geologically, the Project site lies to the east of the main strands of the Elsinore fault zone in areas of Pliocene and Pleistocene sedimentary units of terrestrial origin.

The Project site is currently bordered by residential development to the west, as well as vacant property to the east, vacant property and residential development to the south, and an orchard to the north. Reference **Figure 9, Aerial Photo**.

FIGURE 9
Aerial Photo



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

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The Project is consistent with the existing Agriculture: Agriculture (A: AG) (10 Acre minimum) land use designation and is a part of the Temecula Valley Wine Country Policy Area – Winery District and Southwest Area Plan (SWAP). The Project is consistent with all other applicable land use policies within the General Plan.
2. **Circulation:** Adequate circulation facilities exist and are proposed to serve the Project. The proposed Project meets with all other applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** No natural open space land is required to be preserved within the boundaries of this Project. The Project does contain an existing riparian area that will not be disturbed nor significantly impacted during either construction or operations. The proposed Project meets with all other applicable Multipurpose Open Space element policies.
4. **Safety:** The proposed Project is located within a flood plain, a subsidence susceptible area, has a moderate risk of liquefaction, is in a fault zone, and is in a high fire area. The proposed Project has allowed for sufficient provision of emergency response services to the Project through the Project design and payment of development impact fees. The proposed Project meets with all other applicable Safety element policies.
5. **Noise:** Sufficient mitigation against any foreseeable noise sources in the area have been provided for in the design of the Project. The Project is not expected to result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies. There will be no impacts from outdoor live events, as no such events are currently proposed. Also, noise from any agricultural operations is exempted from the provisions of the Riverside County Noise Ordinance on land designated for Agricultural in the General Plan, provided such operations are carried out in a manner consistent with accepted industry standards. This exemption includes, without limitation, sound emanating from all equipment used during such operations, whether stationary or mobile. Amplified sounds that will occur on the Project site have been analyzed through a Noise Study submitted for the Project (see **Appendix H**). The Project meets all other applicable Noise Element Policies.
6. **Housing:** The Project is consistent with the policies of the Housing Element of the General Plan.
7. **Air Quality:** The proposed Project has been conditioned to control any fugitive dust during grading and construction activities. The proposed Project meets all other applicable Air Quality element policies.
8. **Healthy Communities:** The Project meets all applicable policies of the Healthy Communities Element of the General Plan.

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

C. Foundation Component(s): Agriculture

D. Land Use Designation(s): Agriculture

E. Overlay(s), if any: Temecula Valley Wine Country Policy Area - Winery District

F. Policy Area(s), if any: Not in a General Plan Policy Area

G. Adjacent and Surrounding:

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

2. Foundation Component(s): Agriculture

3. Land Use Designation(s):

North: Rural Community – Estate Density Residential

South: Agriculture and Rural Residential

East: Agriculture and Rural Residential

West: Rural Community – Estate Density Residential

Reference **Figure 10, General Plan Land Use Designations.**

4. Overlay(s), if any: Temecula Valley Wine Country Policy Area - Winery District

5. Policy Area(s), if any: Temecula Valley Wine Country Policy Area - Winery District

H. Adopted Specific Plan Information

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

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

I. Existing Zoning: Wine Country – Winery (WC-W)

J. Proposed Zoning, if any: Wine Country – Winery (WC-W)

K. Adjacent and Surrounding Zoning:

North: Residential Agriculture 5 acres (R-A-5)

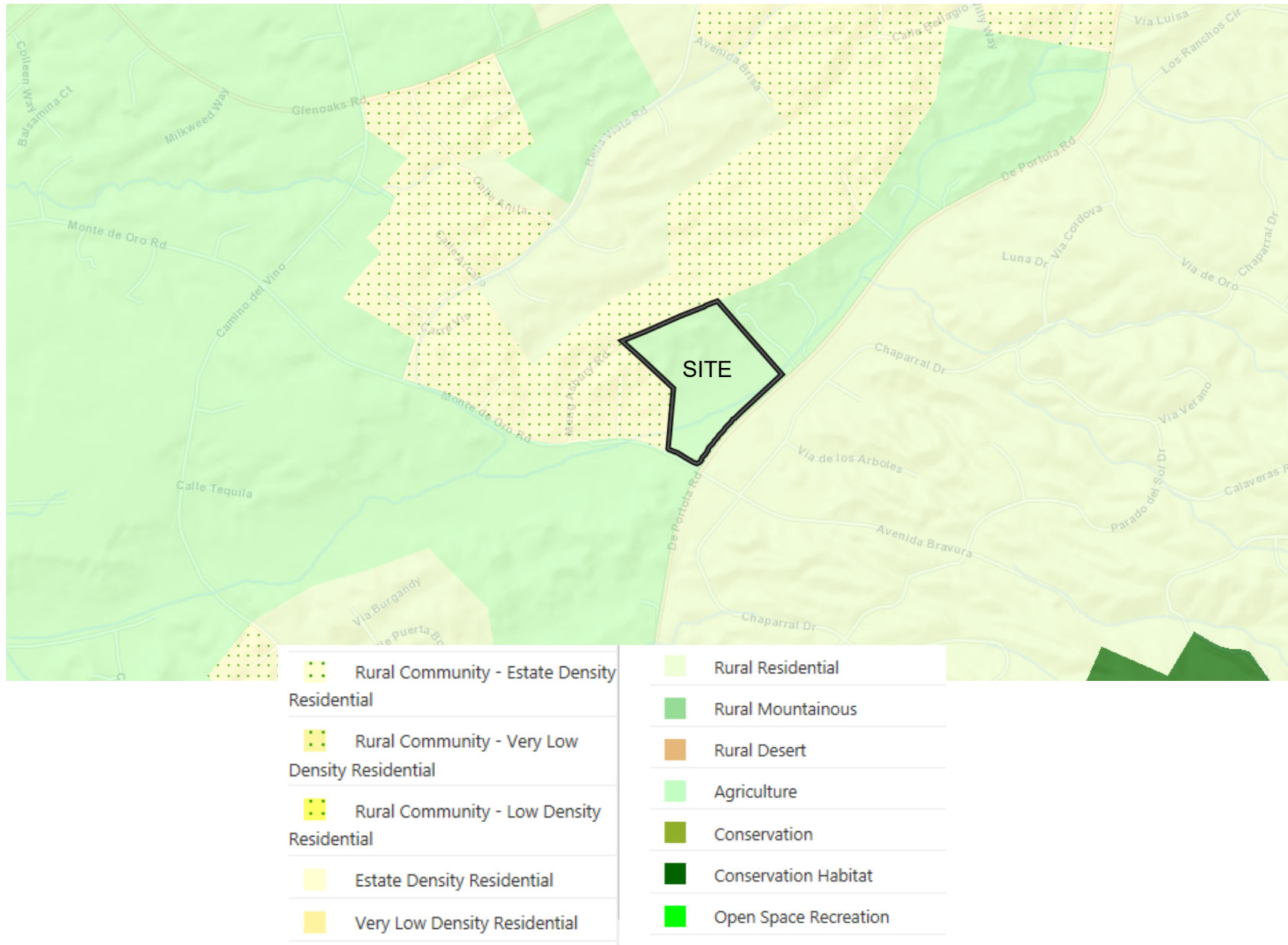
South: Residential Agriculture 2.5 acres (R-A 21/2) and Citrus Vineyard 10 acres (C/V-10)

East: Wine Country – Winery Equestrian (WC-WE) and Residential Agriculture 2.5 acres (R-A 21/2)

West: Rural Residential (R-R)

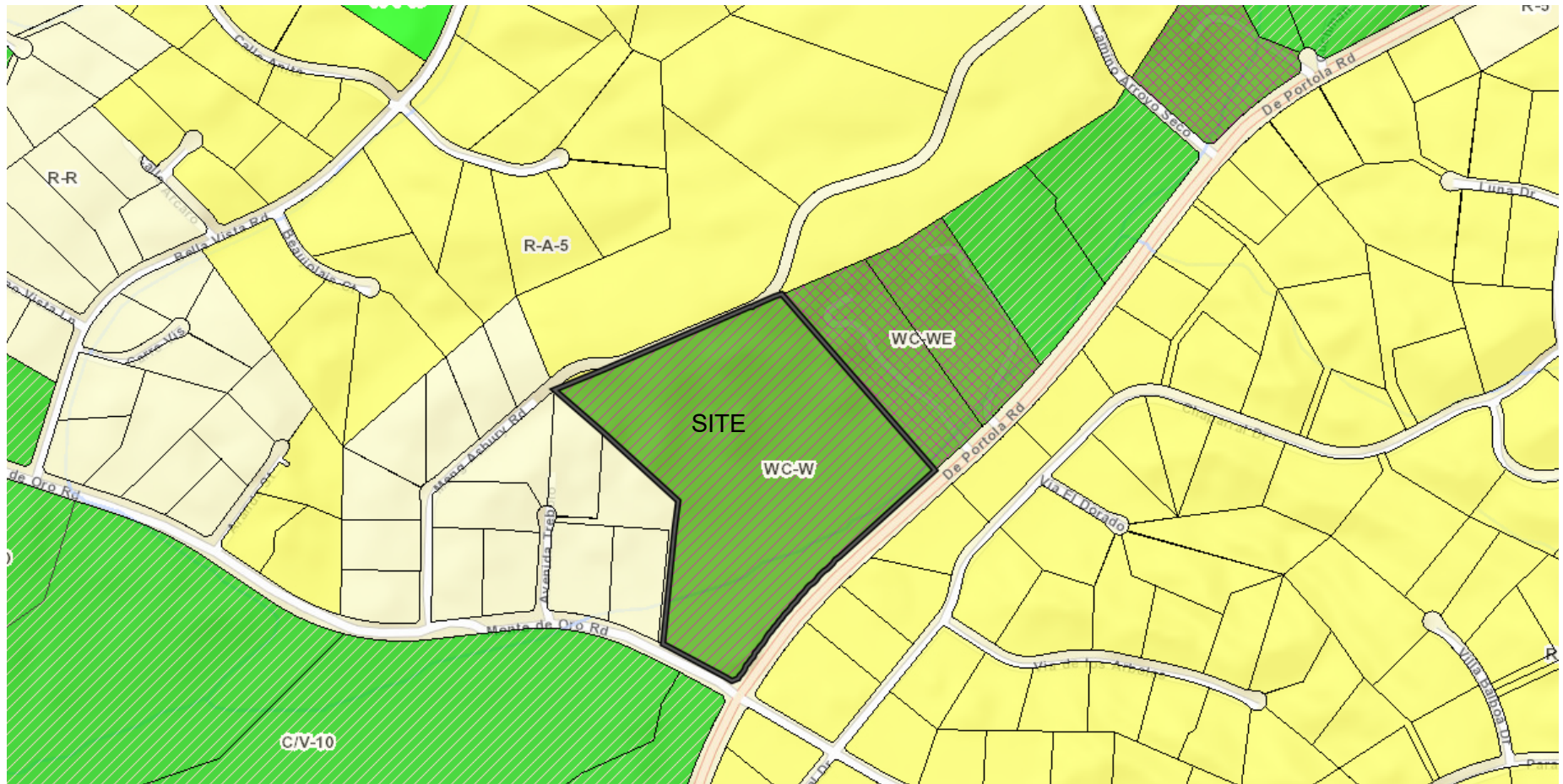
Reference **Figure 11, Zoning Classifications.**

FIGURE 10
General Plan Land Use Designations



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

FIGURE 11
Zoning Classifications



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

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 checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" 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 checked="" 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.
<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.
<input type="checkbox"/> 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
<input type="checkbox"/> 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.
<input type="checkbox"/> I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

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

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

Signature

Date

Tim Wheeler, Urban Regional Planner IV

For: John Hildebrand
Planning Director

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): Southwest Area Plan (SWAP) – SWAP Figure 9, *Southwest Area Plan Scenic Highways*; Riverside County General Plan (*General Plan*); *Map My County (Appendix A)*; Site Photos, prepared by Matthew Fagan Consulting Services, Inc. 4-2019 (**Appendix L**); *Revised Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Plot Plan 180003*, prepared by Principe and Associates, 6-20-2018 (**Appendix C1a**); and **Figure 10, General Plan Land Use Designations**, provided in Section I, Project Information, of this Initial Study.

Findings of Fact:

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

No Impact

The Project site is located in the Southwest Area Plan (SWAP). According to the SWAP, three (3) highways have been designated for Scenic Highway status:

- Interstate 215 (I-215) and State Route 79 South (SR79S) are Eligible Scenic Highways; and

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

- Interstate 15 (I-15) is designated as an Eligible State Scenic Highway.

The Project site is located approximately 9.7 miles from I-215, approximately 8.3 miles from I-15, and approximately 4.1 miles from SR79S, at its closest point. Therefore, implementation of the proposed Project will not have a substantial effect upon a scenic highway corridor. No impacts will occur.

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

Less Than Significant Impact

The Project site is located in an unincorporated area of Riverside County, in Temecula Wine Country. The site is currently vacant land and the southerly 17.73 acres is planted with grapevines pursuant to an Agricultural Grading/Clearing Certificate Exemption, dated August 7, 2017 (BFE 170055).

Riversidean sage scrub is growing on the hilltops, ridges and valleys present in the northern portion of the site. It is no longer contiguous with similar sage scrub growing in any direction. This area receives heavy dual-purpose motorcycle use (dirt bikes). Where it is relatively undisturbed between established trails, the growth form is closed canopy with a low abundance and diversity of sage scrub species. Where it is disturbed, it is mixed with a high percentage of invasive, non-native grasses and weeds.

Non-native grassland occurs primarily in southern portion of the site. It is growing in all previously disturbed areas, and now forms a mosaic with the sage scrub in the northern portion of the site. The ground covering is sparse in most areas, as the vegetation is periodically grazed and cleared for fire prevention purposes. Most of it is dominated by common and widespread non-native annual grass and weed species, but remnants of species that emerge in seasonally wet areas are also present.

Long Valley Wash roughly bisects the site in a northeast-to-southwest direction, the direction of flow. It has been mapped as an intermittent blueline stream on the USGS Topographic Map, 7.5 Minute Series, Bachelor Mountain, California Quadrangle. The wash meanders over a distance of approximately 1,500 linear feet on the site.

With the incorporation of an operational winery (with production and tasting) and the ancillary use of a country inn accompanying an operational winery, this will add a long-term site use of vineyard or farmland to the inventory of farmland in the area. Approximately 117,132 sq. ft. of the Project is landscaped and, of that, 74.6% is vineyard planting and 4.5% is olive tree planting. The remaining 20.9% will be planted with various trees, shrubs, and other plants.

The proposed Project has views of the Santa Rosa Mountains to the west, the Santa Margarita Mountains and Agua Tibia range to the south, and the Black Hills to the east.

The Project site does not contain scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features, as these features do not exist on the Project site. Due to the location of the proposed Project site, the proposed Project will not obstruct any prominent

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

vistas, or result in the creation of an aesthetically offensive site open to public view. This is reflected by the Site Photos (**Appendix L**), as the area is primarily agricultural in nature and there are no unique landforms on the Project site or the immediate environs. Long term views to surrounding hills and mountains will not be obscured by the Project.

Therefore, implementation of the proposed Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view. Impacts are considered less than significant.

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

Less Than Significant Impact

The Project site is located in a non-urbanized area. As discussed in Threshold 1.b, the area is primarily agricultural in nature and there are no unique landforms on the Project site or the immediate environs. The Project will be consistent in terms of size, scale and massing of other wineries in the area. The Project, as designed will be in compliance with the General Plan, Southwest Area Plan and the Wine Country Community Plan, as well as with design requirements of the existing Wine Country- Winery (WC-W) zone. Therefore, the Project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings or conflict with applicable zoning and other regulations governing scenic quality. Any impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation 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): Southwest Area Plan (SWAP), Figure 6, SWAP Mt. Palomar Nighttime Lighting Policy Area; Map My County (**Appendix A**); and Ordinance No. 655 (An Ordinance of the County of Riverside Regulating Light Pollution).

Findings of Fact:

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

Less Than Significant Impact

According to the SWAP, Figure 6, SWAP Mt. Palomar Nighttime Lighting Policy Area; the Project site is located within Zone A of the designated Special Lighting Area that surrounds the Mt.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Palomar Observatory. At its closest point the Project site is approximately 14.8 miles northwest from the Observatory.

The following policy is contained in the SWAP:

- **SWAP 13.1:** Adhere to the lighting requirements of county ordinances for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.

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

Adherence to Ordinance No. 655 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA, as it applies to all development projects uniformly. Outdoor lighting sources include parking lot lights, wall mounted lights and illuminated signage. With conformance with Ordinance No. 655, any impacts are expected to be less than significant with implementation of the Project.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

3. Other Lighting Issues

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

Source(s): Southwest Area Plan (SWAP), Figure 6, SWAP Mt. Palomar Nighttime Lighting Policy Area; Map My County (**Appendix A**); Ordinance No. 655; and Ordinance No. 915 (An Ordinance of the County of Riverside Regulating Outdoor Lighting); and **Figure 9, Aerial Photo**, provided in Section I, Project Information, of this Initial Study.

Findings of Fact:

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

Less Than Significant Impact

Currently, there are no light sources at the Project site. New sources of light and glare associated with construction activities may occur. These additional artificial light sources are typically associated with nighttime security lighting since all exterior construction activities are limited to daylight hours in the County. In addition, workers, either arriving to the site before dawn, or

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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leaving the site after dusk, may generate additional construction-related light sources. The amount and intensity of light anticipated from these construction sources would generally be less than the outdoor lighting currently in use at adjacent wineries, or residences, as the lighting needed will be solely for visibility or for security of the site during the nighttime hours. a. Additionally, these impacts will be temporary, of short-duration, and will cease when Project construction is completed.

The Project will result in new sources of light and glare from the addition of the proposed winery, as well as vehicular lighting from cars traveling on adjacent roadways to and from the proposed Project. Once operational, the Project will be required to comply with Ordinance No. 655 and Ordinance No. 915, which restricts lighting hours, types, and techniques of lighting. Outdoor lighting sources include streetlights and wall mounted lights. Ordinance No. 655 requires the use of low-pressure sodium fixtures and requires hooded fixtures to prevent spillover light or glare and has been discussed in detail in Threshold 2.a.

Ordinance No. 915 requires all outdoor luminaires to be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, onto the public right-of-way. Ordinance No. 915 also prohibits blinking, flashing and rotating outdoor luminaires, with a few exceptions. The Project will be required to comply with the County of Riverside conditions of approval that require lighting restrictions. These are typically standard conditions of approval and are not considered unique mitigation pursuant to CEQA. With conformance with Ordinance No. 655 and Ordinance No. 915, any impacts are expected to be less than significant with implementation of the Project.

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

Less Than Significant Impact

Three residences located westerly of the Project site are the closest residences in the proximity of the Project. The closest residence is located approximately 224 feet westerly of the Project site. As discussed in Threshold 2.a., construction impacts will be temporary, of short-duration, and will cease when Project construction is completed. Once operational, Project conformance with Ordinance No. 655, and Ordinance No. 915, will ensure that any impacts are expected to be less than significant with implementation of the Project.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation 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?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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): *Map My County (Appendix A)*; Ordinance No. 348 (Article XIVd – Wine Country Zones); *Revised Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Plot Plan 180003*, prepared by Principe And Associates, 6-20-2018; (*MSHCP Analysis, Appendix C1a*); Riverside County General Plan Figure OS-2 "Agricultural Resources;" *Notice of Nonrenewal 2-17-06 (DOC # 2006-0121740) (Appendix M)*; Ordinance No. 625 (An Ordinance of the County of Riverside Providing a Nuisance Defense for Certain Agricultural Activities, Operations, and Facilities and Providing Public Notification Thereof); and Project Plans (**Appendix K**).

Findings of Fact:

- a) *Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

Less Than Significant Impact

According to *Map My County*, portions of the proposed Project site are designated as Farmland of Local Importance or Other Lands.

Currently, the Project site is vacant land, with the southerly 17.73 acres planted with grapevines (formerly non-native grassland) pursuant to an Agricultural Grading/Clearing Certificate Exemption, dated August 7, 2017 (BFE 170055).

With the incorporation of an operational winery (with production and tasting) and the ancillary use of a country inn accompanying an operational winery, the Project will add a long-term use of vineyard or farmland to the County's inventory of farmland in the area. Approximately 117,132 sq. ft. of the Project is landscaped and, of that, 74.6% is vineyard planting and 4.5% is olive tree planting. The remaining 20.9% will be planted with various trees, shrubs, and other plants.

Implementation of the proposed Project will not convert 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. Impacts will be less than significant.

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

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Please reference the discussion in Threshold 4.a. The current zoning for the Project site is WC-W (Wine Country – Winery) which allows for wineries as a permitted use. The WC-W zone allows for farming operations of crops, orchards, groves, and vineyards. The Project will include 74.6% vineyard planting and 4.5% olive tree planting (75% planting is required per the Temecula Wine Country Policy Area for a winery project). A 44-acre gross parcel can be used as a Class V Winery in the WC-W zone. A Class V Winery can include special occasion facilities, outdoor events, wine country hotels, and spas. The Project, as designed, meets the zoning development standards in terms of heights, setbacks, lot coverage, parking and landscaping. No change to the existing zoning is proposed. The proposed use will help to maintain the County's inventory of farmland in the area. Therefore, implementation of the proposed Project will not conflict with existing agricultural zoning or agricultural use. Impacts will be less than significant.

The project is in the process of an Agricultural Preserve Diminishment (APD) No. 180001. The diminishment is for a portion of Rancho California Agricultural Preserve No. 1, as shown on Map No. 180001D. Agricultural Preserve Diminishment (APD) No. 180001 proposes to remove approximately 42.63 acres from the Rancho California Agricultural Preserve No. 1. The removal of these acres will leave approximately 38.34 acres within the Rancho California Agricultural Preserve No. 1. The project site is not subject to a land conservation contract, so no cancellation is necessary. The exterior boundaries of the land to be diminished from Agricultural Preserve No. 1 are shown in Attachment B (ag. preserve map) and described in Attachment C (legal description).

The Comprehensive Agricultural Preserve Technical Advisory Committee (“CAPTAC”) met on September 11, 2019 and evaluated APD No. 180001. The CAPTAC found the proposed diminishment “Acceptable,” as it is consistent with the Land Conservation Act of 1965 and, therefore, recommended that the Board of Supervisors grant the proposed diminishment. The Board of Supervisors hearing is still pending at the time this environmental analysis was conducted. No impacts will occur in this regard.

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

Less Than Significant Impact

Although the Project proposes commercial uses (tasting room, restaurant, inn), the proposed Project would maintain primarily agricultural use of the site as a winery with vineyards intended for the production of wine. The commercial uses are determined to be secondary and incidental to the agricultural production occurring on the Project site and would be consistent with the County's development standards of the Wine Country – Winery Zone, which has been established to preserve the distinctive character of the area and to protect against the location of uses that are incompatible with agricultural uses (i.e., other agriculturally-zoned properties in the surrounding area). The Project will include 74.6% vineyard planting and 4.5% olive tree planting. Any impacts will be less than significant.

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

No Impact

As stated above, the proposed use would be consistent with the existing WC-W (Wine Country – Winery) zone which allows for wineries as a permitted use and respects the intent of the WC-W zone which was established to preserve the distinctive character of the area and to protect against the location of land uses that are incompatible with agricultural use. Implementation of the proposed Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Forest				
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<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): *Map My County (Appendix A); Figure 9, Aerial Photo*, provided in Section I, Project Information, of this Initial Study; and Project Site Visit – May 4, 2020, by Matthew Fagan.

Findings of Fact:

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

No Impact

Public Resources Code Section 12220(g) identifies forest land as:

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

The Project site and surrounding properties are not currently being defined, zoned, managed, or used as forest land as identified in Public Resources Code Section 12220(g). No impacts will occur.

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

No Impact

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

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

No Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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There are no other changes in the existing environment, which, due to their location or nature, could result in conversion of *forest land to non-forest use* (refer to Thresholds 5.a and 5.b). No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

AIR QUALITY Would the Project:

6. Air Quality Impacts

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

Source(s): *Monarch Winery Air Quality and Greenhouse Gas*, prepared by RK Engineering, Inc., 4-10-2020 (AQ/GHG Study, **Appendix B**).

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

Findings of Fact:

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

Less Than Significant Impact

CEQA requires a discussion of any inconsistencies between a proposed Project and applicable General Plans and Regional Plans. The regional plan that applies to the proposed Project includes the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies in the proposed Project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant Projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the AQMP is

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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usually not required. A project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

The SCAQMD CEQA Handbook identifies two key indicators of consistency:

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

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

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

- Criterion 2 - Exceed Assumptions in the AQMP

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

The 2020-2045 Regional Transportation/Sustainable Communities Strategy, prepared by the Southern California Association of Governments (SCAG) in 2021, includes chapters on the following issues: challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

The Project is consistent with the land use requirements in the Riverside County Zoning Ordinance for the WC-W (Wine Country-Winery) zone. The Project land uses are also consistent with the Temecula Wine Country Community Plan and the Southwest Area Plan. As a result, the Project is not expected to significantly increase emissions compared to what is currently allowed and projected in the AQMP for this region. Therefore, the Project is found to be consistent with the AQMP for the second criterion.

Based on the analysis above, the Project will not conflict with, or obstruct implementation of the applicable air quality plan. Any impacts will be less than significant.

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site is located in the South Coast Air Basin (SCAB). State and federal air quality standards are often exceeded in many parts of the SCAB.

Table 6-1, South Coast Air Basin Attainment Status, lists the attainment status for the criteria pollutants in the South Coast Air Basin (SCAB).

**Table 6-1
South Coast Air Basin Attainment Status¹**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme) ²
Carbon monoxide	Attainment	Attainment (Maintenance)
Nitrogen dioxide	Attainment	Attainment (Maintenance)
PM ₁₀	Nonattainment	Attainment (Maintenance)
PM _{2.5}	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial) ³

¹ Taken from California Air Resources Board <http://www.arb.ca.gov/desig/adm/adm.htm>

² 8-Hour Ozone

³ Partial Nonattainment designation – Los Angeles County portion of Basin only

A discussion of the Project’s potential short-term construction impacts, and long-term operational impacts is provided below.

Construction Emissions

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed Project’s short-term construction emissions for the criteria pollutants.

Methodology

The Project is proposed to be built-out over several phases, however, for purposes of this analysis, and to provide a worst-case estimate of impacts, the entire Project development has been analyzed in one complete phase. Construction of the Project was estimated to begin in the year 2020 and expected to last approximately 44 months. The Project was expected to be fully operational by the year 2023. The construction schedule, as analyzed in the *AQ/GHG Study*, represents a “worst-case” analysis scenario, should construction occur any time after the respective dates, since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coating.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. **Table 6-2, Construction Equipment Assumptions Phase**, summarizes the various construction activities, construction equipment assumptions, and anticipated daily onsite disturbance.

**Table 6-2
Construction Equipment Assumptions Phase**

Phase ¹	Equipment ¹	Amount ¹	Hours Per Day ¹	Soil Disturbance Rate (Acres/8hr-Day) ²	Equipment Daily Disturbance Footprint (Acres)	Total Phase Daily Disturbance Footprint (Acres)
Site Preparation	Rubber Tired Dozers	3	8	0.5	1.5	3.5
	Tractors/Loaders/Backhoes	4	8	0.5	2.0	
Grading	Excavators	2	8	0.0	0.0	4.0
	Graders	1	8	0.5	0.5	
	Rubber Tired Dozers	1	8	0.5	0.5	
	Scrapers	2	8	1.0	2.0	
	Tractors/Loaders/Backhoes	2	8	0.5	1.0	
Building Construction	Cranes	1	7	0.0	0.0	1.3
	Forklifts	3	8	0.0	0.0	
	Generator Sets	1	8	0.0	0.0	
	Tractors/Loaders/Backhoes	3	7	0.5	1.3	
	Welders	1	8	0.0	0.0	
Paving	Pavers	2	8	0.0	0.0	0.0
	Paving Equipment	2	8	0.0	0.0	
	Rollers	2	8	0.0	0.0	
Architectural Coating	Air Compressors	1	6	0.0	0.0	0.0

¹ CalEEMod Defaults

The quantity of fugitive dust estimated by CalEEMod is based on the pieces of equipment used during and grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the grading phase. The maximum daily disturbance footprint would be 4.0 acres per 8-hour day with all equipment in use.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The following Air Quality Regulations (AQR) for construction are standard requirements called for by SCAQMD (Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site) and the State of California Green Building Code, have been included in the analysis below:

Air Quality Regulations

- AQR-AQ-1** The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:
- All active construction areas shall be watered two (2) times daily.
 - Speed on unpaved roads shall be reduced to less than 15 mph.
 - Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
 - Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
 - All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
 - Access points shall be washed or swept daily.
 - Construction sites shall be sandbagged for erosion control.
 - Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
 - Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
 - Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
 - Replace the ground cover of disturbed areas as quickly possible.
 - A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
 - Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
 - Replace the ground cover of disturbed areas as quickly possible.
 - A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
- AQR-AQ-2** Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the County of Riverside.
- AQR-AQ-3** Construction equipment shall be maintained in proper tune.
- AQR-AQ-4** All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
- AQR-AQ-5** Minimize the simultaneous operation of multiple construction equipment units.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- AQR-AQ-6** The use of heavy construction equipment and earthmoving activity shall be suspended during Air Alerts when the Air Quality Index reaches the “Unhealthy” level.
- AQR-AQ-7** Utilize low emission “clean diesel” equipment with new or modified engines that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet the California Air Resources Board (CARB) best available control technology.
- AQR-AQ-8** Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- AQR-AQ-9** Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
- AQR-AQ-10** Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
- AQR-AQ-11** Utilize zero volatile organic compounds (VOC) and low VOC paints and solvents, wherever possible.

Air Quality Regional Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the CEQA Guidelines. By complying with the thresholds of significance, the Project would be in compliance with the SCAQMD Air Quality Management Plan and the federal and state air quality standards.

Table 6-3, SCAQMD Regional Significance Thresholds, lists the air quality significance thresholds for the six criteria air pollutants analyzed in this section. Lead is not included as part of this analysis as the Project is not expected to emit lead in any significant measurable quantity.

**Table 6-3
SCAQMD Regional Significance Thresholds**

Pollutant	Construction (lbs./day)	Operation (lbs./day)
NO_x	100	55
VOC	75	55
PM₁₀	150	150
PM_{2.5}	55	55
SO_x	150	150
CO	550	550

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Regional Air Quality Impacts from Construction

Regional air quality emissions include both on-site and off-site emissions associated with construction of the Project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance. The Project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, as described below. Compliance with the dust control is considered a standard requirement and included as part of the Air Quality Regulations (**AQR-AQ-1** through **AQR-AQ-11**), not mitigation, as this is a regulatory requirement.

Table 6-4, Regional Construction Emissions shows that the Project’s daily construction emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance. As a result, the Project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the Project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

**Table 6-4
Regional Construction Emissions**

Maximum Daily Emissions (lbs./day) ¹						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	4.17	42.47	22.24	0.04	9.31	5.87
Grading	4.55	50.26	32.76	0.06	5.72	3.44
Building Construction	6.77	51.70	52.74	0.19	11.64	4.04
Paving	1.40	10.23	5.06	0.02	0.68	0.51
Architectural Coating	21.27	1.65	6.56	0.02	1.17	0.53
Maximum ¹	21.27	51.70	52.74	0.19	11.64	5.87
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

¹Maximum daily emissions during summer or winter; includes both on-site and off-site Project emissions

As shown in **Table 6-4**, regional construction daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance for all criteria pollutants. Therefore, Project 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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Operational Emissions

Operational Assumptions

Operational emissions occur over the life of the Project and are considered “long-term” sources of emissions. Operational emissions include both direct and indirect sources (mobile source emissions, energy source emissions, areas source emissions and other source emissions).

Operational Design Features

The following Air Quality Regulations for operations (**AQR-AQ-12** through **AQR-AQ-15**) have been included in the analysis below:

- AQR-AQ-12** Comply with the mandatory requirements of Title 24 part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards.
- AQR-AQ-13** Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- AQR-AQ-14** Use electric landscaping equipment, such as lawn mowers and leaf blowers.
- AQR-AQ-15** Comply with the mandatory requirements of CalRecycle’s commercial recycling program and implement zero waste strategies.

Regional Operational Emissions

Long-term operational air pollutant impacts from the Project are shown in **Table 6-5, Regional Operational Emissions**.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 6-5
Regional Operational Emissions**

Maximum Daily Emissions (lbs./day) ¹						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources	4.73	27.89	37.56	0.16	11.20	3.05
Energy Sources	0.33	2.99	2.52	0.02	0.23	0.23
Area Sources	2.30	0.00	0.05	0.00	0.00	0.00
Off-Road Equipment	0.30	3.07	4.46	0.01	0.15	0.14
Stationary Sources	0.02	0.10	0.38	0.00	0.03	0.03
Total¹	7.69	34.06	44.97	0.19	11.61	3.45
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

¹ Maximum daily emissions during summer or winter

The maximum daily emissions analyzed in **Table 6-5**, include both on-site and off-site Project emissions.

The Project's daily operational emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance, and the Project would not contribute substantially to an existing or projected air quality violation.

With incorporation of Air Quality Regulations for construction and operations (**AQR-AQ-1** through **AQR-AQ-15**), implementation of the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Any impacts will be less than significant.

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

Less Than Significant Impact

Localized Construction Analysis Modeling Parameters

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. The *AQ/GHG Analysis (Appendix B)* identifies the following parameters in order to compare CalEEMod reported emissions against the localized significance threshold lookup tables:

- The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- The maximum number of acres disturbed on the peak day.
- Any emission control devices added onto off-road equipment.
- Specific dust suppression techniques used on the day of construction activity with maximum emissions.

Air quality emissions were analyzed using the SCAQMD’s Mass Rate Localized Significant Threshold (LST) Look-up Tables. **Table 6-6, SCAQMD Localized Significance Thresholds (LST)**, lists the Localized Significance Thresholds (LST) used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. LSTs are developed based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 26 – Temecula Valley.

The nearest existing sensitive receptors are residential/winery uses located along the southern, eastern and western property line of the site. The nearest structures to the property, where people would be expected to stay for 24-hours or longer are approximately 50-75 meters away. However, to be conservative the analysis uses the most stringent 25 meter thresholds for localized emissions from any potential area of construction or operational activity. SCAQMD LST methodology states that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

The daily disturbance area is calculated to be 4 acres; however, LST thresholds are only based on 1, 2 and 5-acre sites. In order to be conservative, a linear progression model was used to estimate the threshold for 4-acre site based on the established LST thresholds.

**Table 6-6
SCAQMD Localized Significance Thresholds¹ (LST)**

Pollutant	Construction (lbs./day)	Operational (lbs./day)
NO _x	323.3	323.3
CO	1,671.9	1,671.9
PM ₁₀	10.9	3.3
PM _{2.5}	6.7	1.7

¹ Based on the SCAQMD Mass Rate Localized Significance Thresholds for 4-acre site in SRA-26 at 25 meters

Table 6-7, Localized Construction Emissions - Unmitigated, illustrates the construction related localized emissions and compares the results to SCAQMD LST thresholds.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 6-7
Localized Construction Emissions - Unmitigated**

Maximum Daily Emissions (lbs./day) ¹				
Activity	NOx	CO	PM ₁₀	PM _{2.5}
On-site Emissions	50.20	31.96	9.11	5.82
SCAQMD Construction Threshold ²	323.3	1,671.9	10.9	6.7
Exceeds Threshold (?)	No	No	No	No

¹ Maximum daily emissions during summer or winter; includes on-site Project emissions only

² Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation, SRA-26, Temecula Valley, 4-acre site, receptor distance 25 meters

As shown in **Table 6-7**, the emissions will be below the SCAQMD thresholds of significance for localized construction emissions. Construction LST impacts will be less than significant with the incorporation of Air Quality Regulations (**AQR-AQ-1** through **AQR-AQ-11**) as standard conditions of approval.

Diesel Particulate Matter – Construction

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

As shown in **Table 6-4, Regional Construction Emissions**, and in **Table 6-7, Localized Construction Emissions - Unmitigated**, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed regional or local thresholds. Given the short-term construction schedule, the proposed Project’s construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk and a health risk assessment is not warranted.

In September 2000, the CARB adopted the Diesel Risk Reduction Plan, which recommends control measures to reduce the risks associated with DPM. The key elements of the Plan are to clean up existing engines through engine retrofit emission control devices, adopt stringent standards for new diesel engines, lower the sulfur content of diesel fuel, and implement advanced technology emission control devices on diesel engines.

To ensure the level of DPM exposure is reduced to the maximum extent feasible, the Project shall implement the best available pollution control strategies to minimize potential health risks. These are reflected in SCAQMD requirements, as stated prior in the Air Quality Regulations (**AQR-AQ-1** through **AQR-AQ-11**). Impacts from DPM are considered less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Asbestos - Construction

Asbestos is a mineral fiber that has been used commonly in a variety of building construction materials for insulation and as a fire-retardant. When asbestos-containing materials are damaged or disturbed by repair, remodeling or demolition activities, microscopic fibers become airborne and can be inhaled into the lungs, where they can cause significant health problems.

Based on the California Division of Mines and Geology General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, naturally occurring asbestos, found in serpentine and ultramafic rock, has not been shown to occur within in the vicinity of the Project site. Therefore, the potential risk for naturally occurring asbestos (NOA) during Project construction is small. However, in the event NOA is found on the site, the Project will be required to comply with the National Emission Standards for Hazardous Air Pollutants (NESHAP) standards. An Asbestos NESHAP Notification Form shall be completed and submitted to the CARB immediately upon discovery of the contaminant.

If asbestos is discovered onsite during Project construction, the Project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal, and a person certified in asbestos removal procedures will be required to supervise on-site activities. By following the required asbestos abatement protocols, Project impacts will be less than significant.

Construction Traffic

Construction traffic is evaluated with regards to air quality and greenhouse gas related emissions. Construction traffic is expected to be heaviest during the grading phase of the Project. As shown in **Table 6-4**, with compliance with Air Quality Regulations (**AQR-AQ-1** through **AQR-AQ-11**), emission levels associated with on-site and off-site construction traffic will be below the applicable thresholds set forth by the State of California and the SCAQMD.

Localized Operational Emissions

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the state and federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive land uses are considered the residential and equestrian uses located approximately 110 feet to the south of the property line, residential uses located approximately 20 feet to the west of the property line, and the Frangipani Estate Winery located approximately 30 feet to the east of the property line.

Table 6-8, Localized Operational Emissions, shows the localized operational emissions and compares the results to SCAQMD LST thresholds of significance.

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

**Table 6-8
Localized Operational Emissions**

Maximum Daily Emissions (lbs./day) ¹				
LST Pollutants	NOx (lbs./day)	CO (lbs./day)	PM ₁₀ (lbs./day)	PM _{2.5} (lbs./day)
On-site Emissions (mobile source) ²	7.56	9.29	1.0	0.5
SCAQMD Operation Threshold ³	323.2	1,671.9	3.3	1.7
Exceeds Threshold (?)	No	No	No	No

¹ Maximum daily emissions during summer or winter

² Mobile source emissions include on-site vehicle emissions only (such as vehicle idling and circulating in the parking lot). It is estimated that approximately 5% of mobile emissions will occur on the Project site.

³ Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 26, Temecula valley disturbance area of 4-acre and receptor distance of 25 meters

As shown in **Table 6-8**, emissions will be below the SCAQMD thresholds of significance for localized operational emissions. The Project will result in less than significant localized operational emissions impacts.

Toxic Air Contaminants – Operations

A toxic air contaminant (TAC) is defined as air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. Typically, the primary source of TAC emissions for commercial land uses would be from on-site operations of diesel trucks. Diesel trucks emit diesel particulate matter (DPM) which is a known source of TACs.

The Project may attract some light-heavy trucks for shipping and delivery purposes; however, the Project is not considered a truck intensive use that would generate a significant amount of DPM. Based on the Project's trip generation, the Project is expected to generate a maximum of 70 heavy truck trips per day.

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

Based on the Project's trip generation, it is not expected that the Project would result in significant incremental increases in potential cancer risks to surrounding sensitive receptors.

It should be noted however that a detailed health risk assessment has not been performed for this Project. In order to determine if the Project may have a significant impact related to hazardous air pollutants (HAP), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis), prepared by SCAQMD, August 2003, recommends that if the Project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks on the Project site,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA). The Air Quality Regulations (**AQR-AQ-1** through **AQR-AQ-11**) will reduce potential exposure of sensitive receptors to substantial pollutant concentrations. Any impacts from TACs during operations will be less than significant.

Local CO Emission Impacts from Project-Generated Vehicular Trips

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion. Additionally, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in SCAB, there were no CO hot spots concentrations.

Furthermore, the Traffic Study (**Appendix I**) found that all significant Project traffic impacts would be mitigated to less than significant levels. Therefore, it is reasonable to conclude that the Project would not significantly increase traffic congestion in the vicinity of the site that would lead to the formation of CO hot spots. The Project impact relative to CO hot spots will be less than significant.

Therefore, implementation of the Project will not expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations. Any impacts will be less than significant.

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

Less Than Significant Impact

According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Heavy-duty equipment in the Project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Rule 402 shall be implemented as a standard condition and is not considered unique mitigation under CEQA. Any construction odors will be less than significant.

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

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

BIOLOGICAL RESOURCES Would the Project:

7. Wildlife & Vegetation

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

b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?

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

e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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filling, hydrological interruption, or other means?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): *Revised Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Plot Plan T180003*, prepared by Principe And Associates, 6-20-2018 (**Appendix C1a**); *Western Riverside County Multiple Species Habitat Conservation Plan Section 6.1.2 Addendum Report, Plot Plan 180003*, prepared by Searl Biological Services, 8-27-2019 (**Appendix C1b**); *Revised Nesting Season Survey Burrowing Owl Plot Plan T180003 (PAR 1536)*, prepared by Principe And Associates, 4-2-2018 (**Appendix C2**); *Jurisdictional Delineation Report Monarch Winery*, prepared by Searl Biological Service, 4-3-2019 (**Appendix C3**); Ordinance No. 810.2 (An Ordinance of the County of Riverside Amending Ordinance No. 810 to Establish the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee); Ordinance No. 633 (An Ordinance of the County of Riverside Amending Ordinance No. 663 Establishing The Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan Fee Assessment Area and Setting Mitigation Fees); and Ordinance No. 559 (An Ordinance of the County of Riverside Regulating the Removal of Trees).

Findings of Fact:

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

Less Than Significant with Mitigation Incorporated

MSHCP Reserve Assembly Requirements

The Project site is not located within a designated Cell, Cell Group or Sub Unit of the Southwest Area Plan. Therefore, conservation has not been described for the Project site.

The Project site is located approximately 0.5 miles south of the closest MSHCP Conservation Area - Cell #6694 of Cell Group C in the Vail Lake Sub Unit (SU3) of the Southwest Area Plan. The MSHCP states that conservation within this Cell Group will contribute to the assembly of Proposed Core 7 and Proposed Constrained Linkage 24. Proposed Core 7 is comprised of a mosaic of upland and wetland habitat types in the Vail Lake, Sage and Wilson Valley areas. Proposed Linkage 24 is comprised of the portion of Temecula Creek east of Redhawk Parkway and west of Pauba Road. Specifically, conservation within this Cell Group will range from 60%-70% of the Cell Group focusing in the southern and central portions of the Cell Group.

The Project site is located approximately 1.1 miles south of the central portion of Cell Group C where conservation within this Cell Group will contribute to the assembly of Proposed Core 7. It is also located approximately 4.2 miles northeast of where conservation within this Cell Group will contribute to the assembly of Proposed Constrained Linkage 24.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site does not have direct relationships to the assembly of Proposed Core 7 or Proposed Constrained Linkage 24.

MSHCP Section 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS))

As stated above, the Project site is not located within an area that has been identified in the MSHCP as an area where conservation potentially needs to occur. Review of a HANS Application by the County Planning Department staff from the Environmental Programs Division will therefore not be required pursuant to the MSHCP and the Riverside County General Plan.

The Project is consistent with Section 6.1.1 of the MSHCP.

MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

Long Valley Wash (which traverses the Project site) is located in the Santa Margarita Watershed and is tributary to Santa Gertrudis Creek, which is tributary to Murrieta Creek, which is ultimately tributary to the Santa Margarita River. As stated in the Project Description, the Project will not connect to any sewer lines and will utilize a proposed onsite septic system. The onsite septic system will be evaluated by DEH to ensure that nit is not located anywhere near a drainage area with the potential of reaching a water of the state/US prior to approval.

Based on field evidence observed on March 5 and July 8, 2019 by the Project Biologists, it appears that the majority of flows from Long Valley Wash have been diverted upstream and those that remain dissipate and flow through the Project site as surface sheetflow. Impediments upstream of the property, particularly the approximate 1,300-foot-wide area to the south planted with vineyard, appear to disperse and dissipate any concentrated flows. Impediments included planted grapes and associated vineyard stakes and wires and perpendicular wire fence-lines. Since the date of this field visit, the southerly 17.73 acres was replanted with grapevines pursuant to an Agricultural Grading/Clearing Certificate Exemption, dated August 7, 2017 (BFE 170055).

As observed during the site survey, the historic low-flow area of Long Valley Wash on the property did not support evidence of concentrated flow. A remnant incised channel was present in the central portion near the Project crossing and was not connected up or downstream and did not appear to be currently hydrologically active. The crossing and the access dirt road did not support evidence of recent flow. This, even after the Temecula area had experienced a four-day storm event from February 13 to February 16 that produced 6.04 inches of rain, indicates that these areas are no longer hydrologically active. Other field indicators of a historic hydrologic regime in the 1,300-foot area included the scattered, sparse, and drought stressed riparian scrub and the presence of an indistinct upland swale with what appeared to be a human-created earthen bank which is comprised of the approximately 530-feet in the downstream portion. The earthen bank was likely put in place for agricultural purposes and appeared to have been present for many years.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As observed during the site survey, potential riparian/riverine areas were only present in the western portion of the Property. Surface sheetflow across the property likely concentrates in this area and is also collected in an agricultural drainage swale that is situated perpendicular to the vineyard. This swale, which is lined with rock, also collects storm runoff from De Portola Road. Road runoff, which originates on the eastside of De Portola Road, is conveyed onto the property via three 24-inch culverts. Small collection basins are located at the terminus of these culverts which dissipate flows to sheetflow once the basins are filled. No evidence of concentrated flow was observed immediately downstream of the collection basins.

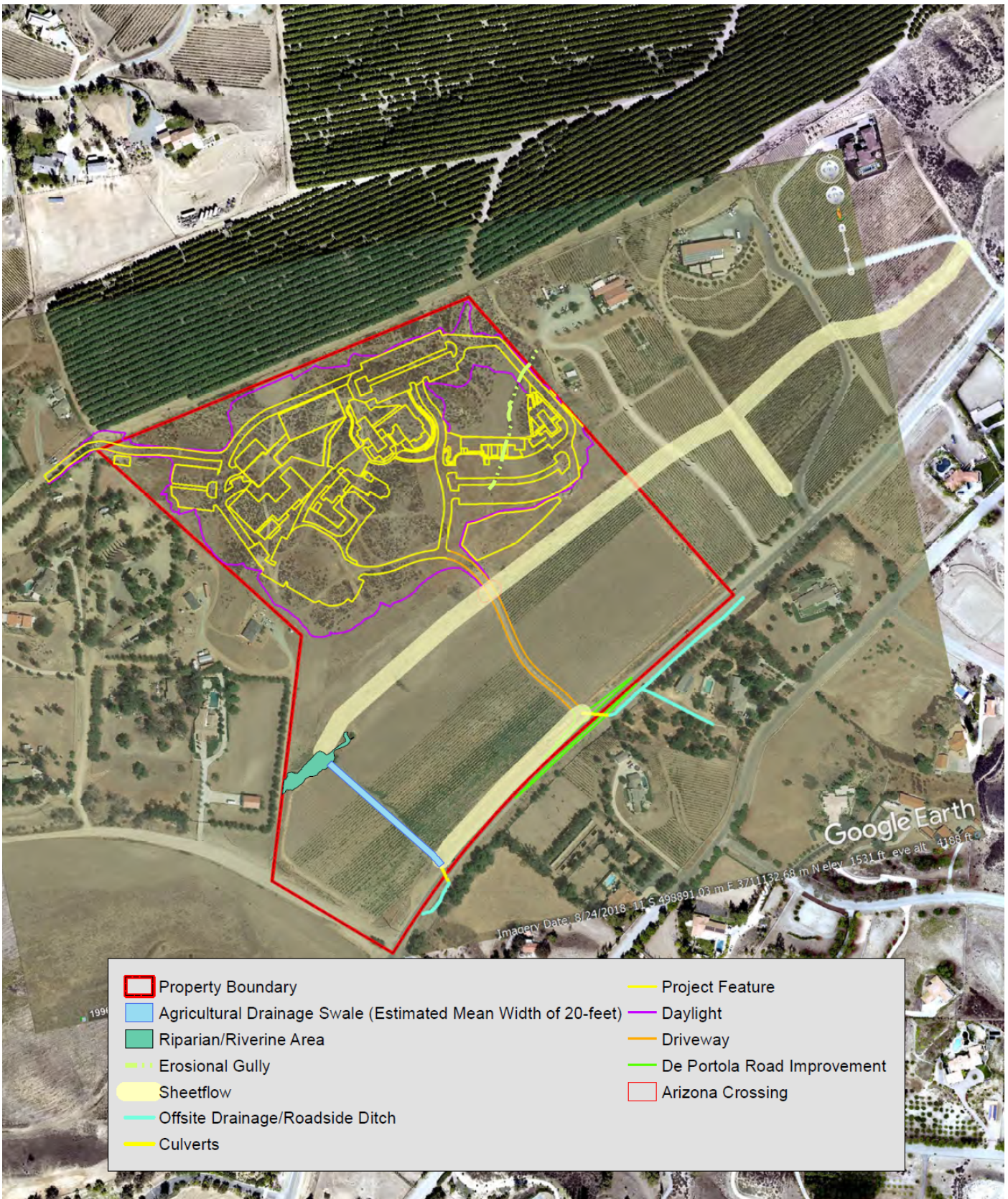
The terminus of the agricultural swale supported clear hydrologic flow indicators which included a bed and bank, sparse riparian vegetation, sediment transport, bent vegetation, and small debris racks. The largest concentration of riparian scrub, though still with an open canopy, was also present in this area.

As observed during the site survey, an erosional gully was present in the northeastern portion of the site. It was confined to a small ravine worn away by running water originating from the paved surfaces of the development located adjacent to the northeast corner of the Project site. The gully was evident for approximately 500 feet where it conveyed storm water runoff downslope before it dissipated on the surface as sheetflow. The gully did not connect to the historic low-flow area of Long Valley Wash and was not clearly evident on the site in 1967, 1978, or 1996 according to a review of historic site photographs. The gully was present in 2009 subsequent to the construction of development offsite.

Reference **Figure 7-1, MSHCP Section 6.1.2 Assessment Results**. Representative photographs of the MSHCP Section 6.1.2 assessment and a photographic key map are provided in Appendix B of the *Western Riverside County Multiple Species Habitat Conservation Plan Section 6.1.2 Addendum Report, Plot Plan 180003 (Appendix C1b)*.

The Project will not impact any potential riparian/riverine areas. The existing hydrologic flow regime will remain unaltered and will continue to provide flow to support the existing riparian/riverine area. The flows conveyed by the two 24-inch culverts located within the proposed acceleration/deceleration lane improvement area will be equivalent to the existing condition with the installation and extension of the proposed two 24-inch culverts. Flows will exit the two 24-inch culverts and flow downstream as sheetflow along De Portola Road where they will discharge to an existing agricultural swale.

FIGURE 7-1
MSHCP Section 6.1.2 Assessment Results



Source: Geo Report (**Appendix C1b**)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No Project-related impacts are proposed within the agricultural swale or riparian/riverine area in the western portion of the site. These areas will remain in their current state.

Other kinds of aquatic features that could provide suitable habitat for endangered and threatened species of fairy shrimp are not present on the Project site (e.g. vernal pools or swales, vernal pool-like ephemeral ponds, stock ponds or other human-modified depressions such as tire ruts, etc.).

Topography in the northern half of the Project site is dominated by a series of elongate hilltops and ridges flanked by shallow U-shaped valleys. The ridges trend in general north-to-south directions, decreasing in elevations by about 40 feet. The valleys also decrease about 40 feet in elevations between the ridges. There was no evidence discovered in the northern portion of the Project site of the retention of storm water in naturally-occurring ponds or manmade depressions.

Relatively flat-lying terrain is present in the southern portion of the Project site. South of the onsite wash, the terrain slopes in a general north-to-south direction toward De Portola Road. Because the channel was not incised in the eastern portion of the site, storm water runoff drained onto the flat-lying southern portion of the Project site where it either percolated into the ground or flowed into the drainage ditches present along the side of De Portola Road. During the four nesting season surveys for the burrowing owl conducted between July 17 and August 10, 2017 there was no evidence discovered in that portion of the Project site of the retention of storm water in naturally-occurring pools or manmade depressions. The majority of the soils mapped in that area, Hanford and Visalia sandy loams, were loose and uncompacted when the burrowing owl surveys were being conducted. At that time when data was first being collected to complete this section of the MSHCP Consistency Analysis, it was determined that they did not appear capable of ponding water long enough to support fairy shrimp. The statement was then made that the biological functions and values of Vernal Pools did not exist. Suitable habitats for the species listed under the heading "Purpose" in this section of the MSHCP were not present there.

It should be noted that when surveys were conducted at the site on September 29 and October 4, 2017, the southern portion of the site was ripped and blended, cross ripped to a depth of 3 feet then floated so planting of a vineyard could occur (per Agricultural Grading/Clearing Certificate Exemption BFE 170055). When two more surveys were conducted at the site on January 5 and February 9, 2018, the vineyard had been planted with a 3-wire trellis system plus a drip irrigation line, metal strained wire fence supports and braced metal posts, which resulted in a condition that changed from when the original surveys were conducted. The vineyard will continue to be maintained to grow grapes for the production of wines. Potential fairy shrimp habitat is no longer present in the southern portion of the site.

Other kinds of perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act are also not present on the site (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.). The site does not have a direct relationship to existing wetland regulations.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project will not impact any riparian/riverine areas and therefore, is consistent with MSHCP Section 6.1.2 which applies to the protection of species associated with riparian/riverine areas and vernal pools.

MSHCP Sections 6.1.3 (Protection of Narrow Endemic Plant Species)

Based on Figure 6-1 of the MSHCP, the site is not located within a Narrow Endemic Plant Species Survey Area.

The Project is consistent with Section 6.1.3 of the MSHCP.

MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface)

Fuels management focuses on hazard reduction for humans and their property. Fuels management for human safety must continue in a manner that is compatible with public safety and conservation of biological resources. Fuels management for human hazard reduction involves reducing fuel loads in areas where fire may threaten human safety or property, suppressing fires once they have started, and providing access for fire suppression equipment and personnel. It is recognized that brush management to reduce fuel loads and protect urban uses and public health and safety shall occur where development is adjacent to the MSHCP Conservation Area.

The site is not located adjacent to a MSHCP Conservation Area. Based on existing fuels management policies, it does not appear that fuels management will be required for future land uses on the Project site. Grading will however result in the removal of the riverside sage scrub growing on the hills and valleys located in the northern portion of the site that may threaten human safety or property during a wildfire.

The Project will include measures to reduce the potential of adverse effects from drainage, toxics, etc. with the implementation of a Storm Water Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP). These standard conditions are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes.

The Project is consistent with MSHCP Section 6.1.4.

MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

Burrowing Owl (BUOW)

Based on Figures 6-2 (Criteria Area Species Survey Areas), 6-3 (Amphibian Species Survey Areas) and 6-5 (Mammal Species Survey Areas) of the MSHCP, the Project site is not located in an area where additional surveys are needed for certain species in conjunction with MSHCP implementation in order to achieve coverage for these species. Also, the site is not located in a Special Linkage Area.

The Project site is however located within the Burrowing Owl Survey Area, Figure 6-4 of the MSHCP. Based on the Burrowing Owl Survey Instructions for the Western Riverside

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Multiple Species Habitat Conservation Plan Area, an independent assessment was made of the presence or absence of burrowing owl habitats on the Project site and in a 150-meter buffer zone around the Project boundary.

The assessment determined that the Project site and portions of the buffer zone supported suitable burrowing owl habitats consisting of relatively large open expanses of annual grassland on gentle rolling and level terrain with active small mammal burrows. Required habitat features capable of being used for nesting and roosting were minimal on the site and in the buffer zone and included California ground squirrel burrows and artificial burrows (culverts).

A Nesting Season Survey following the survey instructions was then undertaken. Four surveys were conducted between July 17 and August 10, 2017. During the 2017 Nesting Season Survey, burrowing owls were not observed. Required burrowing owl habitats capable of being used for nesting and roosting were not being used. Also, animal signs diagnostic of burrowing owls that are sometimes overlooked were not discovered anywhere on the site or in the buffer zone. There was no evidence of either active habitats presently being used by burrowing owls, or habitats abandoned within the last year.

The Revised Nesting Season Survey for the Burrowing Owl prepared by Principe and Associates (April 2, 2018) was approved by the Riverside County Planning Department, Environmental Programs department on April 3, 2018.

Completion of this Nesting Season Survey is consistent with Species Conservation Objective 5 of the MSHCP that was developed for the burrowing owl. To ensure direct mortality of burrowing owls is avoided in the future, a pre-construction presence/absence survey shall be conducted within thirty (30) days prior to ground disturbance at the Project site. The Project would then be consistent with Species Conservation Objective 6 of the MSHCP.

To ensure direct mortality of burrowing owls is avoided, a pre-construction survey for burrowing owl is required by the MSHCP prior to any Project-related ground disturbance activities. Additionally, a pre-construction survey for nesting birds is also required to ensure that if grading or construction occur during the breeding season, that impacts to any nesting birds will be avoided and/or minimized to the extent feasible. Pre-construction take avoidance surveys are included as **Mitigation Measure MM-BIO-1** and **Mitigation Measure MM-BIO-2**. Impacts will be reduced to a less than significant level with the incorporation of mitigation measures.

With incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, the proposed Project is consistent with MSHCP Section 6.3.2.

MSHCP Section 6

Section 6 of the MSHCP requires:

Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under the California Environmental Quality Act

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(CEQA), National Environmental Policy Act (NEPA), Federal Endangered Species Act, and California Endangered Species Act for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife and/or any other appropriate participating regulatory agencies and as set forth in the Implementing Agreement for the MSHCP.

The Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee has been established to provide mitigation for biological impacts from projects within the MSHCP area. This is not considered unique mitigation under CEQA.

The proposed Project is also located within the boundary of the adopted Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA). The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. The proposed Project is located within the SKR HCP area and will be required to comply with applicable provisions of this plan, specifically, payment of fees. Payment of this fee is a standard condition and is not considered unique mitigation under CEQA.

In conclusion, the proposed Project is consistent with all applicable sections of the MSHCP. Adherence to standard conditions and implementation of **Mitigation Measure MM-BIO-1**, and **Mitigation Measure MM-BIO-2** will ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with adherence to standard conditions and mitigation measures.

The proposed Project is consistent with MSHCP Section 6.

b) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

Less Than Significant with Mitigation Incorporated

Implementation of the proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any endangered or threatened species as discussed in Threshold 7.a. and Thresholds 7.c., 7.d, and 7.e. With the incorporation of **Mitigation Measure MM-BIO-1** and **Mitigation Measure MM-BIO-2**, impacts will be reduced to a less than significant level. The Project will be required to pay the applicable MSHCP Mitigation Fees pursuant to Ordinance No. 810. These are standard fees and are not considered unique mitigation under CEQA. Any impacts will be reduced to less than significant.

c) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?

Less Than Significant with Mitigation Incorporated

Discussion is referenced in Threshold 7.a., and Thresholds 7.d, 7.e., and 7.f. Based on this data, the Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service. Mitigation related to burrowing owl and nesting avian species, as well as payments of applicable MSHCP fees, would ensure all impacts would remain less than significant.

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

Less Than Significant with Mitigation Incorporated

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey.

Lands in the immediate vicinity of the Project contain trees, shrubs, and grasslands that may provide potential suitable nesting habitat for migratory bird species. No native wildlife nursery sites are present on or adjacent to the subject property, and the site is not identified as being part of a migratory wildlife corridor for any fish or wildlife species.

Impacts to nesting bird species must be avoided at all times. The period from approximately February 15 to August 31 is the expected breeding season for bird species occurring in the Project area. Under **Mitigation Measure MM-BIO-1** and **Mitigation Measure MM-BIO-2**, if Project activity or vegetation removal is initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented. With the implementation of **Mitigation Measure MM-BIO-1** and **Mitigation Measure MM-BIO-2**, impacts to nesting birds will be less than significant.

e) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

No Impact

The Project will not impact any potential riparian/riverine areas. The existing hydrologic flow regime will remain unaltered. The flows conveyed by the two 24-inch culverts located within the proposed acceleration/deceleration lane improvement area will be equivalent to the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing condition with the installation and extension of the proposed two 24-inch culverts. Flows will exit the two 24-inch culverts and flow downstream as sheetflow along De Portola Road where they will discharge in an agricultural swale.

No Project-related impacts are proposed within the agricultural swale or riparian/riverine area in the western portion of the site. These areas will remain in their current state.

The riparian scrub on the Property was determined to be too sparse and lacking the connectivity and understory to provide suitable habitat for riparian birds.

Therefore, the Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service. No impact will occur.

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

No Impact

No habitat meeting the criteria of a vernal pool was detected on the Project site. During prior site surveys, the two small collection basins at the terminus of the onsite culverts were deep and did not appear to support ponding for the duration required. Substrates were sandy indicating that ponding likely does not occur. Other areas of the Project site did not support depression areas, and no evidence of long-lasting ponds (i.e., cracked mud, crusty soil, etc.) was detected. Saline-alkali or clay soils, a common component of vernal pools, were also absent. Plants typically associated with vernal pools, or remnants thereof, such as alkaline popcorn flower (*Plagiobothrys leptocladus*), western marsh cudweed (*Gnaphalium palustre*), Parish’s glasswort (*Arthrocnemum subterminale*), and swamp pickle grass (*Crypsis schoenoides*) were also not detected on the Project site. Therefore, no impacts to vernal pools will occur with Project implementation.

No suitable habitat for fairy shrimp was detected on the Project site. Similar to the vernal pool assessment, no areas were detected on the site that contained evidence of supporting long-lasting pools for the duration required to support fairy shrimp. No impacts to fairy shrimp will occur with Project implementation.

Therefore, the Project will not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact will occur.

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

No Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site does not contain native or naturalized tree species. Therefore, the County's Oak Tree Management Guidelines would not be applicable. The provisions of County Ordinance No. 559 would also not apply since the Project site is not above 5,000 feet in elevation. No other tree preservation policy or ordinance apply to the Project site.

Therefore, the proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There will be no impacts.

Mitigation Measures

MM-BIO-1 If grading is to occur during the nesting season (February 15 – August 31), a pre-construction nesting bird survey shall be conducted within a maximum of three (3) days prior to the start of grading or construction activities, whichever occurs first. This survey shall be conducted by a qualified biologist holding a Memorandum of Understanding (MOU) with Riverside County. The findings shall be submitted to the County of Riverside Planning Department for review and approval. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified, and/or other recommendations proposed as determined appropriate by the biological monitor to ensure no adverse effects to nesting birds.

MM-BIO-2 Preconstruction survey for burrowing owl. A 30-day preconstruction survey for burrowing owl is required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to confirm the continued presence of burrowing owl within the survey area. The survey shall be conducted by a qualified biologist no more than 30 days prior to ground disturbance in accordance with MSHCP survey requirements to avoid direct take of burrowing owl. If burrowing owl are determined to occupy the Project site or immediate vicinity, the County will be notified, and avoidance measures will be implemented, as appropriate, pursuant to the MSHCP, the California Fish and Game Code, the Migratory Bird Treaty Act, and the mitigation guidelines prepared by the CDFW (2012).

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

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

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: Provide results of surveys to County of Riverside for review and approval.

CULTURAL RESOURCES Would the Project:				
8. Historic Resources				
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): *Phase 1 Cultural Resources Assessment for the De Portola Winery Project*, prepared by Brian F. Smith and Associates, Inc., 1-29-2018 (**CRA, Appendix D1**); *Preliminary Geotechnical Interpretive Report, Proposed Winery, Assessor's Parcel Number 941-180-032*, prepared by Earth Strata Geotechnical Services, Inc., 10-24-2017 (*Preliminary Geotechnical Report, Appendix E1*); Public Resources Code (PRC) §5020.1(j); and 14 California Code of Regulations §15064.5(a)(1)-(3).

Findings of Fact:

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

No impact

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

During the site survey, conducted on September 22, 2017, no historic resources were identified. In addition, the presence of the artificial fill and the lack of any surface manifestation of archaeological remains, the subsurface sediments in the Project area are unlikely to contain any intact, potentially significant cultural deposits from the prehistoric or historic period. Based on these findings, it was concluded that no "historical resources" exist within the Project site and, thus, no impacts would occur.

The Project will not cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5.

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

No impact

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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More specifically, CEQA guidelines state that the term “historical resources” applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that “generally a resource shall be considered by the lead agency to be ‘historically significant’ if the resource meets the criteria for listing on the California Register of Historical Resources” (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

As stated above, there were no historic resources identified during the survey or in the record search results and therefore because there are no historic resources there can be no impact in the significance of historic resources.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): *Phase 1 Cultural Resources Assessment for the De Portola Winery Project*, prepared by Brian F. Smith and Associates, Inc., 1-29-2018 (CRA, **Appendix D1**); Public Resources Code (PRC) §5020.1(j); Health and Safety Code § 7050.5; and 14 California Code of Regulations §15064.5(a)(1)-(3).

Findings of Fact:

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

Less Than Significant Impact with Mitigation Incorporated

The CRA did not identify the presence of any cultural resources (which includes archaeological resources). The EIC records search did not indicate that any resources have

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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ever been recorded within the APE and no studies have addressed the Project site. However, one unrecorded resource has been identified on adjacent parcels within the same series of rolling hills found on the current APE. Further, although all over 1,375 meters away and associated with bedrock outcrops, many of the recorded resources are associated with the same seasonal drainage that traverses the low lying areas of the Project site. Therefore, it can be assumed that the Project site was part of the prehistoric subsistence pattern, and Native Americans likely crossed the Project site throughout prehistory during the collecting of food resources. Although this archaeological investigation did not identify any evidence of this past transhumance across the property, because of potential prehistoric resources located on adjacent parcels within similar terrain of the APE there still remains potential for unobserved buried resources, mainly within the hilly areas of the project, based on the record search information and the denser vegetation located within that portion of the APE, **Mitigation Measure MM-CUL-1** is required so that any previously unidentified cultural resources will be identified and treated in an appropriate manner. Any impacts will be less than significant with mitigation incorporated.

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

Less Than Significant Impact with Mitigation Incorporated

As discussed in Threshold 9.a, it has been determined that there are no known significant archaeological resources as defined in California Code of Regulations, Section 15064.5 because they are not present on the Project site. However, **Mitigation Measure MM-CUL-1** is required so that in the event an unanticipated resource is identified during ground disturbing activities it will be evaluated and handled in an appropriate manner. Any Project impacts that could cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5 will be less than significant with mitigation incorporated.

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

Less Than Significant Impact with Mitigation Incorporated

There have been no human remains or any resources that may contain human remains identified on the property. County conditions of approval and State Law requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner.

Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. **Mitigation Measures MM-**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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CUL-1 is required, and a condition of approval has been attached to this project that reiterates that State law will be followed (Public Resources Code Section 5097.98; Health and Safety Code Section 7050.5). With the inclusion of this mitigation measure, impacts to previously unidentified human remains 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 has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. These measures shall include, but shall not be limited to, the following:

Archaeological Monitor- An adequate number of qualified 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 frequency and location of inspections will be determined by the Project Archaeologist.

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

Monitoring: Cultural Resource Monitoring will be required by Project Archaeologist in coordination with the County Archaeologist.

ENERGY Would the Project:

10. Energy Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction or operation?

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

Source(s): *Monarch Winery Energy Conservation Analysis*, prepared by RK Engineering, Inc., 4-10-2020 (*Energy Study, Appendix J*)

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

Findings of Fact:

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

Less Than Significant with Mitigation Incorporated

Background Information

There are many different types and sources of energy produced and consumed in the United States. The U.S. Energy Information Administration (EIA) categorizes energy by primary and secondary sources, renewable and nonrenewable sources, and by the different types of fossil fuels.

Primary energy is captured directly from natural resources and includes fossil fuels, nuclear energy, and renewable sources of energy. Electricity is a secondary energy source that results from the transformation of primary energy sources.

A renewable energy source includes solar energy from the sun, geothermal energy from heat inside the earth, wind energy, biomass from plants, and hydropower from flowing water. Nonrenewable energy sources include petroleum products, hydrocarbon gas liquids, natural gas, coal, and nuclear energy.

Fossil fuels are non-renewable resources formed by organic matter over millions of years and include oil, coal and natural gas.

The EIA defines the five energy consuming sectors within the United States as follows:

- **Industrial Sector:** Includes facilities and equipment used for manufacturing, agriculture, mining, and construction.
- **Transportation Sector:** Includes vehicles that transport people or goods, such as cars, trucks, buses, motorcycles, trains, aircraft, boats, barges, and ships.
- **Residential Sector:** Includes homes and apartments.
- **Commercial Sector:** Includes offices, malls, stores, schools, hospitals, hotels, warehouses, restaurants, and places of worship and public assembly.
- **Electric Power Sector:** Consumes primary energy to generate most of the electricity the other four sectors consume.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Energy sources are measured in different physical units: liquid fuels are measured in barrels or gallons, natural gas in cubic feet, coal in short tons, and electricity in kilowatts and kilowatt-hours. In the United States, British thermal units (Btu), a measure of heat energy, is commonly used for comparing different types of energy to each other.

Project Energy Consumption

According to the *Energy Study*, (**Appendix J**), the three (3) main types of energy expected to be consumed by the Project include electricity, propane gas and petroleum products in the form of gasoline and diesel fuel. Energy usage for the proposed Project that is outlined in the *Energy Study* was calculated based on the *Monarch Winery Air Quality and GHG Impact Study*, (**Appendix B**). The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) is used to calculate energy usage from Project construction and operational activities.

- Electricity Consumption

The Project will use electricity for many different operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and parking lot lighting. Indirect electricity usage is also required to supply, distribute, and treat water and wastewater for the Project. Electricity will be provided through Southern California Edison.

Temporary electricity usage for construction activities may include lighting, electric equipment and mobile office uses. CalEEMod does not calculate electricity usage during construction as electricity consumption during construction is short-term and relatively minor compared to the operational demand. Therefore, electricity usage during construction is not counted in this analysis.

Table 10-1, *Project Electricity Consumption*, shows the Project’s estimated operational electricity consumption in kilowatt-hours per year (kWh/year) and millions of Btu per year.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-1
Project Electricity Consumption**

Land Use/Activity	Electricity Consumption ¹	
	(kWhr/yr.) ²	(MBtu/yr.) ²
General Light Industry	157,833	538.526
General Office Building	17,184	58.630
Hotel	146,444	499.667
Parking Lot	97,734	333.467
Quality Restaurant	1,684,120	5,746.217
Refrigerated Warehouse-No Rail	349,563	1,192.709
Other Non-Asphalt Surfaces (Vineyard)	--	--
Water Supply and Treatment ³	232,733	794.085
Electric Vehicle Service Equipment (EVSE) ^{4, 5}	203,004	692.650
Total	2,888,614	9,855.952

¹ Based on the AQ/GHG Study (Appendix B).

² kWhr/yr = Kilowatt Hours per Year; MBtu/yr = Million British Thermal Units per Year.

³ Water supply and treatment includes indirect electricity for supply, treatment and distribution of water and wastewater

⁴ EVSE electricity estimates based on U.S. Department of Energy Costs Associated with Non-Residential Electric Vehicle Supply Equipment, November 2015, Appendix C, Electricity Consumption Examples. https://afdc.energy.gov/files/u/publication/evse_cost_report_2015.pdf.

⁵ Assumes 18 charging spaces per CALGreen requirements, Section 5.106.5.3.3.

- Propane Consumption

The Project is expected to use propane for building heating and cooling, cooking and kitchen appliances, water heating and industrial applications associated with wine production. The Project is not anticipated to have natural gas supplied to the site. All propane used by the Project is expected to be imported and stored on-site via on-site storage tanks. Propane is not expected to be used during construction in any significant quantities and is not included in the overall calculation of the Project's propane consumption. **Table 10-2, Project Propane Consumption**, shows the Project's estimated operational propane consumption in millions of Btu per year. It should be noted that propane is referenced here while natural gas is referenced in the Air Quality Tables; this is because for purposes of the AQ/GHG Analysis, emissions from natural gas usage are calculated since CalEEMod cannot readily calculate propane emissions. Additionally, the quantity of BTU's required for on-site heating/usage (propane or natural gas) would essentially be the same, since BTU's are a standardized metric for measuring heat energy. Lastly, since propane is a relatively clean-burning fuel, with low carbon content, the results of the emissions analysis are conservative.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-2
Project Propane Consumption**

Land Use/Activity	Propane Consumption ¹ (MBtu/yr) ²
General Light Industry	505,219
General Office Building	6,263.35
Hotel	484,461
Quality Restaurant	9,698,920
Refrigerated Warehouse-No Rail	452,900
Total	11,147,763.35

¹ Based on the *AQ/GHG Study (Appendix B)*

² MBtu/yr. = Million British Thermal Units per Year

- Petroleum Consumption

The Project's energy consumption from petroleum products is primarily associated with transportation related activities. This includes gasoline and diesel fuel used for auto and truck trips and off-road equipment during construction and operation.

1. *Construction*

Construction activities will consume energy in the form of motor vehicle fuel (gasoline and diesel) for off-road construction equipment and on-road vehicle trips. Off-road equipment includes such things as tractors, scrapers, excavators and other machinery that would be trailered to the site and used off-road. On-road vehicle trips include workers and vendors traveling to and from the job-site during the construction phase. **Table 10-3, Construction Off-Road Equipment Energy Consumption**, shows the Project's energy consumption for all off-road equipment during construction. For purposes of this analysis, all off-road equipment is assumed to run on diesel fuel. **Table 10-4, Construction On-Road Trips Energy Consumption**, shows the Project's energy consumption from on-road vehicle trips during construction.

**Table 10-3
Construction Off-Road Equipment Energy Consumption**

Phase ¹	Phase Duration (Days) ¹	Equipment ¹	Amount ¹	Hours/Day ¹	Horsepower (HP) ¹	Load Factor ¹	HP-hrs ²	Fuel Consumption Rate ³ (hp-hr/gal)	Diesel Fuel Consumption (gal.)	Diesel Fuel Consumption by Phase (gal.)	MBtu ⁴
Site Preparation	30	Rubber Tired Dozers	3	8	247	0.40	71,136.0	18.5	3,845.2	5,707.6	784.114
		Tractors/Loaders/Backhoes	4	8	97	0.37	34,454.4		1,862.4		
Grading	75	Excavators	2	8	158	0.38	72,048.0		3,894.5	23,340.0	3,206.473
		Graders	1	8	187	0.41	46,002.0		2,486.6		
		Rubber Tired Dozers	1	8	247	0.40	59,280.0		3,204.3		
		Scraper	2	8	367	0.48	211,392.0		11,426.6		
		Tractors/Loaders/Backhoes	2	8	97	0.37	43,068.0		2,328.0		
Building Construction	740	Cranes	1	7	231	0.29	347,008.2		18,757.2	92,508.0	12,708.842
		Forklifts	3	8	89	0.20	316,128.0		17,088.0		
		Generator Sets	1	8	84	0.74	367,987.2		19,891.2		
		Tractors/Loaders/Backhoes	3	7	97	0.37	557,730.6		30,147.6		
		Welders	1	8	46	0.45	122,544.0		6,624.0		
Paving	55	Pavers	2	8	130	0.42	48,048.0	2,597.2	6,303.7	866.002	
		Paving Equipment	2	8	132	0.36	41,817.6	2,260.4			
		Rollers	2	8	80	0.38	26,752.0	1,446.1			
Architectural Coating	55	Air Compressors	1	6	78	0.48	12,355.2	667.8	667.8	91.750	
Total Energy Requirements									128,527.1	17,657.180	

¹ Based on the AQ/GHG Study (Appendix B)

² HP-hrs = Horsepower Hours

³ Source: Carl Moyer Program Guidelines. 2017 Revisions. Table D-21. <https://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>

⁴ Mbtu = Millions of Btu; assuming 1 gallon of diesel fuel = 137,381 Btu

10-4
Construction On-Road Trips Energy Consumption

Construction Phase ¹	Phase Duration (Days) ¹	Trips /Day ¹	Trip Length ¹	Phase VMT	Vehicle Class ¹	Vehicle Mix ¹	Average Fuel Economy (MPG) ²	Gasoline			Diesel			Total MBtu ³
								Fuel Split ²	Fuel Consumption by Veh. Class (gal.)	Fuel Consumption by Phase (gal.)	Fuel Split ²	Fuel Consumption by Veh. Class (gal.)	Fuel Consumption by Phase	
Worker Trips														
Site Preparation	30	18	14.7	7,938	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	137.89 85.24 95.60	318.73	0.0074 0.0009 0.0014	1.03 0.08 0.13	1.24	38.55
Grading	75	20	14.7	22,050	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	383.04 236.78 265.55	885.37	0.0074 0.0009 0.0014	2.86 0.21 0.37	3.44	107.10
Building Construction	740	753	14.7	8,191,134	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	142,291.21 87,959.61 98,645.28	328,896.09	0.0074 0.0009 0.0014	1,060.80 79.23 138.30	1,278.34	39,784.25
Paving	55	15	14.7	12,128	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	210.67 130.23 146.05	486.95	0.0074 0.0009 0.0014	1.57 0.12 0.20	1.89	58.90
Architectural Coating	55	15	14.7	12,128	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	210.67 130.23 146.05	486.95	0.0074 0.0009 0.0014	1.57 0.12 0.20	1.89	58.90
Sub-Total Worker Trips Energy Consumption									Gasoline (gal.)	331,074.10		Diesel (gal.)	1,286.80	40,047.70
Vendor Trips														
Building Construction	740	294	6.9	1,501,164	MHDT HHDT	0.50 0.50	8.50 5.85	0.1403 0.0097	12,389.02 1,244.55	13,633.57	0.8597 0.9903	75,914.75 127,060.06	202,974.81	29,526.76
Hauling Trips														
Grading	75	0.00	20.0	0	HHDT	1.00	5.85	0.0097	0.00	0.00	0.9903	0.00	0.00	0.00
Total On-Road Construction Trips Energy Usage									Gasoline (gal.)	344,707.67		Diesel (gal.)	204,261.61	69,574.46

¹ Based on the AQ/GHG Study (Appendix B)

² Source: EMFAC2014 Web Database. <https://www.arb.ca.gov/emfac/2014/>. (See Appendix B of the Energy Study, for more details.)

³ MBtu = Millions of Btu; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

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

The Project is expected to consume energy from the generation of operational auto and truck trips based on the land use mix described in the Traffic Study (**Appendix I**) and the Air Quality and GHG Impact Study (**Appendix B**). Vehicle trips are associated with workers, customers and vendors/non-workers (i.e., delivery, service and maintenance vehicles, etc.) traveling to and from the site. **Table 10-5, Operational Trips Energy Consumption**, shows the Project's energy consumption for all operational trips generated by the Project on an annual basis.

**Table 10-5
Operational Trips Energy Consumption**

Vehicle Class ¹	Vehicle Mix ¹	Average Fuel Economy (MPG) ²	Annual VMT ¹	Gasoline		Diesel		MBtu/yr ³
				Fuel Split ²	Fuel Consumption (gal./yr.)	Fuel Split ²	Fuel Consumption (gal./yr.)	
LDA	54.86%	28.57	3,330,404	0.9926	89,154.48	0.0074	664.66	10,828.10
LDT1	3.63%	23.26		0.9991	7,293.39	0.0009	6.57	879.24
LDT2	18.69%	20.73		0.9986	42,113.85	0.0014	59.04	5,079.84
MDV	11.25%	15.42		0.9875	33,699.90	0.0125	426.58	4,117.05
LHD1	1.43%	14.08		0.6650	3,159.21	0.3350	1,591.48	599.10
LHD2	0.48%	14.35		0.5100	797.96	0.4900	766.67	201.42
MHD	1.76%	8.50		0.1403	1,358.86	0.8597	8,326.53	1,307.55
HHD	7.01%	5.85		0.0097	543.70	0.9903	55,507.58	7,691.16
OBUS	0.14%	7.25		0.4732	427.42	0.5268	475.84	116.85
UBUS	0.12%	4.86		0.3269	377.56	0.6731	777.41	152.27
MCY	0.45%	35.36		1.0000	595.28	0.0000	0.00	71.69
SBUS	0.09%	8.10		0.2133	110.86	0.7867	408.87	69.52
MH	0.09%	7.88		0.8345	445.83	0.1655	88.42	65.84
Total Operational Energy Usage From Transportation				Gasoline (gal.)	180,078.30	Diesel (gal.)	69,099.65	31,179.63

¹ Based on the AQ/GHG Study (**Appendix B**)

² Source: EMFAC2014 Web Database. <https://www.arb.ca.gov/emfac/2014/>. (See Appendix B of the *Energy Study*, for more details.)

³ MBtu/yr. = Millions of Btu per year; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

- **Total Project Energy Consumption**

The Project's total energy consumption is calculated in MBtu and shown in **Table 10-6, Total Project Energy Consumption**. Total Project energy consumption includes electricity, natural gas and petroleum usage during construction and operation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-6
Total Project Energy Consumption**

Activity	Total Energy Consumption (MBtu) ¹	Average Energy Consumption Per Year (MBtu/yr) ²
Construction ³	87,231.64	33,339.85
• Off-Road Equipment	17,657.18	6,748.56
• On-Road Vehicle Trips	69,574.46	26,591.29
Operational	- -	52,095.47
• Electricity	- -	9,768.08
• Natural Gas	- -	11,147.76
• Petroleum	- -	31,179.63

¹ MBtu = Millions of Btu

² MBtu/yr. = Millions of Btu per year

³ Construction duration is estimated to be 955 days (based on 5 working days per week over 44 months).

The Project will be required to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with the California Building Code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The building standards code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources. In addition, the Project will be required to comply with the Air Quality Regulations listed in Section 6 (Air Quality) of this Initial Study (**AQR-AQ-12** through **AQR-AQ-15**), as well as with **Mitigation Measure MM-GHG-1**. **Mitigation Measure MM-GHG-1** requires the Project applicant to participate in the Riverside County Climate Action Plan (CAP) by implementing building design, site-area and operational enhancements that garner 100 points or greater through improvements listed in the CAP Screening Tables. The Project shall implement the improvements listed in **Mitigation Measure MM-GHG-1** (points for the Project currently total 101). The measures listed in **Mitigation Measure MM-GHG-1** may be replaced with other measures as listed in the tables, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table. This is discussed in greater detail in Section 20, Greenhouse Gasses, of this Environmental Assessment.

With adherence to standard requirements, implementation of the Air Quality Regulations (**AQR-AQ-12** through **AQR-AQ-15**), and incorporation of **Mitigation Measure MM-GHG-1**, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, would remain less than significant.

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

Less Than Significant Impact

The Project will purchase electricity through Southern California Edison which is subject to the requirements of California Senate Bill 100 (SB 100). SB 100 is the most stringent and current

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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energy legislation in California, requiring that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045.

The Project will further comply with the mandatory requirements of California’s Green Building and Building Energy Efficiency standards that promote renewable energy and energy efficiency; refer to response 10.a, above. Therefore, the Project will not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts are considered less than significant.

Mitigation:

MM-GHG-1 The Project applicant shall participate in the Riverside County Climate Action Plan (CAP) by implementing building design, site-area and operational enhancements that garner 100 points or greater through improvements listed in the CAP Screening Tables. The Project shall implement the improvements listed below (points for the Project currently total 101). The following measures may be replaced with other measures as listed in the tables, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

- Measure EE10.A.1 Insulation - Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) (12 points)
- Measure EE10.A.2 Windows - Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC) (5 points)
- Measure EE10.A.3 Cool Roofs - Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance) (10 points)
- Measure EE10.A.4 Air Infiltration - Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent) (7 points)
- Measure EE10.A.5 Thermal Storage of Building - Enhanced Thermal Mass (20% of floor or 20% of walls 12” or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) (4 points)
- Measure EE10.B.2 Space Heating/Cooling Equipment - High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF) (5 points)
- Measure EE10.B.4 Water Heaters - Improved Efficiency Water Heater (0.675 Energy Factor) (8 points)
- Measure EE10.B.5 Daylighting - All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) (1 point)
- Measure EE10.B.6 Artificial Lighting - Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt) (5 points)
- Measure EE10.C.1 Building Placement - North/south alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting (4 points)
- Measure EE10.C.2 Shading - At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st. (6 points)
- Measure W2.D.1 Water Efficient Landscaping - Only California Native landscape that requires no or only supplemental irrigation (5 points)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Measure W2.D.2 Water Efficient Irrigation Systems - Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use) (3 points)
- Measure W2.E.1 Showers - Water Efficient Showerheads (2.0 gpm) (2 points)
- Measure W2.E.2 Toilets - Water Efficient Toilets (1.5 gpm) (3 points)
- Measure W2.E.3 Faucets - Water Efficient faucets (1.28 gpm) (2 points)
- Measure T1.F.1 Parking - Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles. Provide larger parking spaces that can accommodate vans used for ridesharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas. (2 points)
- Measure T4.B.1 Electric Vehicle Recharging - Provide circuit and capacity in garages/parking areas for installation of electric vehicle charging stations. Install electric vehicle charging stations in garages/parking areas. (10 points)
- Measure S1.B.1 Recycling - Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up. Provide commercial/industrial recycling programs that fulfills an on-site goal of 80% diversion of solid waste. (7 points)

Monitoring: Building and Safety Department during building plan check and during and after completion of construction.

GEOLOGY AND SOILS Would the project directly or indirectly:

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

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

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report – Proposed Winery, Assessor’s Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte de Oro Road, Temecula Area, Riverside County, California, prepared by Earth Strata Geotechnical Services, Inc., 10-24-2017 (Preliminary Geotechnical Report, Appendix E1); and Riverside County General Plan, Chapter 6, Safety Element, Figure S-2 Earthquake Fault Study Zones, (p. S-17).*

Findings of Fact:

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

No Impact

As set forth in the *Preliminary Geotechnical Report*, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone as established by the State of California to restrict the construction of new habitable structures across identifiable traces of known active faults. The

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Preliminary Geotechnical Report further indicates that there are no faults geologically mapped within or projecting toward the Project site. No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

12. Liquefaction Potential Zone

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

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report – Proposed Winery, Assessor’s Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte de Oro Road, Temecula Area, Riverside County, California*, prepared by Earth Strata Geotechnical Services, Inc., October 24, 2017 (*Preliminary Geotechnical Report, Appendix E1*); Riverside County General Plan, Chapter 6, Safety Element, Figure S-3 *Generalized Liquefaction*, (p. S-19), August 6, 2019; and County of Riverside, Ordinance No. 457 (An Ordinance of the County of Riverside Relating to the Building Requirements and Adopting the 1997 Edition of The Uniform Administrative Code Adopted by The International Conference of Building Officials; The 2001 California Building Code Including the Appendix and Standards Adopted by The California Building Standards Commission; the 1997 Edition of The Uniform Housing Code Adopted by The International Conference Of Building Officials; the 1997 Edition of The Uniform Code For The Abatement Of Dangerous Buildings Adopted by The International Conference of Building Officials; the 2001 California Plumbing Code, including the Appendix and Standards Adopted by The California Building Standards Commission; the 2001 California Mechanical Code, including the appendix and Standards Adopted by The California Building Standards Commission; the 2000 Edition Of The Uniform Swimming Pool, Spa and Hot Tub Code Adopted by The International Association of Plumbing and Mechanical Officials; the 2001 California Electrical Code Adopted by The California Building Standards Commission; the 1997 Edition of The Uniform Sign Code Adopted by The International Conference of Building Officials; and The 1997 Edition of The Code for Building Conservation Adopted by The International Conference Of Building Officials as the Standards of Said Ordinance).

Findings of Fact:

a) *Would the Project be subject to seismic-related ground failure, including liquefaction?*

Less Than Significant Impact

The Project proponent contracted with Earth Strata Geotechnical Services (ESGS) to perform geotechnical services in conjunction with the proposed Project. The findings of the ESGS investigation are set forth in the *Preliminary Geotechnical Report*. The purpose of the *Preliminary Geotechnical Report* is 1) to evaluate the nature, distribution, engineering properties, and geologic strata underlying the Project site with respect to the proposed development; and 2) provide preliminary grading and foundation design recommendations based on the Project site plans.

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

Subsurface exploration of the Project site was performed on October 6, October 7, and October 13, 2017. A truck mounted hollow-stem-auger drill rig was utilized to drill six (6) borings throughout the site to a maximum depth of 21.5 feet. A backhoe was utilized to excavate three (3) test pits to a maximum depth of five (5) feet.

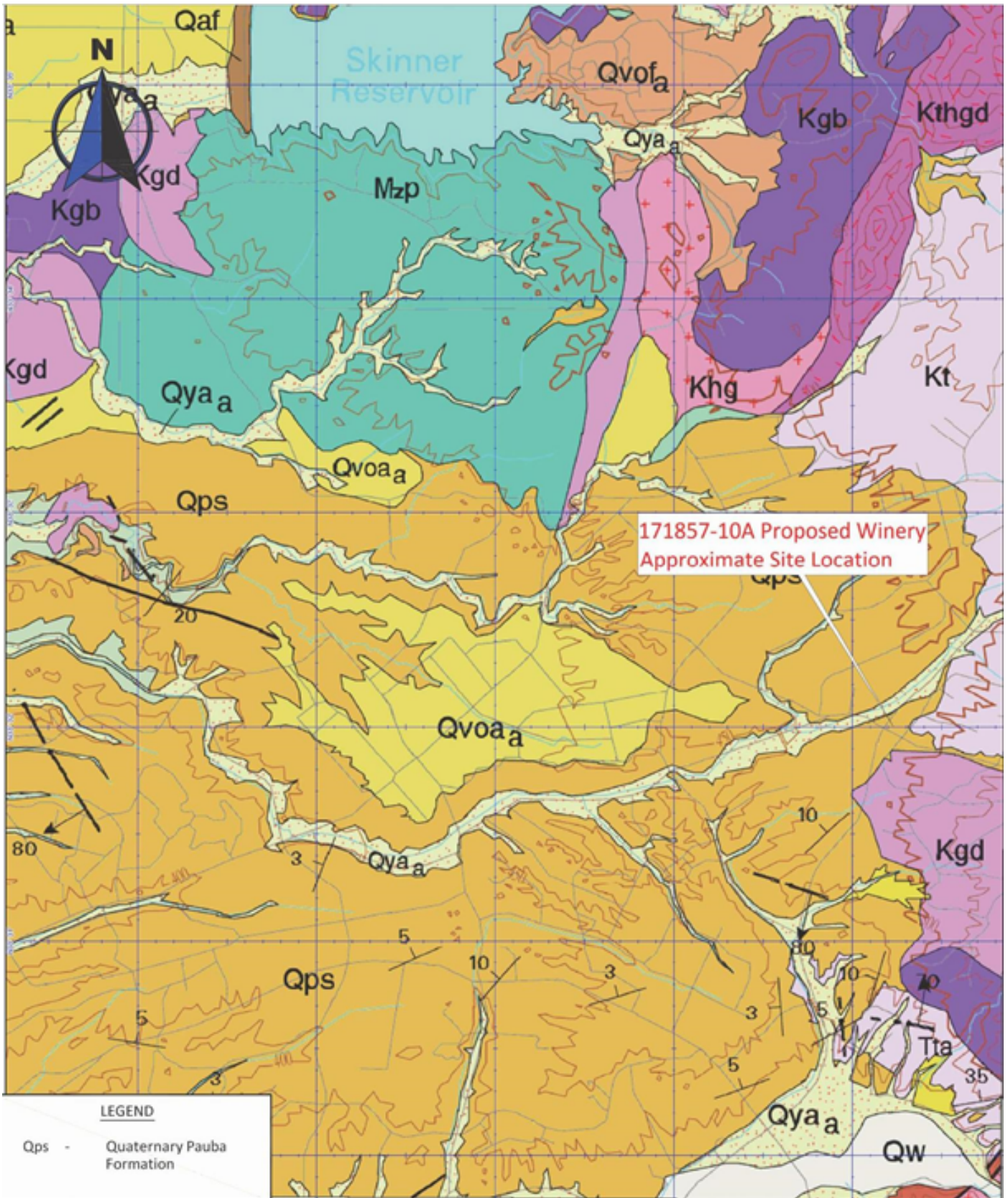
Regional Geology

Regionally, the Project site is located in the Peninsular Ranges Geomorphic Province of California. The Peninsular Ranges are characterized by northwest trending steep mountain ranges separated by sediment filled elongated valleys. The dominant structural geologic features reflect the northwest trend of the province. Associated with and subparallel to the San Andreas Fault are the San Jacinto Fault, Newport-Inglewood, and the Whittier-Elsinore Fault. The Santa Ana Mountains abut the west side of the Elsinore Fault while the Perris Block forms the other side of the fault zone to the east. The Perris Block is bounded to the east by the San Jacinto Fault. The northern perimeter of the Los Angeles basin forms part of a northerly dipping blind thrust fault at the boundary between the Peninsular Ranges Province and the Transverse Range Province.

The mountainous regions within the Peninsular Ranges Province are comprised of Pre-Cretaceous, metasedimentary, and metavolcanic rocks along with Cretaceous plutonic rocks of the Southern California Batholith. The low lying areas are primarily comprised of Tertiary and Quaternary non-marine alluvial sediments consisting of alluvial deposits, sandstones, claystones, siltstones, conglomerates, and occasional volcanic units.

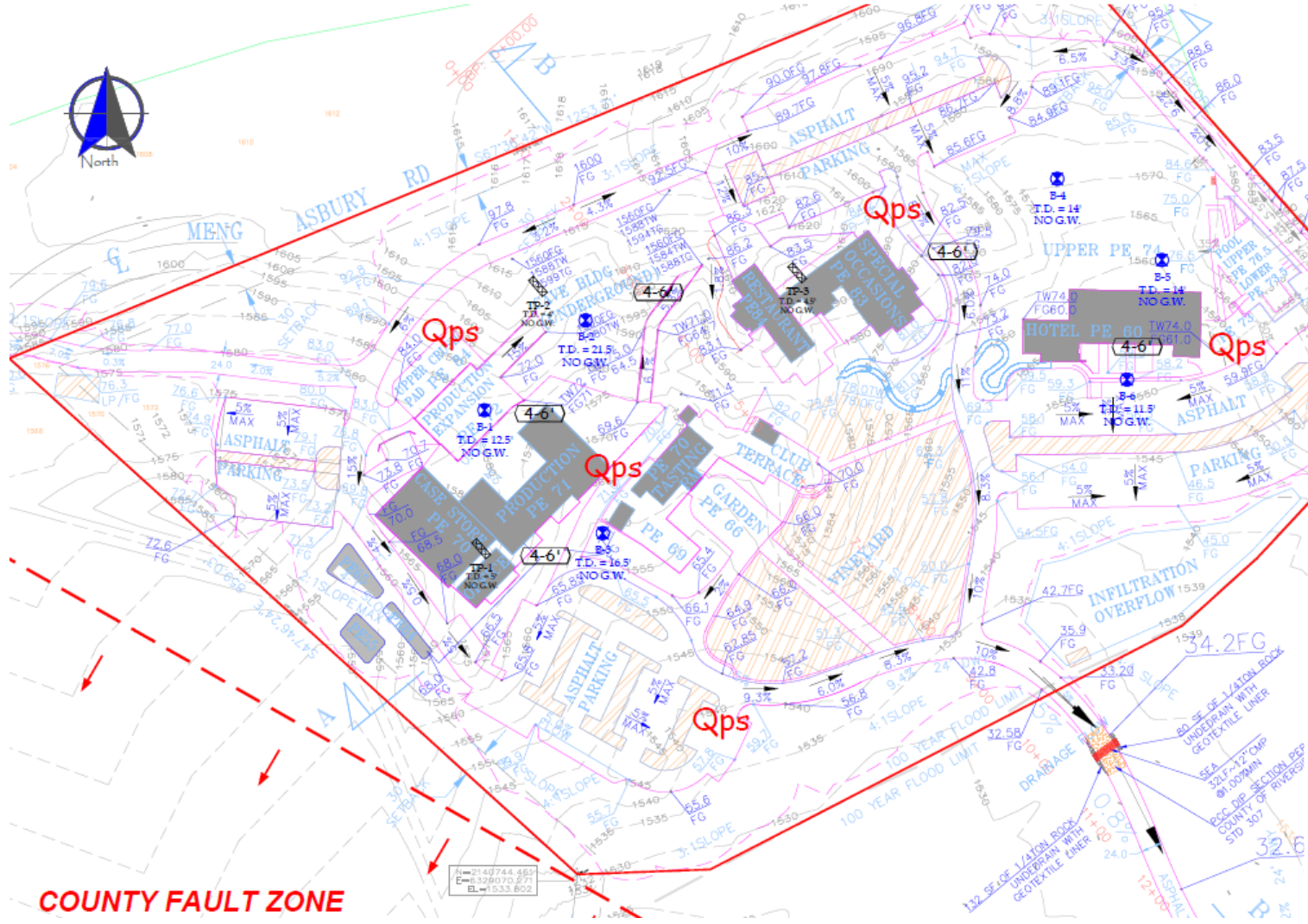
A map illustrating the regional geology is presented below as **Figure 12-1, Regional Geologic Map**, followed by **Figure 12-2, Geotechnical Map**, which depicts the Test Pit and Boring locations conducted on the Project site.

FIGURE12-1
Regional Geologic Map



Source: Geo Report (**Appendix E1**)

FIGURE 12-2
Geotechnical Map







LEGEND
Locations are Approximate

Geologic Units

Qps - Quaternary Pauba Formation

Symbols

-  - Limits of Report
-  - Eastern Limit of County Fault Zone
-  - Test Pit Location
Including Total Depth and Depth to Groundwater
-  - Boring Location
Including Total Depth and Depth to Groundwater

COUNTY FAULT ZONE

Source: Geo Report (Appendix E1)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Local/Project Specific Geology

The earth materials on the Project site are primarily comprised of topsoil and bedrock. A general description of the dominant earth materials observed on the site is provided below:

- Topsoil (no map symbol): Residual topsoil, encountered in the upper 1 to 2 feet, blankets the Project site and underlying bedrock. These materials were noted to be generally light brown to dark brown, silty sand and clayey sand which were very porous, dry to slightly moist and in a loose to medium dense state.
- Quaternary Pauba Formation (map symbol Qps): Pauba Formation bedrock was generally encountered below the topsoil to the full depth of the exploration. These materials primarily consisted of light brown to dark yellowish brown, fine to coarse grained sandstone with varying amounts of silt and clay. These materials were generally noted to be dry to slightly moist, medium dense to very dense.

Groundwater

Groundwater was not observed during the on-site subsurface exploration. Local well water data indicates regional groundwater highs approximately 437 feet below ground surface (bgs).

Seismic Related Ground Failure/Liquefaction Discussion

The Project site is located in a seismically active region and as a result significant ground shaking will likely impact the site within the design life of the proposed Project. The geologic structure of the entire southern California area is dominated by northwest-trending faults associated with the San Andreas Fault system, which accommodates for most of the right lateral movement associated with the relative motion between the Pacific and North American tectonic plates. Known active faults within this system include the Newport-Inglewood, Whittier-Elsinore, San Jacinto and San Andreas Faults.

No active faults are known to project through the Project site and the site is not located within an Alquist-Priolo Earthquake Fault Zone, established by the State of California to restrict the construction of new habitable structures across identifiable traces of known active faults.

A list of regional faults in the vicinity of the Project site that are capable of producing a moment magnitude exceeding 6.0 is included in **Table 13-1**, in Threshold 13.a, below.

As set forth in the *Preliminary Geotechnical Report*, liquefaction occurs as a result of a substantial loss of shear strength or shearing resistance in loose, saturated, cohesionless earth materials subjected to earthquake induced ground shaking. Potential impacts from liquefaction include loss of bearing capacity, liquefaction related settlement, lateral movements, and surface manifestation such as sand boils. Seismically induced settlement occurs when loose sandy soils become denser when subjected to shaking during an earthquake.

The three factors determining whether a site is likely to be subject to liquefaction include seismic shaking, type and consistency of earth materials, and groundwater level.

The Project site development plan proposes structures that will be supported by compacted fill and competent bedrock, with groundwater at a depth of approximately 437 feet bgs.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials.

California Building Code (CBC) requirements pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that the proposed Project site structures are constructed pursuant to applicable seismic design criteria for the region.

CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the Project will be required to comply with recommendations provided in the *Preliminary Geotechnical Report*.

These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report – Proposed Winery, Assessor’s Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte de Oro Road, Temecula Area, Riverside County, California*, prepared by Earth Strata Geotechnical Services, Inc., October 24, 2017 (*Preliminary Geotechnical Report, Appendix E1*); Riverside County General Plan Figure S-4 *Earthquake-Induced Slope Instability Map*, (p. S-21), August 6, 2019; and Ordinance No. 457.

Findings of Fact:

a) *Would the Project be subject to strong seismic ground shaking?*

Less Than Significant Impact

Faulting

The Project site, like the rest of Southern California, is located in a seismically active region near the margin situated between the North American and Pacific tectonic plates. The principal source of seismic activity in Southern California is movement along the northwest-trending regional faults including the San Andreas, San Jacinto, and Elsinore fault zones.

As previously set forth in Threshold 11.a, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. There are no faults geologically mapped within or projecting toward the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project site. It is noted, however, the southerly portion of the Project site (roughly 20 - 25%) is shown to be located within a County Fault Hazard Zone (associated with the San Felipe fault zone).

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

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

Fault – Section Name	Approximate Distance from Project Site		Slip Rate Category	Slip Rate (Millimeters/Year)	Probable Magnitude
	Miles	Kilometers			
<i>San Felipe Fault</i>	1½	2,5	--	--	6.3
<i>Elsinore Fault</i>					6.5 - 7.5
Temecula Section	7¼	11.7	Btw 1.0 and 5.0	5.00	--
Julian Section	10¼	16.5	Btw 1.0 and 5.0	5.00	--
Glen Ivy Section	16¼	26.2	>5.0 mm/yr	5.00	--
<i>San Jacinto Fault</i>					6.5 - 7.5
Anza Section	14¼	22.9	>5.0 mm/yr	12.00	--
San Jacinto Valley Section	14½	23.3	>5.0 mm/yr	12.00	--
San Bernardino Valley Section	32½	52.3	>5.0 mm/yr	12.00	--
<i>San Andreas Fault</i>					6.8 - 8.0
San Bernardino Mtns Section	34¼	55.1	>5.0 mm/yr	14 – 30	--
Coachella Section	48	77.2	>5.0 mm/yr	23 – 35	--

Source(s):

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

According to the *Preliminary Geotechnical Report*, the nearest known active fault to the Project site is the San Felipe Fault located approximately 1½ miles south of the site, followed by the Elsinore Fault (Temecula Section) located approximately 7¼ miles to the southwest of the site.

The San Felipe Fault with an approximate source to site distance of 2.5 kilometers (1½ mile) is the closest known active fault anticipated to produce the highest ground accelerations for shorter periods (<1.25 seconds), with an anticipated maximum modal magnitude of 6.0.

The Elsinore Fault is a right-lateral, strike-slip fault, with an estimated maximum moment magnitude (Mw) earthquake of Mw 6.8 and an associated slip-rate of approximately 5.0 mm/year.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site could be subjected to moderate ground shaking in the event of a major earthquake on significant faults in the southern California and northern Baja California area. The Project site is located in a seismically active region and as a result significant ground shaking will likely impact the site within the design life of the proposed Project.

As set forth in the *Preliminary Geotechnical Report*, no active faults are known to project through the Project site and the site is not located within an Alquist-Priolo Earthquake Fault Zone, established by the State of California to restrict the construction of new habitable structures across identifiable traces of known active faults (an active fault is defined by the State of CA as having surface displacement within the past 11,000 years or during the Holocene geologic time period).

It is further noted, based on 1) mapping of the Project site, 2) review of current and historical aerial imagery, 3) lack of lineaments indicative of active faulting, and 4) the data compiled during the preparation of the *Preliminary Geotechnical Report*, that the potential for surface rupture to adversely impact the proposed structures is considered to be very low to remote.

Map My County (Appendix A) indicates the Project site is located within an area mapped by Riverside County as having moderate potential for liquefaction. However, the *Preliminary Geotechnical Report* concludes that the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials.

Secondary Seismic Hazards

Secondary effects of seismic shaking considered as potential hazards include several types of ground failure as well as induced flooding. Different types of ground failure, which could occur as a consequence of severe ground shaking at the Project site, include landslides, ground lurching, shallow ground rupture, and liquefaction/lateral spreading.

The probability of occurrence of each type of ground failure depends on the severity of the earthquake, distance from faults, topography, the state of subsurface earth materials, groundwater conditions, and other factors.

As set forth in the *Preliminary Geotechnical Report*, based on subsurface exploration and laboratory testing, all of the above secondary effects of seismic activity at the Project site are considered unlikely.

California Building Code

California Building Code (CBC) requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region.

CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the Project will be required to comply with recommendations provided in the *Preliminary Geotechnical Report*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes.

With adherence to these standard conditions, exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, would be reduced to a less than significant level.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

14. Landslide Risk

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

Source(s): *Map My County (Appendix A); On-site Inspection; Preliminary Geotechnical Interpretive Report – Proposed Winery, Assessor’s Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte de Oro Road, Temecula Area, Riverside County, California, prepared by Earth Strata Geotechnical Services, Inc., October 24, 2017 (Preliminary Geotechnical Report, Appendix E1); Project Plans (Appendix K); Riverside County General Plan, Chapter 6, Safety Element, Figure S-5 Regions Underlain by Steep Slope, (p. S-23), August 6, 2019.*

Findings of Fact:

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

No Impact

The Project site consists of approximately 44 acres of gross land area (approximately 42 acres of net land area). Historically, the lower southeasterly half of the Project site was improved as a vineyard in the late 1960’s and was productive through 1999. Agricultural use ceased and the land was fallow from 2000 to 2016.

Currently, the Project site is vacant land, and the southerly 17.73 acres was replanted with grapevines pursuant to an Agricultural Grading/Clearing Certificate Exemption, dated August 7, 2017 (BFE 170055). There are no building structures located on the Project site at present.

Topographic relief at the Project site is relatively moderate with the terrain being generally flat in the southern portion of the site and hilly in the northern portion of the site. Elevations at the site range from approximately 1,520 to 1,630 feet AMSL, for a difference of approximately 110± feet across the entire site.

The Project proposes low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible. The upper half elevations offer

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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views oriented to the southwest, and Phase 4 of the Project proposes a Cave Building structure that will preserve the natural topography in this area of the site.

Landslide debris was not observed during the subsurface exploration conducted in conjunction with the geotechnical investigation and no ancient landslides are known to exist on the site. No landslides are known to exist, or have been mapped, in the vicinity of the site.

Geologic mapping and review of aerial imagery of the site, conducted in conjunction with the geotechnical investigation, reveal no geomorphic expressions indicative of landsliding. The materials encountered in the pad area (the generally flat southern portion of the Project site) were found to be very hard and no oversteepened slopes exist on the site or are proposed.

There are no existing on-site cut or fill slopes greater than ten (10) feet in height or steeper than 2:1 (horizontal:vertical). Furthermore, the Project site development plan does not propose the creation of cut or fill slopes greater than ten (10) feet in height or steeper than 2:1 (horizontal:vertical).

While moderate natural slopes are present at the northeast portion of the Project site and adjacent lands adjacent north and east of the site, there are no steep slopes on or adjacent to the Project site. As set forth in the *Preliminary Geotechnical Report*, secondary effects of seismic shaking considered as potential hazards include several types of ground failure as well as induced flooding. Different types of ground failure, which could occur as a consequence of severe ground shaking at the site, include landslides, ground lurching, shallow ground rupture, and liquefaction/lateral spreading. The probability of occurrence of each type of ground failure depends on the severity of the earthquake, distance from faults, topography, the state of subsurface earth materials, groundwater conditions, and other factors. The *Preliminary Geotechnical Report* concludes that based on past experience, subsurface exploration, and laboratory testing, all of the above secondary effects of seismic activity are considered unlikely. Furthermore, based on the modest on- and offsite slopes documented in the *Preliminary Geotechnical Report* and visual inspection of the Project site, rockfall hazards are not applicable.

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Based on the above, the Project will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards. There will be no impacts and no mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation 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): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report – Proposed Winery, Assessor’s Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte de Oro Road, Temecula Area, Riverside*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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County, California, prepared by Earth Strata Geotechnical Services, Inc., October 24, 2017 (*Preliminary Geotechnical Report, Appendix E1*); Riverside County General Plan, Chapter 6, Safety Element, Figure S-7 *Documented Subsidence Areas Map*, (p. S-31), August 6, 2019; and Ordinance No. 457.

Findings of Fact:

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

Less Than Significant Impact

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes.

Subsidence typically occurs throughout a susceptible valley. In addition, differential displacement and fissures occur at or near the valley margin, and along faults. In the County of Riverside, the worst damage to structures as a result of regional subsidence may be expected at the valley margins. Alluvial valley regions are especially susceptible.

As set forth in Threshold 12.a of this Initial Study (see also **Figure 12-1** and **Figure 12-2**), the Project site is bisected by the Long Valley Wash situated at the east end of Pauba Valley and underlain by the Quaternary Pauba Formation. Earth materials on the Project site are primarily comprised of topsoil and bedrock.

Based on onsite soil exploration conducted in conjunction with the ESGS geotechnical investigation, residual topsoil, encountered in the upper 1 to 2 feet, blankets the Project site and underlying bedrock. The Pauba Formation bedrock was generally encountered below the topsoil to the full depth of exploration.

Standard remedial grading would be employed to diminish the potential for hydro-consolidation, slope instability, and/or settlement. Remedial grading would extend beyond the perimeter of the proposed structures a horizontal distance equal to the depth of excavation or a minimum of 5 feet, whichever is greater. The removal of low density topsoil would continue until firm competent bedrock is encountered. The near surface earth materials will be readily excavated with conventional earth moving equipment.

Volumetric changes in earth material quantities will occur when poorly consolidated earth materials are replaced with properly compacted fill. Estimates of the percent shrinkage/bulking factors for the various geologic units observed on the Project site are based on in-place densities and on the estimated average percent of relative compaction achieved during grading. The estimated shrinkage factors for the Project site are set forth in **Table 15-1, Project Site Monarch Winery Shrinkage Factors**.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 15-1
Project Site Monarch Winery Shrinkage Factors**

Geologic Unit	Shrinkage (%)
Topsoil	10-15%
Pauba Formation	0-5%

Source: *Preliminary Geotechnical Report (Appendix E1)*

Subsidence from scarification and recompaction of exposed bottom surfaces is expected to be negligible to approximately 0.01 foot.

From a geotechnical and engineering geologic standpoint, the Project site is considered suitable for the proposed development, provided the conclusions and recommendations set forth in the *Preliminary Geotechnical Report*, inclusive of CBC compliance, are incorporated into the plans and are implemented during construction.

The potential for design level earthquake induced liquefaction, lateral spreading, and/or subsidence occurring beneath the proposed structures on the Project site is considered very low to remote due to the recommended compacted fill and the shallow bedrock; refer also to Threshold 14.a.

Adherence to CBC requirements is applicable to all commercial development they are not considered mitigation for CEQA implementation purposes. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

16. Other Geologic Hazards

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

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report – Proposed Winery, Assessor’s Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte de Oro Road, Temecula Area, Riverside County, California*, prepared by Earth Strata Geotechnical Services, Inc., October 24, 2017 (*Preliminary Geotechnical Report, Appendix E1*); Google Maps; and **Figure 9, Aerial Photo**, in Section II. of this Initial Study.

Findings of Fact:

a) *Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?*

No Impact

Seismically induced flooding is normally a consequence of a tsunami (seismic sea wave), a seiche (i.e., a wave-like oscillation of surface water in an enclosed basin that may be initiated by a strong earthquake) or failure of a major reservoir or retention system up gradient of the site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Since the Project site is at an elevation of more than 1,500 feet above mean sea level and is located more than 30 miles inland from the nearest coastline of the Pacific Ocean, the potential for seismically induced flooding due to a tsunami is considered nonexistent.

In addition, since no enclosed bodies of water lie adjacent to or upgradient of the site, the likelihood for induced flooding due to a dam failure or a seiche overcoming the dam's freeboard is considered nonexistent.

Based on this information, implementation of the proposed Project would not be subject to geologic hazards, such as tsunami, or seiche.

Furthermore, there are no volcanic hazards in proximity of the Project site. The potential for mudflow associated with a volcanic hazard is therefore not applicable to the Project.

The Project site is not subject to geologic hazards, such as seiche, mudflow, or volcanic hazard. No impact would occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation 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): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report – Proposed Winery, Assessor's Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte de Oro Road, Temecula Area, Riverside County, California, prepared by Earth Strata Geotechnical Services, Inc., October 24, 2017 (Preliminary Geotechnical Report, Appendix E1); Project Plans (Appendix K); and Ordinance No. 457.*

Findings of Fact:

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

Less Than Significant Impact

The Project proposes to add a Class V commercial winery and 10 room country inn to an existing vineyard. The Project proposes the development of a new Winery and Associated Retail Tasting Room, Cave Restaurant, and 10-Room Inn with Associated Support Structures, street improvements, utility infrastructure, storm drain, bioretention basins, subsurface systems, grass swales, and a concrete box drainage culvert.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site’s development plan indicates that the building improvements would be located in the north/northwest half “hilly” portion of the site with expansion of the existing vineyard on the lower portion fronting along De Portola Road.

The Project proposes low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible. The upper half elevations offer views oriented to the southwest, and Phase 4 of the Project proposes a Cave Building structure that will preserve the natural topography in this area of the site.

The Project rough grading will involve an estimated 132,816 cubic yards (CY) of cut and an estimated 132,816 CY of fill.

When graded, the overall minimum and maximum elevations that currently exist on site will remain unchanged.

The Project proposes a Class V Winery s and the building pad elevations will vary from 1,560 to 1,584 feet AMSL as summarized below in **Table 17-1, Area/Phase Pad Elevation Summary**.

**Table 17-1
Area/Phase Pad Elevation Summary**

	Building Name	Building Area (Sq. Ft.)	Pad Elevation (Feet AMSL)	Phase Sub-Total (Sq. Ft.)
Phase 1	Tasting Building	4,923	1,570	17,507
	Production Building	10,641	1,571	
	Office/Storage	1,943	1,570	
Phase 2	Special Occasions Facility	8,711	1,583	8,711
Phase 3	Restaurant Building	4,417	1,584	4,417
Phase 4	Cave Building	17,412	Underground	14,718 ⁽¹⁾
	Production Building	5,925	1,571	
	Case Storage	8,793	1,570	
Phase 5	Hotel Ground Floor	3,852	1,560	8,085
	Hotel First Floor	4,233	--	
Total				53,438 ⁽¹⁾

¹ Cave Area not included.
Source: Project Plans (**Appendix K**)

The grading plan provides for a 24-foot wide asphalt paved driveway single access point extending west/northwest from De Portola Road along an existing cut graded dirt road, then branching off to provide essentially a loop access system serving the proposed winery improvements (buildings and parking lots). The lower half elevations along the existing cut-graded dirt driveway at the middle portion of the Project site vary from approximately 1,541 feet AMSL at De Portola Road, and approximately 1,532 feet AMSL at the stream bed. Most of this lower half is located within the 100-year flood limit (i.e., floodplain).

The existing vineyard will remain generally intact. The vineyard will be expanded in a similar fashion north/northeast along the De Portola Road frontage to the Project sites property line.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In conclusion, the Project will moderately change the topography and surface relief features of the site; however, the proposed low impact development standards employed would preserve the natural topography of the Project site to the maximum extent possible. Sensitive grading techniques would be incorporated to ensure that Project grading respects natural contours, avoids unnatural cut/fill slopes, and would not substantially contrast with the visual character of topography on adjacent lands. Any impacts are considered less than significant.

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

Less Than Significant Impact

No cut or fill slopes greater than 2:1 or higher than 10 feet are being proposed in conjunction with the proposed Project site development plan.

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

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

The Project will not create cut or fill slopes greater than 2:1 or higher than 10 feet. Impacts will be less than significant.

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

Less Than Significant Impact

The Project site is vacant land, and the southerly 17.73 acres is planted with grapevines. Currently, there are no sewage disposal system improvements at the Project site.

Improved properties (wineries, equestrian facilities, and estate rural residences) proximate to the Project site utilize subsurface sewage disposal systems (septic systems).

The Project site development plan proposes an on-site self-contained septic system approved by the County of Riverside Department of Environmental Health.

No portion of the proposed Project will result in grading that affects or negates subsurface sewage disposal systems, either onsite or on adjacent properties. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

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

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

Source(s): Project Site Visit – May 4, 2020 by Matthew Fagan; *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report – Proposed Winery, Assessor’s Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte de Oro Road, Temecula Area, Riverside County, California*, prepared by Earth Strata Geotechnical Services, Inc., October 24, 2017 (*Preliminary Geotechnical Report, Appendix E1*); Project Plans (**Appendix K**); Eastern Municipal Water District Wine Country Infrastructure Update, February 14, 2019; and Ordinance No. 457.

Findings of Fact:

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

Less Than Significant Impact

Subsurface soil exploration of the Project site was performed on October 6, October 7, and October 13, 2017, by ESGS. A truck mounted hollow-stem-auger drill rig was utilized to drill six (6) borings throughout the site to a maximum depth of 21.5 feet. A backhoe was utilized to excavate three (3) test pits to a maximum depth of 5 feet.

The locations of the six (6) borings and three (3) test pits are set forth in Threshold 12.a of the Initial Study and shown on **Figure 12-2, Geotechnical Map**. In general, the borings and test pits are located in the north/northwest half of the Project site adjacent to the area of the proposed building pads. The existing vineyard will remain generally intact.

The earth materials on the Project site are primarily comprised of topsoil and bedrock.

A general description of the dominant earth materials observed on the site is provided below:

- Topsoil (no map symbol): Residual topsoil, encountered in the upper 1 to 2 feet, blankets the Project site and underlying bedrock. These materials were noted to be generally light brown to dark brown, silty sand and clayey sand which were very porous, dry to slightly moist and in a loose to medium dense state.
- Quaternary Pauba Formation (map symbol Qps): Pauba Formation bedrock was generally encountered below the topsoil to the full depth of the exploration. These materials primarily consisted of light brown to dark yellowish brown, fine to coarse grained sandstone with varying

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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amounts of silt and clay. These materials were generally noted to be dry to slightly moist, medium dense to very dense.

Site grading will create the potential for the proposed Project to result in soil erosion or the loss of topsoil. The County of Riverside Building and Safety Department implements standard conditions aimed at the control and prevention of erosion, as they apply to manufactured slopes. As such, planting of manufactured slopes would be required upon Project implementation.

In addition, the potential for wind erosion to occur will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering for dust control; refer to Threshold 6.b.

Lastly, potential erosion caused by stormwater runoff will be prevented through the County's standard, mandated, erosion control practices required pursuant to the CBC, the National Pollution Discharge Elimination System (NPDES), and submission of the Project-specific Stormwater Pollution Prevention Plan (SWPPP), and may involve such measures as installation of silt fencing, fiber rolls, or sandbags.

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

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

Less Than Significant Impact

Preliminary laboratory test results indicate that the soils onsite exhibit a Very Low expansion potential as classified by the 2019 CBC Section 1803.5.3 and American Society for Testing and Materials (ASTM) D4829-03. Since the onsite soils exhibit expansion indices of 20 or less, the design of slab on grade foundations is exempt from the procedures outlined in Section 1808.6.1 or 1808.6.2. Consistent with Ordinance No. 457, each building pad will be evaluated for its expansive potential and foundation design parameters will be incorporated.

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

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

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

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site is located within the wastewater/sewer service boundary of the Eastern Municipal Water District (EMWD). At present, there is limited, but expanding, sewer facility infrastructure in the Temecula Valley Wine Country and most existing development is served by on-site wastewater (septic) systems.

The Project site is not currently connected to the EMWD sewer system. The closest sewer connection point is located in Monte De Oro Road just southeast of Camino Del Vino, a distance of approximately three-quarters (¾) of a mile northwest of the Project site.

The Project is proposing a septic system instead of connecting to the municipal wastewater system. As set forth in the Project Plans (**Appendix K**), two subsurface waste disposal systems will be installed on-site; the first one will be located adjacent to the west property line across the main driveway and west of the Office/Storage Building and Production Building. The second subsurface waste disposal system will be located in the northeast quadrant of the site just north of the hotel/10-room inn.

The County’s Department of Environmental Health’s Local Agency Management Program has listed the Wine Country as an area of special concern, meaning there is an obligation to the San Diego Regional Water Quality Control Board in providing adequate safeguards in protecting the beneficial use of the ground water resources within this area (which includes the Project). With aggregate waste flows significantly greater than 1,200 gallons per day but not exceeding 10,000 gallons per day, advanced on-site wastewater treatment will be required within this area to provide adequate protection to the ground water basin from the anticipated waste flows. The advanced on-site wastewater treatment must meet National Sanitation Foundation (NSF) performance standards. All pretreatment equipment must be certified by the NSF.

The Project would not have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

19. Wind Erosion and Blowsand from Project either on or off site.

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

Source(s): *Map My County (Appendix A); Riverside County General Plan Figure S-8 “Wind Erosion Susceptibility Map;” Ordinance No. 484 (An Ordinance of the County of Riverside for the Control of Blowing Sand); and Ordinance No. 457.*

Findings of Fact:

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

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project site is located in an area of “Moderate Wind Eroding” rating. Implementation of the proposed Project may be impacted by or result in an increase in wind erosion and blowsand, either on or off site. All grading shall conform to the California Building Code, Ordinance No. 457, and all other relevant laws, rules, and regulations governing grading in Riverside County. Prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the County’s Building and Safety Department. This is a standard condition for the County of Riverside and is not considered mitigation for CEQA implementation purposes.

The Project will be required to implement a Storm Water Pollution Prevention Plan (SWPPP) to address wind erosion and blowsand during the construction process. The SWPPP is required by the California Regional Water Quality Board Order 2009-0009-DWQ and the NPDES General Permit Number CAS000002. As part of the SWPPP, the Project will implement construction Best Management Practices (BMP) per the California Stormwater Quality Association Construction BMP Handbook that are used to control wind erosion and blowsand, as well as stormwater runoff.

This is a standard condition for the County of Riverside as well as compliance with required state regulations and is not considered mitigation for CEQA implementation purposes.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

GREENHOUSE GAS EMISSIONS Would the Project:

20. Greenhouse Gas Emissions

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

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

Source(s): *Monarch Winery Air Quality and Greenhouse Gas*, prepared by RK Engineering, Inc., 4-10-2020 (AQ/GHG Study, **Appendix B**); and Riverside County 2019 Climate Action Plan (CAP)

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

Findings of Fact:

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

Less Than Significant with Mitigation Incorporated

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Riverside County 2019 Climate Action Plan (CAP) Update was approved on December 17, 2019. The 2019 CAP Update refines the County's efforts to meet greenhouse gas (GHG) reduction strategies, specifically for the years 2035 and 2050. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 Climate Action Plan.

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

Projects have the option of preparing a project-specific technical analysis to quantify and mitigate GHG emissions. A threshold level above 3,000 MTCO₂e per year will be used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

The screening tables are set up similar to a checklist, with points allocated to certain elements that reduce GHG emissions. If a project garners 100 points (by including enough GHG reducing elements), then the project is considered to be consistent with Riverside County's plan for reducing GHG emissions.

Construction Greenhouse Gas Emissions

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

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

Activity	Emissions (MTCO ₂ e/yr.) ¹		
	On-site	Off-site	Total
Site Preparation	50.55	2.48	53.03
Grading	205.97	6.90	212.87
Building Construction	862.37	5,096.61	5,958.98
Paving	55.52	3.40	58.92
Architectural Coating	7.03	34.23	41.26
Total	1,181.44	5,143.62	6,325.06
Amortized over 30 years²	39.38	171.45	210.84

¹ MTCO₂e/yr. = metric tons of carbon dioxide equivalents per year

² The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operational Greenhouse Gas Emissions

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

**Table 20-2
Operational Greenhouse Gas Emissions**

Emission Source	GHG Emissions (MTCO ₂ e/yr.) ¹
Mobile Source	2,364.94
Energy Source	1,382.76
Area Source	0.01
Water	96.95
Waste	33.70
Off-Road Equipment	71.71
Stationary Sources	2.67
Construction (30 year amortization)	210.84
Total Annual Emissions	4,196.23
Riverside County CAP Screening Threshold	3,000
Exceed CAP Threshold?	Yes

¹ MTCO₂e/yr. = metric tons of carbon dioxide equivalents per year

The analysis first compares the Project’s GHG emissions to the SCAQMD’s Tier 3 approach, which limits GHG emissions to 3,000 MTCO₂e. As shown in **Table 20-2**, Project GHG emissions would exceed 3,000 MTCO₂e based on the unmitigated business as usual scenario.

Therefore, **Mitigation Measure MM-GHG-1**, which is based on the CAP Screening Table, will be required to reduce Project impacts to a less than significant level. The *AQ/GHG Study* includes two mitigation measures from the Temecula Wine Country Community Plan (TWCCP) for Greenhouse Gases (GHG-1 and GHG-2). These two TWCCP Mitigation Measures are fully implemented to reduce the Project-specific impacts through adherence to standard requirements (SCAQMD), Air Quality Regulations (**AQR-AQ-1** through **AQR-AQ-15**), and **Mitigation Measure MM-GHG-1**.

The CAP Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature. The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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development projects can implement the GHG reduction measures. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County's GHG Technical Report. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions with the incorporation of **Mitigation Measure MM-GHG-1**.

Lastly, in addition, the Project will be required to comply with the Air Quality Regulations (**AQR-AQ-1** through **AQR-AQ-15**), listed in Section 6 (Air Quality) of this Initial Study.

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

Less Than Significant with Mitigation Incorporated

The Project is required to comply with the local, regional and State established GHG plans. By complying with the County's General Plan, Riverside County CAP, the SCAQMD recommended thresholds of significance, and the State of California Green Building Code, the Project would be consistent with the applicable plans, policies and regulations adopted for the purpose of reducing greenhouse gas emissions. With the incorporation of **Mitigation Measure MM-GHG-1**, impacts will be less than significant.

Mitigation:

MM-GHG-1 The Project applicant shall participate in the Riverside County Climate Action Plan (CAP) by implementing building design, site-area and operational enhancements that garner 100 points or greater through improvements listed in the CAP Screening Tables; the Project shall implement the improvements listed below (points for the Project currently total 101). The following measures may be replaced with other measures as listed in the table, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

- Measure EE10.A.1 Insulation - Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) (12 points)
- Measure EE10.A.2 Windows - Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC) (5 points)
- Measure EE10.A.3 Cool Roofs - Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance) (10 points)
- Measure EE10.A.4 Air Infiltration - Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent) (7 points)
- Measure EE10.A.5 Thermal Storage of Building - Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) (4 points)
- Measure EE10.B.2 Space Heating/Cooling Equipment - High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF) (5 points)
- Measure EE10.B.4 Water Heaters - Improved Efficiency Water Heater (0.675 Energy Factor) (8 points)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Measure EE10.B.5 Daylighting - All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) (1 point)
- Measure EE10.B.6 Artificial Lighting - Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt) (5 points)
- Measure EE10.C.1 Building Placement - North/south alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting (4 points)
- Measure EE10.C.2 Shading - At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st. (6 points)
- Measure W2.D.1 Water Efficient Landscaping - Only California Native landscape that requires no or only supplemental irrigation (5 points)
- Measure W2.D.2 Water Efficient Irrigation Systems - Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use) (3 points)
- Measure W2.E.1 Showers - Water Efficient Showerheads (2.0 gpm) (2 points)
- Measure W2.E.2 Toilets - Water Efficient Toilets (1.5 gpm) (3 points)
- Measure W2.E.3 Faucets - Water Efficient faucets (1.28 gpm) (2 points)
- Measure T1.F.1 Parking - Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles. Provide larger parking spaces that can accommodate vans used for ridesharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas. (2 points)
- Measure T4.B.1 Electric Vehicle Recharging - Provide circuit and capacity in garages/parking areas for installation of electric vehicle charging stations. Install electric vehicle charging stations in garages/parking areas. (10 points)
- Measure S1.B.1 Recycling - Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up. Provide commercial/industrial recycling programs that fulfills an on-site goal of 80% diversion of solid waste. (7 points)

Monitoring: Building and Safety Department during building plan check and during and at completion of construction.

HAZARDS AND HAZARDOUS MATERIALS Would the Project:

21. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?

e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Source(s): *Phase I Environmental Site Assessment of Vacant Undeveloped Property Assessor Parcel Number 941-180-032*, prepared by Earth Strata Geotechnical Services, Inc., 9-28-2017 (*Phase I ESA, Appendix F*); Temecula Valley Unified School District website; GEOTRACKER website; and The Department of Toxic Substances Control EnviroStor website.

Findings of Fact:

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

Less Than Significant Impact

The proposed Project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed Project is located within a primarily winery area and is not located in an industrial area. The proposed Project does not place housing near any hazardous materials facilities. No housing is proposed. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the winery (a commercial operation).

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

During Project operation, a number of common hazardous materials may be used or generated onsite such as cleaners, pesticides, and food waste. Empty containers and related materials would be disposed of similar to household hazardous waste disposal and no special handling or disposal would be required. All waste materials will be disposed of as appropriate in local landfills. Regular operation and cleaning of these uses would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant and no mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact

The *Phase I ESA* conducted for the Project site did not reveal evidence of a recognized environmental conditions or concerns in connection with the Project site.

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

Hazardous materials anticipated during operations are anticipated to be those most commonly associated with winery, tasting room, offices, restaurant, hotels, which include cleaning products, petroleum products, etc. These types of hazardous materials are not potentially hazardous to large numbers of people, especially at the scale used with a winery use.

Some use of potentially hazardous materials, such as herbicides, may be used for the maintenance of the drainage facilities, vineyards/olive trees, and ornamental landscaped areas. The use of such materials will be in accordance with state and federal regulations pertaining to their use. Therefore, the Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

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

Less Than Significant Impact

The Project will result in construction of a winery, tasting room, offices, restaurant, 10 room country inn, parking, drainage facilities, water lines, and roadway improvements. A limited potential exists to interfere with an emergency response or evacuation plan during construction, primarily on De Portola Road. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to lessen and abate any construction circulation impacts. This is a standard condition applicable to all development; therefore, it is not considered mitigation for CEQA implementation purposes.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?*

No Impact

The following are the closest existing schools to the Project site:

- St. Jeanne De Lestonnac School: located approximately 4.55 miles southwesterly of the Project site;
- Vintage Hills Elementary School: located approximately 5.3 miles westerly of the Project site; and
- Temecula Middle School: located approximately 5.3 miles westerly of the Project site.

There are no existing schools located within one-quarter mile of the Project site. There are no proposed schools located within one-quarter mile of the Project site.

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

e) *Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

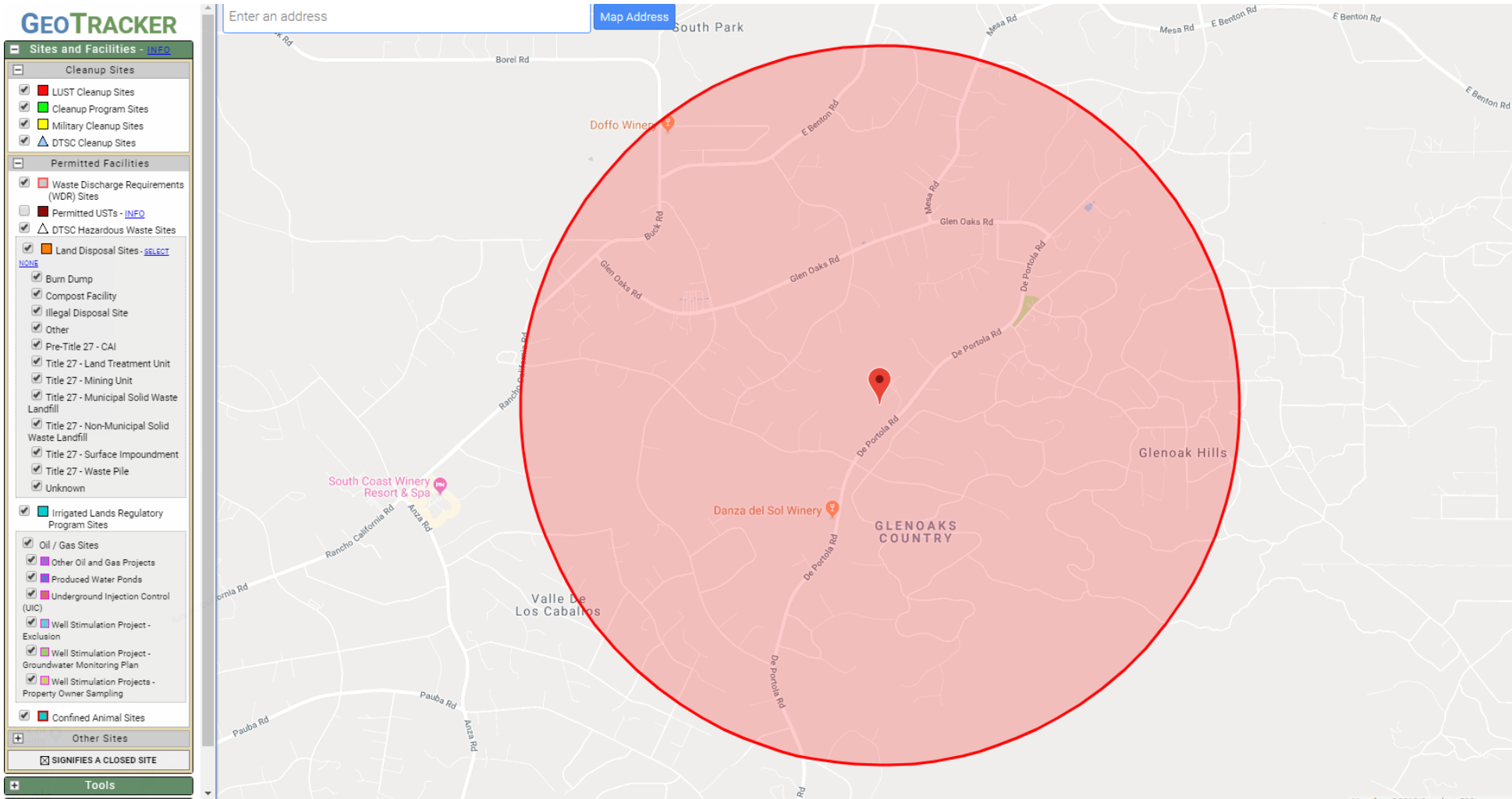
No Impact

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

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

The DTSC’s EnviroStor site does not show any Hazardous Waste and Substances Sites currently located within a 1-mile radius of the proposed Project site. This information was verified at the web-link cited in the sources, and shown on **Figure 21-2, EnviroStor Site**.

**FIGURE 21-1
GeoTracker Site**

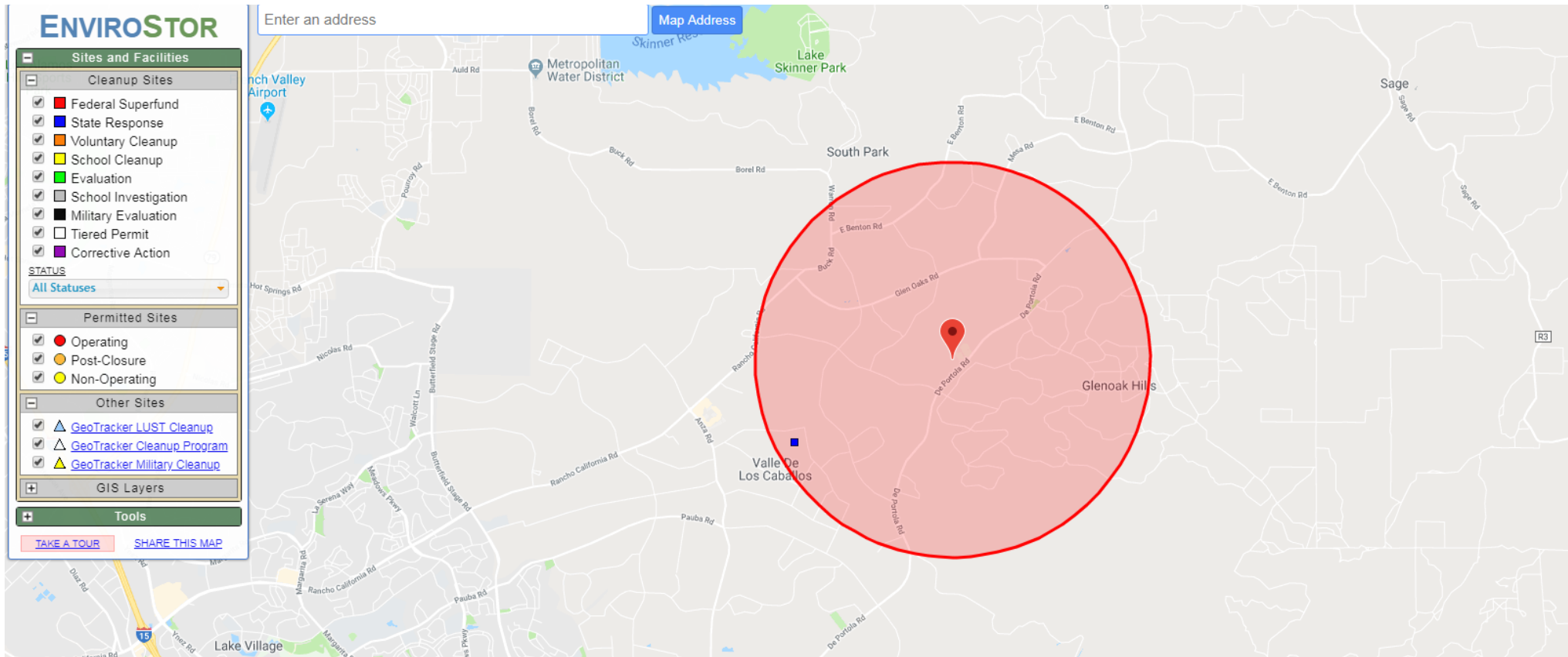


Source: GeoTracker <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=39750+De+Portola+Rd%2C+Temecula%2C+CA+92592>



SITE

**FIGURE 21-2a
Envirostor Site**



■ TEMECULA BOMB TARGET #107 (80001161)

5 MILES EAST OF DOWNTOWN TEMECULA TEMECULA,
CA 92593

SITE TYPE: STATE RESPONSE

STATUS: INACTIVE - NEEDS EVALUATION AS OF 8/21/2014

Site History

FROM THE CORPS PUBLIC GIS SYSTEM: Property Description - The Navy acquired use of the 160-acre property prior to October 1945 and established a bombing target for rocket firing. Temecula Bombing Target No. 1 is located east of downtown Temecula in southern Riverside County, California, on Via Carlotta. Disposal information-for this site is neither complete nor specific. The termination date of the lease is unknown but the Navy had restored the property (implying termination of use) by March 1946. The property is now located in a rural residential area of Temecula. No evidence of military improvements is on the property.

Source: Envirostor <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=39750+De+Portola+Rd%2C+Temecula%2C+CA+92592>



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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These conclusions are supported by the information contained in the *Phase I ESA (Appendix F)*. The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure S-20 "Airport Locations;" *Map My County (Appendix A)*; *SWAP Figure 5, French Valley Airport Influence Area*; AirNav.com website; and Google Maps.

Findings of Fact:

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

No Impact

The Project site is not located in an area which is governed by an airport master plan. The closest airport is the French Valley Airport, which is located over 7.1 miles northwesterly of the Project site. Therefore, implementation of the proposed Project would not result in a safety hazard for people residing or working in the proposed Project area. No impacts will occur.

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

No Impact

Please reference the discussion in Threshold 22.a. The Project site is not located in an area which is governed by an airport land use plan; therefore, review by an airport land use commission is not required. The closest airport is the French Valley Airport, which is located over 7.1 miles northwesterly of the Project site. This criterion is not applicable to the Project. No impacts will occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact

The Project site is not located in an area which is governed by an airport master plan. The closest airport is the French Valley Airport, which is located over 7.1 miles northwesterly of the Project site. Therefore, this criterion is not applicable to the Project. No impacts will occur.

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

No Impact

The closest private airstrip is the Billy Joe Airport - 37CA, which is located approximately 3.73 miles to the southwesterly of the Project site and the closest heliport is located at the Temecula Valley Hospital, located approximately 6.6 miles southwesterly of the Project site. These facilities are not within proximity to the Project Site.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

HYDROLOGY AND WATER QUALITY Would the Project:

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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Source(s): *Preliminary Geotechnical Interpretive Report, Proposed Winery, Assessor's Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte De Oro Road, Temecula Area, Riverside County, California*, prepared by Earth Strata Geotechnical Services, Inc., October 24, 2017 (*Preliminary Geotechnical Report, Appendix E1*); *Infiltration Testing for Water Quality Treatment Areas, Assessor Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte De Oro Road, Temecula Area, Riverside County, California*, prepared by Earth Strata Geotechnical Services, Inc., October 10, 2017 (*Infiltration Report, Appendix E2*); *Water Quality Management Plan Santa Margarita Region of Riverside County – Monarch Winery, APN: 941-180-032, NEC De Portola Road and Monte De Oro, Temecula, California 92592, PAR01536*, prepared by Ventura Engineering Inland, Inc., August 27, 2019 (*WQMP, Appendix G1*); *Drainage Analysis – Entry Culvert, De Portola Winery, APN: 941-180-032, NEC De Portola Road and Monte De Oro, Temecula, California 92592, PAR01536*, prepared by Ventura Engineering Inland, Inc., January 23, 2018 (*Drainage Analysis, Appendix G2*); *Revised Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, Plot Plan T180003, APN 941-180-032*, prepared by Principe and Associates, June 20, 2018 (*MSHCP Report, Appendix C1a*); FEMA website; Rancho California Water District 2020 Urban Water Management Plan (RCWD 2020 UWMP); Metropolitan Water District 2020 Urban Water Management Plan (MWD 2020 UWMP); Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program); Ordinance No. 754 (As Amended through 754.2; An Ordinance of the County of Riverside Amending Ordinance No. 754 Establishing Stormwater/Urban Runoff Management and Discharge Controls); Riverside County General Plan, Safety Element, Figure S-9 *Special Flood Hazard Areas*, and Figure S-10 *Dam Failure Inundation Zone* (pp. 37 & 39); Riverside County General Plan, Southwest Area Plan, Figure 10, *Southwest Area Plan Special Flood Hazard Areas*; Project Plans (**Appendix K**); and *Map My County*, (**Appendix A**).

Findings of Fact:

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

Less Than Significant Impact

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program. A project would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body.

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

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

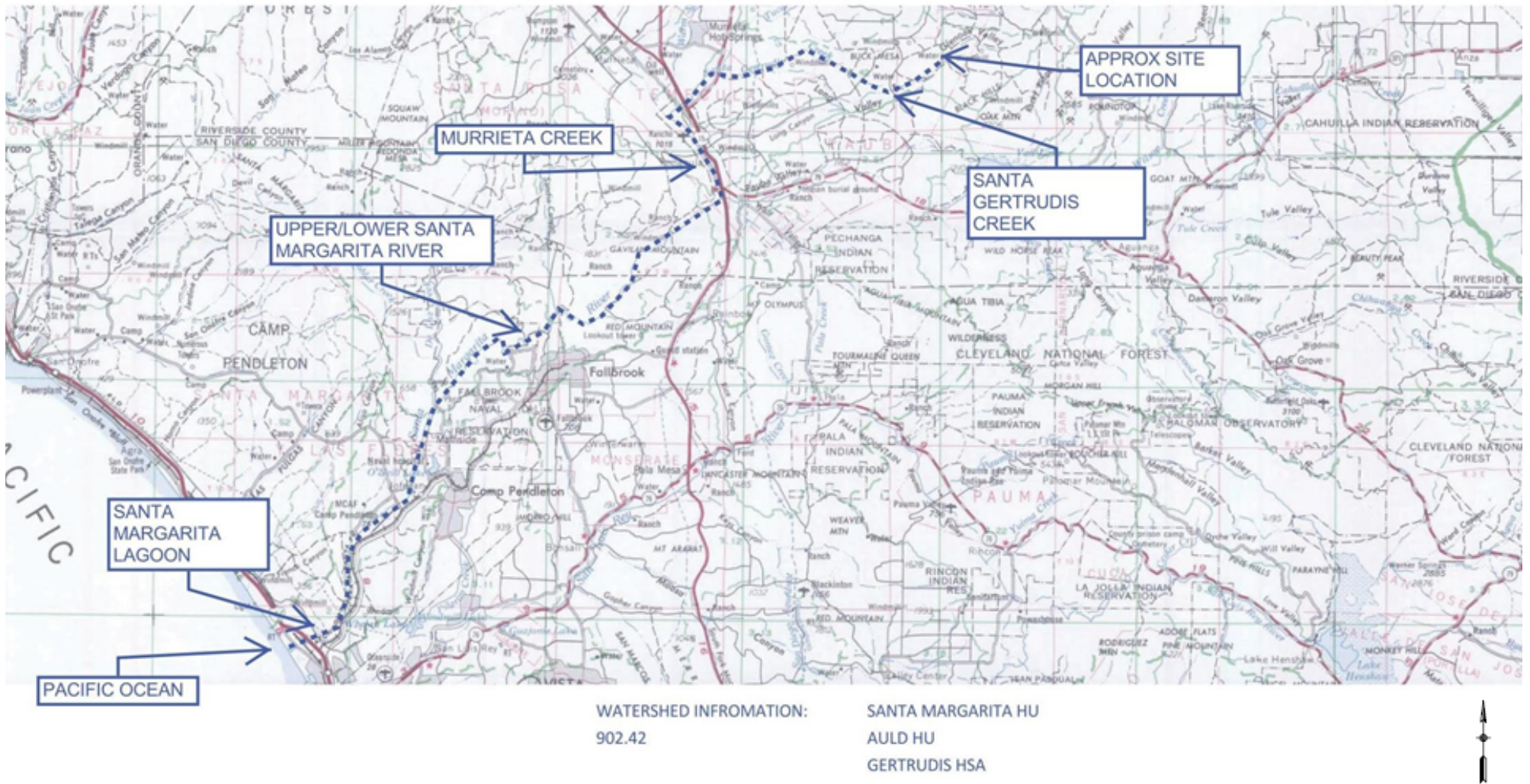
The Project site is tributary to Santa Gertrudis Creek which extends approximately 9½ miles westerly (generally) of the Project site to its confluence with Murrieta Creek, just west of Interstate 15 (I-15). From there, storm water flows south/southeast approximately 7¼ miles within Murrieta Creek along the eastern foothills of the Santa Ana Mountains to the Santa Margarita River, through the Santa Ana Mountain Range (aka the “Rainbow Gap”) and Camp Pendleton before discharging into the Pacific Ocean. **Figure 23-1, Project Site - Watershed and Path to Ocean Map** illustrates the regional drainage flows relative to the Project site.

All new development in the County of Riverside is required to comply with provisions of the NPDES program, including Waste Discharge Requirements (WDR), and the 2013 Santa Margarita MS4 Permit (amended 2015), as enforced by the San Diego Regional Water Quality Board (SDRWQCB).

The Project proposes to add a commercial winery and 10-room country inn to an existing vineyard. The Project proposes the development of a new winery and associated retail tasting room, cave restaurant, and 10-room inn with associated support structures, street improvements, utility infrastructure, storm drain, bioretention basins, subsurface systems, grass swales, and a concrete box drainage culvert.

The proposed conditions presented by the Project’s site layout incorporate low impact development standards, green elements, hydromodification elements, permeable options, among others. The overall drainage patterns are preserved in the proposed condition by matching existing condition discharge points, dispersing impervious area flows to permeable areas, and incorporating infiltration areas to mitigate increases in peak storm runoff quantities.

FIGURE 23-1
Project Site - Watershed and Path to Ocean Map



Source: WQMP (Appendix G2)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project's overland sheet flows from the proposed building development, parkways, and ancillary support structures would be routed into localized stabilized structures and then routed to localized infiltration areas that are scattered throughout the Project site and along the edges of the proposed improvements. Additionally, some parking areas are designed to be permeable to allow for additional flows to be infiltrated versus collected and contained on the site. These elements mitigate the proposed increases in the imperviousness over the existing conditions while allowing for the installation of all the proposed impervious elements. Using this type of treatment control plan, the Project design has minimized the proposed impervious area footprint to the extent feasible without sacrificing design and use elements.

The Project site clearing and grading phases would disturb surface soils, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, bare soil may be subject to wind and water erosion. However, the Project proposes to landscape approximately 117,132 sq. ft. of the Project is landscaped and, of that, 74.6% is vineyard planting and 4.5% is olive tree planting. The remaining 20.9% will be planted with various trees, shrubs, and other plants; refer to **Figure 5, Landscape Plan**.

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

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

In addition, the Project proposes an on-site self-contained septic system approved by the County Department of Environmental Health that will allow the Project to operate below regional water quality thresholds.

Implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

Therefore, the proposed Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts will be less than significant.

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

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site is located within the water service district boundary of the Rancho California Water District (RCWD). The RCWD gets its water from a variety of sources. The natural sources include precipitation, untreated import water recharge basins, and regional groundwater (aquifers). RCWD also purchases treated water from Metropolitan Water District (MWD) of Southern California. This agency imports water from Northern California and the Colorado River. Water delivered to homes and businesses within the RCWD service area is a blend of well water (50%) and import water (45%). The RCWD-managed groundwater basins are estimated to hold over 2 million acre-feet of water. The annual safe yield of these basins is approximately 30,000 acre-feet per year, which meets nearly half of RCWD's needs.

Surface water from Vail Lake and Lake Skinner is used to help replenish RCWD groundwater supplies through recharge operations. All aquifers managed by RCWD are located in the Santa Margarita Watershed. Oversight of all groundwater production within the Santa Margarita Watershed falls under the continuing jurisdiction of the United States District Court, San Diego and is administered under the auspices of a court appointed water master (the "Santa Margarita Water Master"). Most of the remaining water demands are met with imported water purchased from Metropolitan Water District of Southern California. According to the *MWD 2020 UWMP*, over 90 percent of the groundwater used in Metropolitan's service area is produced from adjudicated or managed groundwater basins.

Infiltration testing for water quality treatment areas on the Project site in conjunction with the proposed winery development consisted of two test locations, the results of which indicated infiltration rates of 4.54 (Test No. DR-1) and 1.84 (Test No. DR-2) inches per hour. Infiltration areas have been spread out to utilize as much infiltration capacity as feasible on the Project site. Impervious areas have been designed with minimal widths and roofs have been designed to drain into adjacent landscaping.

Except in the areas being graded in conjunction with the proposed Project development, the site will remain in its existing condition. Driveways and access roadways will be constructed to the minimum widths required and on-site parking is being held to minimum requirements to minimize impervious areas. Paved walkways are being limited to those areas in the vicinity of the proposed buildings. Where feasible, the runoff from the building roof areas will be directed to landscaped areas prior to entering the on-site storm drain system.

Impervious areas have been designed to drain to localized landscaping areas that have been designed as infiltration areas. Landscaping is designed per landscaped architectural plans consistent with County standards. There are no sediment producing pervious areas. Other areas that can be called Self-Treating have been annotated on the Project Plans and utilized as self-treating areas.

The Project *WQMP (Appendix G1)*, details eight (8) drainage management areas (DMAs) in conjunction with the proposed Project development. The DMAs vary in size from 11,782 square feet to 186,034 square feet, comprising a total of 668,040 square feet (15.34 acres) of the approximately 42 net acre site. The balance of the Project site will remain in its existing condition.

A summary of the DMAs is included below; the reader is referred to the Project *WQMP* for full particulars. **Figure 7, DMA Exhibit**, provided in Section I. of this Initial Study, identifies the proposed on-site drainage system for the Project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- DMA 1 consists of 53,879 square feet (SF) located at the north/northeast portion of the Project site. It is comprised of six (6) landscaped areas totaling 20,553 SF, a single 23,036 SF impervious paving area, a 3,384 SF decomposed granite (DG) surface area, and a 6,905 SF infiltration area. The impervious paving area (DMA1/IP1) consists of the proposed paved parking lot located adjacent north of the Project's Restaurant and Special Occasions Facility.
- DMA 2 consists of 186,034 SF located at the north portion of the site adjacent south of DMA 1. It is comprised of ten (10) landscaped areas totaling 88,149 SF, two roof areas totaling 8,603 SF, two impervious paving areas totaling 67,688 SF, a pool consisting of 2,234 SF, a 10,319 SF DG surface area, and a 10,140 SF infiltration area. The impervious areas consists of the roof of the 10-unit hotel (DMA2/R1), the roof of a small unnamed ancillary building adjacent to the pool area (DMA2/R9), a paved hardscaped area contiguous south/southeast of the Special Occasions facility (DMA2/IP2) and the parking lot adjacent southeast of the hotel building (DMA2/IP3). The DG area consists of the unpaved fire access road along the east boundary of the Project site connecting the two paved parking areas in the vicinity of the Hotel and Special Occasions Facility.
- DMA 3 consists of 144,364 SF located in the vicinity of the proposed Restaurant and Special Occasions Facility adjacent west of DMA 2. It is comprised of thirteen (13) landscaped areas totaling 27,151 SF, four roof areas totaling 32,453 SF, two impervious paving areas totaling 16,731 SF, and a 68,030 SF infiltration area. The impervious areas consists of the roof of the Restaurant and Special Occasions Facility (DMA3/R2), the roof of an unnamed ancillary building adjacent to the Club Terrace area (DMA3/R3), the roof of the Tasting Room (DMA3/R4), the roof of an unnamed ancillary structure adjacent east/southeast of the Tasting Room (DMA3/R5), and two paved hardscaped areas contiguous to the Special Occasions Facility and the Tasting Room (DMA3/IP4 & DMA3/IP4). The infiltration area (DMA3/IB3(V)) is the vineyard area immediately south of the Restaurant, the Special Occasions Facility, and the Tasting Room.
- DMA 4 consists of 144,815 SF located in the vicinity of the proposed Production Building and Office/Storage Building adjacent southwest of DMA 3. It is comprised of six (6) landscaped areas totaling 30,708 SF, a 21,552 SF roof area, a 84,310 SF impervious paving area, and three infiltration areas totaling 8,245 SF. The impervious area consists of the roof of the Production/Case Storage/Office building(s) (DMA4/R6), and the paved parking area adjacent south/southeast of the Production/Case Storage/Office Building(s) (DMA4/IP6). The infiltration areas (DMA4/IB4A, IB4B & IB4C) are trenches interspersed across the parking area.
- DMA 5 consists of 88,407 SF located in the vicinity of the proposed Production Building and Office/Storage Building adjacent west of DMA 3. It is comprised of four (4) landscaped areas totaling 37,713 SF, two roof areas totaling 23,606 SF, a 24,481 SF impervious paving area, and a 2,608 SF infiltration area. The roof areas include the Cave Building (DMA5/R7) and the Production Building expansion (DMA5/R8). The impervious paved area (DMA5/IP7) consists of the parking area at the northwest corner of the site and the drive way connecting the two parking areas at the west/northwest end of the site. The infiltration area (DMA5/IB5) is an infiltration trench located in the DMA5 parking area.
- DMA 6 (12,944 SF) is comprised of the 24-foot wide paved driveway extending northwest of the blue-line stream and branching off to serve the parking lots south of the building areas (DMA6/IP8; 12,594 SF) and a 350 SF infiltration trench (DMA6/IB6).
- DMA 7 consists of 11,782 SF located at the northwest corner of the Project site; 8,817 SF of DMA7 is comprised of the 24-foot wide paved driveway that will provide secondary fire access to Meng-Asbury Road (DMA7/IP9). The balance is comprised of two smaller landscape areas totaling 2,215 SF (DMA7 LS41 & LS42), and a 750 SF infiltration area (DMA7/IB7).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- DMA 8 consists two areas totaling 25,815 SF located adjacent south/southeast of DMA 2 and adjacent north/northwest of the Infiltration Overflow area. DMA 8 (IP10) is comprised of the “lower” (south/southeast) 24,989 SF parking lot between the “upper” parking lot serving the hotel building, and the Infiltration Overflow area. DMA 8 (IB8) is an 825 SF relatively long and narrow infiltration basin along a portion of the south side of the DMA 8 parking lot.

In summary, the proposed Project development will utilize low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible and a combination of the landscaped areas and infiltration trenches (IB1 thru IB7) located in the parking areas to address water quality and increased runoff mitigation.

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

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

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

Less Than Significant Impact

General Conditions. Existing hydrological conditions at the Project site include 1) gentle rolling slopes from the general direction of northeast to southwest, and 2) an existing mapped 100-year Inundation Area in the lower quarter of the Project site that runs along De Portola Road. All flows originating from the hilly terrain in the northwest half of the Project site generally sheet flow within localized natural channels before joining the flows in the Inundation Area (por. Long Valley Wash). The natural flows in the Inundation Area (Long Valley Wash) are in the general direction of northeast to southwest.

Typical on-site vegetation would be classified as poor by the County of Riverside hydrology design standards. In general, the Project site soils can be classified as meeting the requirements of Type A, C, or D soils depending where the area of interest is located on the Project site.

Site Specific Conditions. The Project site consists of two distinct topographical areas, a lower half and an upper half. The lower (southeast) half is generally flat extending an average of roughly 750 feet deep from its De Portola Road frontage and spans the entire length of the site from Monte De Oro Road to the northeast property line. As part of the Long Valley Wash, a seasonal drainage / blue line stream bed extends through the northwesterly portion of the lower half as depicted on the Project site plan. The lower half is generally at De Portola Street grade gently descending to the stream bed and gently rising as it approaches the upper half. Most of this lower half is located within the 100-year flood limit (i.e., floodplain).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Topography in the northwest half of the site is dominated by a series of elongated hilltops and ridges flanked by shallow U-shaped valleys. The valleys also decrease about 40 feet in elevations between the ridges. The Project proposes low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible. The upper half elevations offer views oriented to the southwest, and Phase 4 of the Project proposes a Cave Building structure that will preserve the natural topography in this area of the site.

Drainage on the site is by overland flow or downslope movement of storm water runoff (sheet flow) down the sloping hillsides. Some of the storm water runoff originating on the higher elevated terrain located in the northern portion of the Project site drains downslope directly into the wash and is carried downstream and off the site. Because the channel is not incised in the eastern portion of the site, storm water runoff drains onto the flat-lying southern portion of the site where it either percolates into the ground or flows into the drainage ditches present along the side of De Portola Road. Storm water runoff also enters the southern portion of the site via culverts placed beneath De Portola Road. Gullies have also formed on the site downstream of the culverts.

The existing hydrological conditions consist of gentle rolling slopes from the general direction of northeast to southwest of the Project site. There is an existing mapped 100-year inundation area in the lower quarter of the Project site that runs along De Portola Road. The natural flow in the inundation area is in the general direction of northeast to southwest. All flows are generally sheet flows with localized natural channels on the flows ways to joining the flows in the inundation area. Typical vegetation can be classified as poor by the County of Riverside hydrology design standards.

Project Drainage Characteristics. The Project’s site design layout incorporates low impact development standards, green elements, hydromodification elements, permeable options, and more. The overall drainage patterns are preserved in the proposed condition by matching existing condition discharge points, dispersing impervious area flows to permeable areas, and includes infiltration areas to mitigate increases in peak storm runoff quantities. The Project’s overland sheet flows from the proposed buildings, parkways, walkways, and other structures would be routed into localized stabilized structures that are then routed to localized infiltration areas that are scattered throughout the site and along the edges of the proposed improvements. Additionally, some parking areas are designed to be permeable to allow for flows to be infiltrated versus collected and contained on the site.

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

The Project also proposes the stabilization of the site’s main driveway over the existing mapped Inundation Area through the southwest portion of the Project site. Stabilization of this driveway crossing (“Arizona Crossing”) will only be limited to the extent of the Inundation Area limits as to minimize any impacts down or upstream. The maximum depth of this inundation is less than one foot, but it can still be flooded, so the proposed stabilized driveway area will allow for safer access before the alternative, secondary access will be provided to the north along Meng Ashbury Road.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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necessary Best Management Practices to treat the runoff generated by the Project in a manner that meet the requirements outlined in the Water Quality Management Plan Guidance Document.

The post-Project drainage pattern will remain essentially the same as in the pre-Project condition. The proposed Project has been reviewed and conditioned by the Riverside County Flood Control and Water Conservation District (RCFC&WCD), the County Building Department, and the County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES. These are standards conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes.

The Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. Any impacts will be less than significant.

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

Less Than Significant Impact

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

Existing and proposed drainage conditions are summarized under Threshold 23.c. Furthermore, as stated in Threshold 23.c, the post-Project drainage pattern will remain essentially the same as in the pre-Project condition. Implementation of the Project as proposed, would therefore not result in substantial erosion on-site or off-site.

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

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

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

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

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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A detailed description of the post-Project storm drain system design is included in Thresholds 23.a and 23.b. The Project has been designed such that no substantial increase in surface runoff would occur with Project implementation.

The proposed conditions presented by the Project’s site layout incorporate low impact development standards, green elements, hydromodification elements, permeable options, among others. The overall drainage patterns are preserved in the proposed condition by matching existing condition discharge points, dispersing impervious area flows to permeable areas, and includes infiltration areas to mitigate increases in peak storm runoff quantities.

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

As previously discussed, the Project site design proposes the stabilization of the site’s main driveway over the existing mapped inundation area in the southeast portion of the Project site. The stabilization of this driveway crossing (“Arizona Crossing”) will only be limited to the extent of the inundation area limits as to minimize any impacts down or upstream. The maximum depth of this inundation is less than one foot, but it can still be flooded, so the proposed stabilized driveway area will allow for safer access than before the alternative; and secondary access will be provided to the north along Meng-Asbury Road.

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

f) *Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact

A detailed description of the post-Project storm drain system design is included in Thresholds 23.a and 23.b. **Figure 7, DMA Exhibit**, provided in Section I. of this Initial Study, identifies the proposed on-site drainage system for the Project site.

The Project *WQMP* details eight (8) DMAs in conjunction with the proposed Project development. The DMAs vary in size from 11,782 square feet to 186,034 square feet, comprising a total of 668,040 square feet (15.34 acres) of the approximately 42 net acre site. The balance of the Project site will remain in its existing condition.

The post-Project drainage pattern will remain essentially the same as in the pre-Project condition, and therefore Project implementation would not result in an increase in the volume or rate of runoff from the Project site under developed conditions.

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the NPDES. The incorporation of BMP's during construction and operation would ensure that the Project does not result in substantial additional sources of polluted runoff.

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

g) Would the Project impede or redirect flood flows?

Less Than Significant Impact

The lower southeast portion of the Project site is traversed by the Long Valley Wash and a natural water course (USGS blue-line stream). With the exception of a northeasterly expansion of the existing vineyard and the stabilization of the Project site's main driveway across the mapped Inundation Area ("Arizona Crossing"), all of the proposed building structure improvements will be located on the upper northwest "hilly" portion of the site.

The post-Project on- and off-site drainage plan has been designed such that the Project would not impede or redirect flows. Any impacts will be less than significant.

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

Less Than Significant Impact

Based on a review of the FEMA Flood Rate Insurance Map (FIRM), Panel No. 06065C2745G, dated August 28, 2008, the Project site is not located within a FEMA designated flood hazard area. The referenced FEMA Map indicates the entire Project site and surrounding properties are located in Zone X, which corresponds to areas outside the 100-year floodplain.

A copy of the FEMA Firmette Map for the Project site is included herein as **Figure 23-2, FEMA Firmette Map**.

This is consistent with Figure 10 (Special Flood Hazard Areas) of Riverside County's Southwest Area Plan which shows that the Project site is not within the Special Flood Hazard Area or Dam Inundation Area. The Project site is located approximately 3½ miles northwest of the Vail Lake spillway; however, given the terrain of the area the extent of the flood hazard and dam inundation areas end approximately 1¼ mile south of the Project site.

It is noted that *Map My County (Appendix A)* states that the Project site is outside of the flood plain but that a "flood plain review may be required." This is presumably due to the Long Valley Wash and blue line stream that extend across the southeast portion of the Project site.

The Project site is located approximately 31 miles northeast of the nearest coastline (Pacific Ocean); therefore, the risk associated with tsunamis is negligible.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Similarly, the Project site not located adjacent to a body of water; a seiche is a run-up of water within a lake or embayment triggered by fault or landslide induced ground displacement. The Project site is located approximately 3½ miles northwest of Vail Lake, and 3¼ miles southeast of Lake Skinner. Therefore, the risk associated with a seiche is negligible.

In summary, the Project site development area is not located within a flood hazard, tsunami, or seiche zone. Any impacts would be less than significant.

FIGURE 23-2 FEMA
Firmette Map

National Flood Hazard Layer FIRMeTte



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AD, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/7/2019 at 12:19:17 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

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

Less Than Significant Impact

The Project *WQMP* has been prepared specifically to comply with the requirements of Riverside County for County Ordinance No. 754 (Riverside County Water Quality Ordinance) which includes the requirement for the preparation and implementation of a Project-Specific *WQMP*.

The Project site is located in the Santa Margarita Region Watershed, within the jurisdiction of the San Diego Regional Board, where discharges are regulated through the Regional Municipal Separate Sewer System (MS4) Permit (Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100, NPDES No. CAS0109266) pursuant to section 402(p) of the Federal Clean Water Act.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

LAND USE/PLANNING Would the Project:

24. Land Use

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

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

Source(s): Riverside County General Plan Land Use Element; Staff review; *Map My County (Appendix A)*; and **Figure 11, Zoning Classifications**, provided in Section II, of this Initial Study.

Findings of Fact:

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

Less Than Significant Impact

The General Plan land use designations for the properties north, west, east, and south from the Project site are as follows:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- North: Rural Community – Estate Density Residential
- South: Agriculture and Rural Residential
- East: Agriculture and Rural Residential
- West: Rural Community – Estate Density Residential

The Project will be consistent with the land use designations and policies of the General Plan and no change to the existing General Plan land use designation for the subject property is proposed or required.

The current zoning for the Project site is WC-W (Wine Country – Winery) which allows for wineries as a permitted use. The WC-W zone allows for farming operations of crops, orchards, groves, and vineyards. The Project will include 74.6% vineyard planting and 4.5% olive tree planting (75% planting is required per the Temecula Wine Country Policy Area for a winery project). A 44-acre gross parcel can be used as a Class V Winery in the WC-W zone. A Class V Winery can include special occasion facilities, outdoor events, wine country hotels, and spas. The Project, as designed, meets the zoning development standards in terms of heights, setbacks, lot coverage, parking and landscaping. No change to the zoning is proposed.

The Project site is surrounded by properties which are zoned as follows:

- North: Residential Agriculture 5 acres (R-A-5)
- South: Residential Agriculture 2.5 acres (R-A 2½) and Citrus Vineyard 10 acres (C/V-10)
- East: Wine Country – Winery Equestrian (WC-WE) and Residential Agriculture 2.5 acres (R-A 2½)
- West: Rural Residential (R-R)

The Project is consistent with the existing zoning of the Project site and is compatible with the zoning on surrounding properties. Both the WC-W and C/V zones allow for farming operations of crops, orchards, groves, and vineyards. There are residential dwellings to the south and west of the Project site and Frangipani Estate Winery borders the site immediately to the east. Three (3) additional, existing wineries (Cougar Vineyard and Winery, Masia de la Vinya Winery, and Danza del Sol Winery) are also located along De Portola Road to the west and east.

The Project site is not located within a specific plan area.

Based on this information, the Project will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts will be less than significant.

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

Less Than Significant Impact

The Project is consistent with the existing and proposed General Plan land use designations, zoning and surrounding land uses. The site is currently vacant, with the southerly portion planted with grapevines, and therefore, does not support any low-income or minority communities onsite. The area surrounding the Project is either currently developed with winery/vineyard/hotel/restaurant uses or is planned for these types of uses. Large estate residences or equestrian horse ranches

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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are also within the vicinity. Therefore, the proposed land uses are not anticipated to result in disruption of the surrounding community.

The Project does not propose any new area roadways or other features that would have the potential to create a physical division within the existing community. Based on this information, the proposed Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

MINERAL RESOURCES Would the Project:

25. Mineral Resources

a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, *Multipurpose Open Space Element*, Figure OS-6, *Mineral Resources Area; Map My County (Appendix A)*; mindat.org website; and Project Site Visit – May 4, 2020 by Matthew Fagan.

Findings of Fact:

a) *Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?*

Less Than Significant Impact

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

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown on *General Plan Multipurpose Open Space Element*, Figure OS-6, "Mineral Resources Area," the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposits is undetermined). The Project site has not historically been used for mining and no known resources have been identified onsite. Therefore, the Project is not expected to result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. Impacts will be less than significant.

b) *Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Less Than Significant Impact

As stated in Threshold 25.a, the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposits is undetermined). The Project site has not historically been used for mining, and the site has not been identified as a locally-important mineral resource recovery site as delineated in the County General Plan or other land use plan. Therefore, implementation of the proposed Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Impacts will be less than significant.

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

No Impact

Based on a site visit (May 2020), it was observed that the Project is not located on, or adjacent to, an existing or abandoned quarry or mine.

The closest identified mine(s) (historic) in proximity to the Project site are:

- Temecula Quarry 1 (Latitude 33.46534, Longitude -117.13836), located approximately 9.1 miles southwesterly of the Project site;
- Temecula Quarry 2 (Latitude 33.45224, Longitude -117.12866), located approximately 8.9 miles southwesterly of the Project site; and
- Parkwest Industrial Center pit (Latitude 33.45277, Longitude -117.125831), located approximately 8.9 miles southwesterly of the Project site.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

NOISE Would the Project result in:

26. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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two (2) miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels?

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

Source(s): *Map My County (Appendix A); SWAP Figure 5, French Valley Airport Influence Area; AirNav.com website; Figure 9, Aerial Photo*, provided in Section I of this Initial Study; and Google Maps.

Note: Any tables or figures in the Noise Sections are from the *Noise Impact Study* unless otherwise noted.

Findings of Fact:

a) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels?*

No Impact

The proposed Project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is the French Valley Airport, which is located over 7.1 miles northwesterly of the Project site. Therefore, implementation of the proposed Project would not expose people residing or working in the Project area to excessive noise levels. There will be no impacts.

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

No Impact

Based on a review of an aerial photo of the proposed Project site and its immediate environs, the proposed Project is not located within the vicinity of a private airstrip or heliport. The closest private airstrip is the Billy Joe Airport - 37CA, which is located approximately 3.73 miles to the southwest of the Project site. The closest heliport is located at the Temecula Valley Hospital, located approximately 6.6 miles southwesterly of the Project site. Therefore, implementation of the proposed Project would not expose people residing or working in the proposed Project area to excessive noise levels. There will be no impacts.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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): *Monarch Winery Noise Impact Study*, prepared by RK Engineering, Inc., 4-10-2020 (*NIS, Appendix H*); Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”); Wine Country Community Plan Program EIR; and Project Plans (**Appendix K**).

Findings of Fact:

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

Less Than Significant Impact With Mitigation Incorporated

Overview

The Project would consist of constructing and operating a new winery with production buildings, tasting room, restaurant and a 10-room inn (hotel) on approximately 44 acres. Approximately 33 acres of the Project site will be used for agricultural production (vineyards and olive trees).

Project operational activities are analyzed for long-term noise impacts associated with the day to day operation of the winery, including parking lot noise, truck delivery and loading activities, and mechanical heating, ventilation, and air conditioning (HVAC) equipment.

This noise analysis does not consider impacts from outdoor live events, as no such events are proposed for the Project. Also, noise from any agricultural operations are exempted from the provisions of the Riverside County Noise Ordinance on land designated for Agricultural purposes in the General Plan, provided such operations are carried out in a manner consistent with accepted industry standards. This exemption includes, without limitation, sound emanating from all equipment used during such operations, whether stationary or mobile.

The Project will not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project during construction. Construction noise impacts will be of limited duration and will terminate once the construction phase of the Project is completed. In addition, County of Riverside Ordinance No. 847 indicates that construction noise is exempt from the noise ordinance, provided any of the following are satisfied:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Private construction projects located one-quarter (1/4) of a mile or more from an inhabited dwelling;
- Private construction projects located one-quarter (1/4) of a mile from an inhabited dwelling, provided that:
 - Construction does not occur between the hours of 6:00 PM and 6:00 AM during the months of June through September; and
 - Construction does not occur between the hours of 6:00 PM and 7:00 AM during the months of October through May.

During operations the Project shall not create a substantial permanent increase of 3 dBA or more to the daytime ambient noise levels or nighttime ambient noise levels. Mitigation Measures will be incorporated into the Project as best management practices to reduce potential construction and operational noise levels to the extent feasible. **MM-NOI-1** through **MM-NOI-5** shall be implemented.

Fundamentals of Noise

This section provides basic information about noise and presents some of the terms used in this section.

- **Sound, Noise, and Acoustics**

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. The sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

- **Frequency and Hertz**

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

- **Sound Pressure Levels and Decibels**

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases, as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m²), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels and abbreviated as dB.

- **Addition of Decibels**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two (2) sounds or equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3dB increase. If two (2) sounds differ by approximately 10 dB the higher sound level is the predominant sound.

- **Human Response to Changes in Noise Levels**

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. The A-scale weighing is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. A doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

- **Noise Descriptors**

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels. Following are the most commonly used noise descriptors along with brief definitions.

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

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

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

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-Pascal's.

dB(A): A-weighted sound level (see definition above).

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90, and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dBA level which, if it lasted for one (1) second, would produce the same A-weighted sound energy as the actual event.

- Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2 – 6 wheels) and heavy truck percentage (3 axles and greater), and sound propagation. The greater the volume of traffic, higher speeds and truck percentages equate to a louder volume of noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB; reasons for this are discussed in the sections above.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- **Sound Propagation**

As sound propagates from a source it spreads geometrically. The sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use the hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at an additional rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 6.0 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

County of Riverside Noise Regulations

Riverside County General Plan Noise Element

The County of Riverside describes the adopted policies for noise/land use compatibility in the General Plan Noise Element. Noise compatibility is reviewed to determine if the Project's is compatible with the surrounding land uses. The County's Noise Element is provided in Appendix A of the *NIS*.

Table 27-1, *Riverside County Noise/Land Use Compatibility Standards*, shows the normally acceptable community noise exposure levels (CNEL) for land uses proposed on the Project site.

**Table 27-1
Riverside County Noise/Land Use Compatibility Standards**

Project Land Use Categories	Normally Acceptable Noise Level (CNEL)
Transient Lodging-Motels, Hotels	65 dBA
Commercial	70 dBA
Industrial, Manufacturing, Agriculture	75 dBA

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Riverside County Noise Ordinance

The Riverside County Board of Supervisors has adopted Ordinance No. 847 to establish countywide standards regulating noise. Per Ordinance No. 847, no person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in **Table 27-2, Riverside County Noise Ordinance Standards**.

It should be noted that Ordinance No. 847 is not intended to establish thresholds of significance for the purpose of any analysis required by the California Environmental Quality Act.

Table 27-2, Riverside County Noise Ordinance Standards shows the sound level standards established in the Riverside County Ordinance No. 847, as they pertain to land uses surrounding the Project site.

**Table 27-2
Riverside County Noise Ordinance Standards**

Land Use	Maximum Decibel Level (Lmax)	
	7 a.m.—10 p.m.	10 p.m.—7 a.m.
Rural Community (Estate Density, Very Low Density and Low Density Residential)	55 dBA	45 dBA
Rural (Rural Residential, Rural Mountainous and Rural Desert Residential)	45 dBA	45 dBA
Agricultural	45 dBA	45 dBA
Community Development (Commercial Tourist, Retail Commercial)	65 dBA	55 dBA

Ordinance No. 847 also requires that no person shall install, use or operate sound amplifying equipment, or perform, or allow to be performed, live music unless such activities comply with the following requirements:

- Sound amplifying equipment or live music is prohibited between the hours of 10:00 p.m. and 8:00 a.m.
- Sound emanating from sound amplifying equipment or live music at any other time shall not be audible to the human ear at a distance greater than two hundred (200) feet from the equipment or music.

Riverside County Department of Environmental Health Noise Standards

The Riverside County Department of Environmental Health has provided further guidelines for determining noise impacts for development review projects, as described in the Department of Environmental Health Requirements for Determining and Mitigating, Non-Transportation Noise Source Impacts to Residential Properties (see Appendix A of the *N/S*).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Riverside County Department of Environmental Health noise standards are consistent with the policies described in the 2015 General Plan and are frequently cited by the County as the preferred thresholds of significance for CEQA analysis purposes.

The noise standards for stationary noise sources are shown in **Table 27-3, Riverside County Stationary Source Noise Standards**.

**Table 27-3
Riverside County Stationary Source Noise Standards¹**

Noise Source	10-Minute Noise Equivalent Level (Leq)	
	7 am—10 pm	10 pm—7 am
Facility-Related Stationary Noise Sources	65 dBA	45 dBA

¹ Noise sources covered by this standard include, but are not limited to: industrial facilities, mining activities, loading dock activities, loud speakers operation, sporting events, musical performances, well pumps, equipment, vehicles operated off the public roadways, or any noise producing activities associated with a permanent fixed base of operation (hereafter referred to as the “facility”). Temporary construction activities are not covered by the standard. Noise levels must not exceed the 10-minute noise equivalent level standards as projected to any portion of any surrounding property containing a “habitable dwelling, hospital, school, library or nursing home.

Construction Noise Regulation

County of Riverside Ordinance No. 847 indicates that construction noise is exempt from the noise ordinance, provided any of the following are satisfied:

- Private construction projects located one-quarter (1/4) of a mile or more from an inhabited dwelling;
- Private construction projects located one-quarter (1/4) of a mile from an inhabited dwelling, provided that:
 - Construction does not occur between the hours of 6:00 PM and 6:00 AM during the months of June through September; and
 - Construction does not occur between the hours of 6:00 PM and 7:00 AM during the months of October through May.

Study Methods and Procedures

The following describes the measurement procedures, measurement locations, and noise modeling procedures and assumptions used in the *NIS*.

Measurement Procedures and Criteria

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

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent of the area of concern

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Human land usage
- Sites clear of major obstruction and contamination

Sound level measurements were conducted in accordance with Caltrans technical noise specifications. All measurement equipment meets American National Standards Institute specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). A Larson Davis 712 Type 2 sound level meter was used to conduct short-term (10-minute) noise measurements data at the Project site and property boundaries.

The L_{eq} , L_{min} , L_{max} , L2, L8, L25, and L50 statistical data were recorded over the measurement time period intervals and the information was utilized to define the noise characteristics for the Project. The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

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

Stationary Noise Modeling

On-site stationary noise sources were analyzed using SoundPLAN™ noise modeling software. SoundPLAN™ is a standards-based program that incorporates more than twenty national and international noise modeling guidelines. The following noise prediction standards were used during the performance of this Project:

- TNM 3.0 (TNM 2.5)
- FTA/FRA - HSGT: 2005 (FTA/FRA – HSGT;2005)
- RMR 2002 (EU-Interim) (RMR 2002)
- ISO 9613-2: 1996
- Nord2000

Projected noise levels from SoundPLAN™ are based on the following key parameters:

- Developing three-dimensional noise models of the Project,
- Predicting the project noise levels at the selected community locations and
- Comparing the predicted noise with the existing community ambient noise levels at the receptor locations.

The sides of the buildings, walls, etc. were modeled as reflective surfaces and also as diffractive bodies. The noise sources can be added as point source (example: HVAC units) or area source (example: parking lot). Most of the ground within the Project site and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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adjacent areas are covered with paved surfaces and modeled as a hard site (Ground Factor=0). The Effective Flow Resistivity for paved area is a SoundPLAN default.

The main sources of potential on-site stationary noise impacts to adjacent land uses would include noise from HVAC equipment and parking lot noise, including truck loading, deliveries, and visitors arriving and departing to/from the site.

1. HVAC Equipment Noise

To estimate noise level impacts from on-site HVAC noise sources, reference noise levels are utilized. Referenced noise levels represent similar noise sources operating under similar conditions as would be found on the Project site. **Table 27-4, HVAC Referenced Noise Levels**, indicates the referenced noise levels for on-site stationary noise sources. The noise measurement data indicates the distance the microphone was placed from the noise source and the statistical data.

**Table 27-4
HVAC Referenced Noise Levels¹**

Source ¹	Distance from Source (feet)	Noise Levels (dBA)	
		L _{eq}	L _{max}
HVAC Equipment	6.0	88.5	88.5

¹ Referenced noise levels measured over a 1-minute period.

To estimate the future noise levels during typical operational conditions, referenced noise levels were inputted into SoundPLAN and projected to the nearest sensitive receptor locations. Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography and physical barriers including buildings and sound walls. The noise levels assume that the stationary sources are operating continuously during both daytime and nighttime hours, when in reality will likely operate only intermittently throughout daily operations.

2. Parking Lot Noise

Parking lot noise would occur from vehicles and trucks entering and exiting the site, idling, exhaust, loading and delivery activities, doors slamming, tires screeching, people talking, and the occasional horn honking. Parking lot noise would occur throughout the site and was assessed by using referenced noise levels in the SoundPLAN model. Parking lot noise is based on the type of vehicle and number of movements per hour. Referenced noise levels for parking lot activities are based on the SoundPLAN™ standard *Parkplatzlärmstudie 2007*. Key inputs for parking lot noise include size of area source, number of movements per hour, type of vehicles, and number of parking spaces within each lot.

Existing Noise Environment

The existing noise environment for the Project site and surrounding areas was established based on noise measurement data collected specifically for the Project. Noise measurement data indicates that traffic noise propagating from the adjacent roadways, as

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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well as activities from the surrounding properties, are the main sources of ambient noise at the Project site and surrounding area.

- Short-Term (10-Minute) Noise Measurement Results

Using a Larson Davis 712 Type 2 integrating-averaging sound level meter, two (2) 10-minute noise measurements were recorded at the surrounding property lines. Short term noise measurements are conducted during normal daytime hours and considered samples of typical ambient conditions. The Leq, Lmin, Lmax, L2, L8, L25, and L50, statistical data were reported over the 10-minute period. The information was utilized to define the noise characteristics for the Project.

The following details and observations are provided for the short-term noise measurements. The results of the short-term (ST) measurements are presented in **Table 27-5, Short-Term Noise Measurement Results**.

**Table 27-5
Short-Term Noise Measurement Results¹**

Site No.	Time Started	Leq	Lmin	Lmax	L2	L8	L25	L50
ST-1	5:56 PM	49.0	38.3	58.6	54.9	52.6	49.8	47.6
ST-2	6:15 PM	47.4	36.4	65.6	53.9	50.2	47.4	44.6

¹ Noise measurements conducted for 10-minute intervals during normal daytime conditions.

ST-1 Measurement taken at approximately 10 feet (ft.) from the northern wall adjacent to the residential property line (P/L) to the north and 10 ft. from the eastern P/L. Ambient noise includes traffic noise from North Grand Avenue.

ST-2 Measurement taken at approximately 10ft from the northern wall adjacent to the residential P/L to the north and 10ft from the eastern P/L. Ambient noise includes traffic noise from North Grand Avenue.

Exhibit C of the N/S shows the noise measurement locations. Appendix B of the N/S includes photos, field sheets, and measured noise data.

Construction Noise

Table 27-6, Typical Construction Noise Levels shows typical construction noise levels for different types of equipment. This data was compiled by the Environmental Protection Agency (EPA).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 27-6
Typical Construction Noise Levels¹**

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
Impact Equipment	
Pneumatic Wrenches	82 - 87
Jack Hammers, Rock Drills	80 - 99
Pile Drivers (Peak)	95-105
Other	
Vibrators	68 - 82
Saws	71 - 82

¹Reference: Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 31, 1971, U.S. Environmental Protection Agency (USEPA) (A)

The degree of construction noise will vary for different areas of the Project site and also vary depending on the construction activities.

During the construction period, the contractors would be required to comply with County of Riverside Ordinance No. 847 which indicates that construction noise is exempt from the noise ordinance, provided any of the following are satisfied:

- Private construction projects located one-quarter (1/4) of a mile or more from an inhabited dwelling.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Private construction projects located one-quarter (1/4) of a mile from an inhabited dwelling, provided that:
 - Construction does not occur between the hours of 6:00 PM and 6:00 AM during the months of June through September; and
 - Construction does not occur between the hours of 6:00 PM and 7:00 AM during the months of October through May.

Adherence to County of Riverside Ordinance No. 847 is a standard condition and is not considered unique mitigation under CEQA.

Based on the information above, implementation of the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies. Incorporation of **MM-NOI-1** and **MM-NOI-2** will further reduce Project noise impacts during the construction phase. Impacts are considered less than significant.

Operational Noise

The *NIS* analyzed the anticipated noise levels generated by the Project and potential impacts caused by changes to the ambient environment. The main sources of noise generated by the Project would include on-site operational activities from vehicular traffic noise and HVAC equipment. Noise level impacts are compared to the County of Riverside noise standards and mitigation measures are provided, as needed, to reduce the Project's noise impact.

Noise from any agricultural operations (i.e., operation of the proposed vineyards) are exempted from the provisions of the Riverside County Noise Ordinance on land designated for Agricultural in the General Plan, provided such operations are carried out in a manner consistent with accepted industry standards. This exemption includes, without limitation, sound emanating from all equipment used during such operations, whether stationary or mobile.

Existing ambient noise levels currently exceed the Riverside County Noise Ordinance No. 847 (Ord. 847) noise standards of 45 dBA (Lmax) for rural residential and agricultural land uses. Therefore, the Project should not significantly increase ambient noise levels above existing conditions.

- Stationary Source Noise Impacts

On-site stationary noise impacts are assessed at all adjacent property lines surrounding the Project site. Existing land uses surrounding the Project site include Residential Agricultural (R-A) uses to the north and south, Wine County-Winery (WC-W) to the east and Rural Residential (R-R) uses to the west.

The results of the noise impact analysis are shown in **Table 27-7, Monarch Winery Daytime Noise Impact Analysis (dBA)** and **Table 27-8, Monarch Winery Nighttime Noise Impact Analysis (dBA)**, and are graphically illustrated on Exhibit D of the *NIS*.

**Table 27-7
Monarch Winery Daytime Noise Impact Analysis (dBA)**

Receptor	Location	Daytime Exterior Noise Level dBA							
		Project Noise Contribution (Leq)	Ordinance No. 847 Noise Level Criteria (Lmax)	General Plan Noise Level Criteria (Leq)	Noise Level Exceeds Standard (?)	Existing Ambient Measurement (Leq)	Combined Noise Level Existing Plus Project (Leq)	Change in Noise Level as a Result of Project (dBA)	Significant Impact (?)
Receiver at PL-1	West	32.3	45.0	65.0	No	49.0	49.1	0.1	No
Receiver at PL-2		33.4			No		49.1	0.1	No
Receiver at PL-3		39.5			No		49.5	0.5	No
Receiver at PL-4		32.5			No		49.1	0.1	No
Receiver at PL-5		28.7			No		49.0	0.0	No
Receiver at PL-6	South	29.5	45.0	65.0	No	49.0	49.0	0.0	No
Receiver at PL-7		31.9			No		49.1	0.1	No
Receiver at PL-8		33.4			No		49.1	0.1	No
Receiver at PL-9	East	43.0	45.0	65.0	No	47.4	48.7	1.3	No
Receiver at PL-10		40.1			No		48.1	0.7	No
Receiver at PL-11		37.5			No		47.8	0.4	No
Receiver at PL-12	North	36.8	45.0	65.0	No	47.4	47.8	0.4	No
Receiver at PL-13		41.9			No		48.5	1.1	No

**Table 27-8
Monarch Winery Nighttime Noise Impact Analysis (dBA)**

Receptor	Location	Nighttime Exterior Noise Level dBA							
		Project Noise Contribution (Leq)	Ordinance No. 847 Noise Level Criteria (Lmax)	General Plan Noise Level Criteria (Leq)	Noise Level Exceeds Standard (?)	Existing Ambient Measurement (Leq) ¹	Combined Noise Level Existing Plus Project (Leq)	Change in Noise Level as a Result of Project (dBA)	Significant Impact (?)
Receiver at PL-1	West	30.8	45.0	45.0	No	44.0	44.2	0.2	No
Receiver at PL-2		31.0			No		44.2	0.2	No
Receiver at PL-3		34.9			No		44.5	0.5	No
Receiver at PL-4		29.0			No		44.1	0.1	No
Receiver at PL-5		27.2			No		44.1	0.1	No
Receiver at PL-6	South	28.4	45.0	45.0	No	44.0	44.1	0.1	No
Receiver at PL-7		30.9			No		44.2	0.2	No
Receiver at PL-8		32.7			No		44.3	0.3	No
Receiver at PL-9	East	39.9	45.0	45.0	No	42.4	44.3	1.9	No
Receiver at PL-10		37.8			No		43.7	1.3	No
Receiver at PL-11		35.6			No		43.2	0.8	No
Receiver at PL-12	North	36.2	45.0	45.0	No	42.4	43.3	0.9	No
Receiver at PL-13		40.0			No		44.4	2.0	No

¹ Nighttime noise levels estimated by reducing daytime levels by 5 dBA.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The noise analysis considers all Project noise sources operating simultaneously during daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours at the nearest adjacent property lines. The result is worst case assessment of future noise levels, as not all noise sources would typically be in use at the same time.

Noise levels generated by the Project are not expected to exceed the County's daytime or nighttime noise standards at the adjacent property lines. The noise standard for all surrounding land uses is established to be 65 dBA Leq (General Plan Standard) and 45 dBA Lmax (Ordinance No. 847 Standard) from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m. This is a standard condition and is not considered unique mitigation under CEQA.

A significant noise impact is considered to occur when the project causes a 3 dBA or more increase in noise levels above ambient without Project conditions. 3 dBA is typically considered the threshold for the human ear to perceive a noise level change. The increase in existing noise levels as a result of the Project would be range from approximately 0.1 dBA to 1.3 dBA during daytime hours and 0.1 to 2.0 dBA during nighttime hours as shown in **Tables 27-7** and **27-8**, respectively. Existing nighttime noise levels are estimated by reducing daytime noise levels by 5 dBA.

This noise analysis does not consider impacts from outdoor live events, as no such events are proposed for the Project. Thus, outdoor noise generated by Project-related activities would include normal conversational noise, restaurant dining noise, and noise from pool deck area; the pool area will be shielded from the line of sight from the adjacent sensitive receptor to the east with a noise barrier wall varying in height from 8 feet to 12 feet. The variation in height is a result of the slope along the access road to the east (reference Exhibit D of the *N/S*). Therefore, noise generated from outdoor Project-related activities is not expected to cause significant noise impacts at an adjacent property line.

With the incorporation of **MM-NOI-1** through **MM-NOI-5**, potential Project noise impacts to the surrounding sensitive land uses and community will be further reduced.

Roadway Noise Levels

The Project is not expected to cause a substantial increase in ambient noise levels in the vicinity of the Project site as a result of increased traffic volume along adjacent roadways.

Typically, it takes a doubling of traffic volume along a roadway to cause a significant increase in ambient noise levels of more than 3 dBA. Based on the *Traffic Impact Analysis* (see **Appendix I**), the Project will not double the amount of traffic volumes on either De Portola Roadway or Monte de Oro either directly or cumulatively and therefore no further analysis is needed.

With the incorporation of **MM-NOI-1** through **MM-NOI-5**, potential Project noise impacts to the surrounding sensitive land uses and community will be further reduced.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) *Would the Project result in the generation of excessive ground-borne vibration or ground-borne noise levels?*

Less Than Significant Impact

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 vibration decibels (VdB) or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. *Surface waves* (or Rayleigh waves) travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. *P-waves* (or compression waves) are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). *P-waves* are analogous to airborne sound waves. *S-waves* (or shear waves) are also body waves that carry energy along an expanding spherical wavefront. However, unlike *P-waves*, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. This drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

Construction Related Vibration Level Prediction

Vibration can be transient or continuous in nature. Each category can result in varying degrees of ground vibration, depending on the equipment used on the Project site. Operation of equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the Project area site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. The thresholds from Caltrans Transportation and Construction Induced Vibration Guidance Manual in **Table 27-9, *Vibration Annoyance Potential Criteria***, provide general guidelines as to the maximum vibration limits for when vibration becomes potentially annoying.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 27-9
Vibration Annoyance Potential Criteria**

Human Response	Peak Particle Velocity (PPV) (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The Caltrans Transportation and Construction Induced Vibration Guidance Manual provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts. **Table 27-10, *Vibration Damage Potential Threshold Criteria*** provides general vibration damage potential thresholds:

**Table 27-10
Vibration Damage Potential Threshold Criteria**

Structure and Condition	PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings ruin ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Soil conditions have an impact on how vibration propagates through the ground. The Caltrans Transportation and Construction Induced Vibration Guidance Manual provides suggested “n” values based on soil class. **Table 27-11, *Suggested “n” Values Based on Soil Classes*** outlines the manual’s suggested values and description.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 27-11
Suggested "n" Values Based on Soil Classes**

Soil Class	Description of Soil Material	Suggested Value of "n"
I	Weak or soft soils: loose soils, dry or partially saturated peat and muck, mud, loose beach sand, and dune sand.	1.4
II	Most sands, sandy clays, silty clays, gravel, silts, weathered rock.	1.3
III	Hard soils: densely compacted sand, dry consolidated clay, consolidated glacial till, some exposed rock.	1.1
IV	Hard, component rock: bedrock, freshly exposed hard rock.	1.0

To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structure. For the Project, the nearest sensitive receptors are residential homes located approximately fifty (50) feet west of the Project site. For purposes of assessing structural impacts from vibration, the nearest sensitive receptors are considered "new residential structures". No historical or fragile buildings are known to be located within the vicinity of the site.

The construction of the proposed Project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the Project would be from bulldozer activity during site preparation and grading, loading trucks during excavation, and vibratory rollers during paving. Vibratory rollers would only be used on the paved surface areas of the Project site, approximately 250 feet from the nearest structures.

The construction vibration assessment utilizes the referenced vibration levels from Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006 and methodology set-forth within the Caltrans Transportation and Construction Induced Vibration Guidance Manual. **M Table 27-12, Typical Construction Vibration Levels** shows the referenced vibration levels.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 27-12
Typical Construction Vibration Levels¹**

Equipment	Peak Particle Velocity (PPV) (inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Piledriver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Piledriver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

¹ Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

Table 27-13, Construction Vibration Impact Analysis shows the Project's construction-related vibration analysis at the residential structures to the north.

**Table 27-13
Construction Vibration Impact Analysis**

Construction Activity	Distance to Nearest Structure (ft.)	Duration	Calculated Vibration Level – PPV (in./sec.)	Damage Potential Level	Annoyance Criteria Level
Caisson Drilling	250 ft.	Continuous/Frequent	0.017	No Impact	Distinctly Perceptible
Large Bulldozer	50 ft.	Continuous/Frequent	0.042	No Impact	Distinctly Perceptible
Loaded Trucks	50 ft.	Continuous/Frequent	0.035	No Impact	Distinctly Perceptible

The estimated vibration noise levels at the nearest sensitive receptors are compared to the Caltrans Vibration Manual thresholds. The worst-case vibratory impact from the site is estimated to be 0.042 PPV (in/sec) at the residential structures to the west. The annoyance potential of vibration from construction activities would be “distinctly perceptible” and no potential damage is

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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expected to residential structures and modern commercial/industrial buildings in the nearby vicinity. Therefore, the Project will result in less than significant impacts in terms of the generation of excessive ground-borne vibration or ground-borne noise levels.

Mitigation:

MM-NOI-1 During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment should be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use, or for a maximum of 5-minutes idling time.

MM-NOI-2 Locate staging area, generators and stationary construction equipment as far from the north and east property line, as reasonably feasible.

MM-NOI-3 The pool deck area shall be shielded from the adjacent property to the east due to the grade separation and the proposed retaining wall along the fire access road, as shown on Exhibit D of the N/S. To help ensure noise levels remain below the County standards, a minimum eight (8) foot high noise barrier shielding should be maintained along the east side of the pool deck area to shield adjacent sensitive receptor from noise associated with pool activities. This can be achieved through a combination of masonry brick and transparent glass.
 The designed noise screening will only be accomplished if the barrier’s weight is at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the Project site. All gaps (except for weep holes) shall be filled with grout or caulking to avoid flanking. Noise control barriers may be constructed using one, or any combination of the following materials:

- o Masonry block;
- o Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;
- o Transparent glass (3/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

MM-NOI-4 All HVAC equipment shall be fully shielded or enclosed from line of sight of any adjacent property or outdoor habitable area on the site.

MM-NOI-5 No truck loading, deliveries or outdoor production related activities shall take place during nighttime hours from 10 p.m. to 7 a.m.

Monitoring: Monitoring shall be conducted by the County Building and Safety Department during plan check and site grading and construction.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County General Plan, Figure OS-8, *Paleontological Sensitivity; Map My County (Appendix A); Paleontological Resource Impact Mitigation Program (PRIMP), De Portola Winery*, prepared by Brian F. Smith and Associates, Inc., 9-7-2017 (*PRIMP, Appendix I*); and County Geologist.

Findings of Fact:

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

Less Than Significant Impact

More than 400 fossil localities are known from the Pauba Formation and underlying units in the Temecula and Murrieta areas. Because of the abundance of terrestrial vertebrate fossils that have been recorded from the Pauba Formation throughout this area, the formation has been assigned a High paleontological resource sensitivity by the Division of Geological Sciences at the San Bernardino County Museum (SBCM) in Redlands. A Paleontological Sensitivity Report generated by the Riverside County Land Information System assigns the area a High Paleontological Resource Potential and Sensitivity (High A) to the Project site. The High sensitivity ranking is based on the geologic formation (i.e., the Pauba Formation) or mappable rock units that contain fossilized body elements and trace fossils on or below the surface, thereby requiring paleontological study by a professional paleontologist. The surface Quaternary alluvium in the valley bottom, however, is too young geologically to yield paleontological resources and is typically assigned a low paleontological sensitivity.

Although no fossil localities have previously been recorded on the Project site, the abundance of terrestrial vertebrate fossil localities (> 400) known from the Pauba Formation supports the necessity of a paleontological monitoring program. Vertebrate fossils recovered from the Pauba Formation include mammoths, mastodons, ground sloths, saber-toothed cats, tapirs, horses, camels and llamas, and abundant small vertebrates and invertebrates.

Although the previous SBCM record search report did not record any fossils from the area of the Project site, D. M. Weir and R. E. Raschke (1993) reported a record of fossil short-faced bear (*Arctodus simus*) from the northeast corner of the 39300 De Portola Road property in an unpublished paleontological monitoring report for the Vina de Lestonnac Convent nearby. Thus, the likelihood that additional specimens of Pleistocene terrestrial mammals could potentially be recovered during paleontological monitoring of any grading and/or other earthmoving activities is greatly enhanced. Proposed Project site grading/earthmoving activities could potentially impact undiscovered resources. Therefore, the applicant shall retain a qualified paleontologist approved by the County of Riverside to create and implement a project-specific plan for monitoring site grading/earthmoving activities (Project paleontologist). The Project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

This is considered a standard Condition of Approval and pursuant to CEQA, is not considered mitigation. Therefore, implementation of the proposed Project will result in less than significant

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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impacts that would directly or indirectly destroy a unique paleontological resource, or site, or unique geologic features.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is 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?

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

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

Source(s): Project Plans (**Appendix K**); *Map My County* (**Appendix A**); and Riverside County General Plan Housing Element.

Findings of Fact:

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

No Impact

The proposed Project site is currently vacant, with the southerly portion planted with grapevines. Therefore, implementation of the proposed Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

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

No Impact

Implementation of the proposed Project will not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income. The proposed Project is a vineyard, winery, restaurant and 10 room country inn, and is not anticipated to generate the need for area housing to accommodate Project employees, either during the construction or operational phases. No impacts will occur.

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

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

The Project proposes construction and operation of a vineyard, winery, restaurant and 10 room country inn that is consistent with the Wine Country Community Plan, the Southwest Area Plan, and the General Plan. Therefore, it is not anticipated that the Project would induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure. Refer also to Thresholds 29.a and 29.b. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

30. Fire Services

Source(s): Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); and Google Maps.

Findings of Fact:

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

Less Than Significant Impact

The Project site is served by the Riverside County Fire Department (RCFD)/CAL Fire. The closest station to the Project site is the Glen Oaks Fire Station-96, located at 37700 Glen Oaks Road, Temecula, CA 92592. This station is located approximately 1.1 miles northeasterly of the Project site.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce potential impacts from the Project on the provision of fire protection services. Funding for the RCFD is obtained from various sources, including the County’s general fund, general and benefit assessment funds, and other sources. RCFD capital funding is mostly provided by Development Impact Fees (DIF) collected by Riverside County or by the cities in which the specific project is located, pursuant to Ordinance No. 659. The Project is located in Area Plan 19 – Southwest Area Plan (SWAP). The DIF for fire protection shall be paid prior to the issuance of a certificate of occupancy. Payment of DIF is a standard Condition of Approval and is not considered unique mitigation pursuant to CEQA.

Impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire services, are considered incremental, and less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

31. Sheriff Services

Source(s): Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); and Google Maps.

Findings of Fact:

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

Less Than Significant Impact

The proposed Project would have law enforcement services available from the County Sheriff's Department and the California Highway Patrol. The California Highway Patrol has jurisdiction along the Interstate 15 and Interstate 215 freeways to the west and northwest of the Project site as well as State Route 79 South to the south of the Project site. The closest station is the Southwest Sheriff's Station located approximately 6.75 miles northwesterly of the Project site at 30755 Auld Road.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce potential impacts on sheriff services. The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Furthermore, the Project must comply with County Ordinance No. 659 to prevent any potential effects to sheriff services from rising to a level of significance. County Ordinance No. 659 establishes the utilities and public services mitigation fee applicable to all projects to reduce incremental impacts to the sheriff services. Payment of DIF is a standard Condition of Approval and is not considered unique mitigation pursuant to CEQA.

Impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services, are considered incremental, and less than significant.

Mitigation: No mitigation measures are required.

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

32. Schools

Source(s): Temecula Valley Unified School District website; and Google Maps.

Findings of Fact:

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

No Impact

The Project is a Class V Winery to include tasting room, office, and production, special occasions facility, restaurant, production expansion, and a 10 room country inn. The closest school is a private school, St. Jeanne De Lestonnac School which is located 4.55 miles southwesterly from the Project site. The next closest schools are Vintage Hills Elementary School and Temecula Middle School, both which are located approximately 5.32 miles westerly of the Project site. No housing, which could potentially increase the demand for school services, is being proposed. The Project will be Subject to payment of school fees prior to issuance of a building permit to ensure acceptable service ratios are maintained. No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

33. Libraries

Source(s): Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Riverside County Library System website; and Google Maps.

Findings of Fact:

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries?

Less Than Significant Impact

The County of Riverside operates a system of thirty five (35) libraries and two (2) book mobiles to serve unincorporated populations. The library system manages a library catalog consisting of 1.3 million items in the library system and the annual checkout of over 3.5 million books, audios and videos. The closest library is the Ronald H. Roberts Temecula Public Library located at 30600 Pauba Road, approximately 6.9 miles southwesterly of the Project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Library impacts are typically attributed to residential development as reflected in Ordinance No. 659. The Project is a Class V Winery to include tasting room, office, and production, special occasions facility, restaurant, production expansion, and a 10 room country inn. Implementation of the proposed Project is not anticipated to result in the expansion of the existing library system or require any new construction of library facilities. The Project site's proposed commercial development will result in an incremental, but not significant, increase the demand of library services.

The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

With payment of the DIF, any impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services, are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

34. Health Services

Source(s): Riverside County General Plan General Plan EIR No. 441; and Google Maps.

Findings of Fact:

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

No Impact

The Project will not result in the need to alter any existing health service facilities or result in the need to construct new facilities. The Project is a Class V Winery to include tasting room, office, and production, special occasions facility, restaurant, production expansion, and a 10 room country inn. The closest health services facility is the Temecula Valley Hospital approximately 6.6 miles southwesterly of the Project site. No housing, which could increase the demand for health services, is being proposed. No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION Would the Project:				
35. Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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): *Map My County (Appendix A)*; Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ord. No. 659 (Establishing Development Impact Fees); and Parks & Open Space Department Review.

Findings of Fact:

- a) *Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Less Than Significant Impact

The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. However, payment of the Public Facilities Fee and Regional Parks Fee required by Riverside County Ordinance No. 659 prior to the issuance of a building permit would allow the County to provide additional park facilities when necessary to replace or repair deteriorated park facilities due to use indirectly by project employees or guests. Impacts will be less than significant.

- b) *Would the Project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Less Than Significant Impact

The proposed Project does not include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. However, payment of the Public Facilities Fee and Regional Parks Fee required by Riverside County Ordinance No. 659 prior to the issuance of a building permit would allow the County to provide additional park facilities when necessary to replace or repair deteriorated park facilities due to use indirectly by Project employees or guests. Impacts will be less than significant.

- c) *Would the Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?*

No Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site is not located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan. No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

36. Recreational Trails

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

Source(s): Southwest Area Plan (SWAP) Figure 8, *Southwest Area Plan Trails and Bikeway System*; Project Plans (**Appendix K**).

Findings of Fact:

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

Less Than Significant Impact

According to SWAP Figure 8, *Southwest Area Plan Trails and Bikeway System*, a Community Trail shall be located on De Portola Road, along the Project frontage. Provisions for this trail are provided as part of the Project and are reflected on the Project plans. The Project shows an 8'-12' wide trails easement inside the right-of-way (ROW) along De Portola Road. The Project will include the construction or expansion of this trail system, which will occur during Project site improvements. Any impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

TRANSPORTATION Would the Project:

37. Transportation

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

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

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

d) Cause an effect upon, or a need for new or altered maintenance of roads?

e) Cause an effect upon circulation during the Project's construction?

f) Result in inadequate emergency access or access to nearby uses?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): *Traffic Study for Portola Winery De Portola Road and Monte De Oro*, prepared by Darnell & Associates, Inc., 4-24-2019 (*Traffic Study, Appendix I*); *Monarch Winery Vehicle Miles Traveled Analysis*, prepared by RK Engineering, Inc., 6-7-2021 (*VMT Analysis, Appendix O*); *General Plan; SWAP*, Figure 8, *Southwest Area Plan Trails and Bikeway System*; Ordinance No. 348; *Map My County (Appendix A)*; Riverside Transit Agency (RTA) website; Riverside County Transportation Commission website; Riverside County Transportation Commission website; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Ordinance No. 824 (An Ordinance of the County of Riverside Authorizing Participation in the Western Riverside County Transportation Uniform Mitigation Fee Program); and Ordinance No. 461 (County of Riverside, State of California Road Improvement Standards and Specifications); and Project Plans (**Appendix K**).

Findings of Fact:

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

Less Than Significant Impact

Although the vehicle miles traveled (VMT) methodology is now applied in evaluating potential transportation impacts of a project, the County’s General Plan identifies standards for maintaining an adequate level of service (LOS) for County streets and intersections. To evaluate Project consistency with the General Plan Circulation Element, a *Traffic Study* was prepared for the Project (**Appendix I**). It should be noted that the Project has changed since the preparation of the *Traffic Study*; the 82-room hotel has been changed to a 10-room country inn. The data used in the *Traffic Study* represents a worst-case scenario when compared to the current Project, as contained in the Project Description of this Initial Study. Therefore, the analysis is sound from a CEQA perspective.

As previously stated, to be consistent with the 2020 CEQA Guidelines, LOS analysis is not required for purposes of this Initial Study impact analysis. However, the LOS analysis provided in the *Traffic Study* will be considered by the County’s decision-makers when making General Plan consistency findings for the Project.

To summarize General Plan consistency, the *Traffic Study* determined that, after all Project phases are completed by 2027, local intersections will operate at LOS D or better except the Ranch California Road/ Monte De Oro intersection will continue to operate at LOS F with a delay of 56.2 seconds per vehicle without Monte De Oro improved and 56.2 seconds of delay per vehicle with Monte De Oro improved. To alleviate this condition, the applicant will contribute to the Transportation Uniform Mitigation Fee (TUMF) program, and the County of Riverside Development Impact Fees (DIF). With these contributions, the Project will be consistent with the General Plan regarding vehicular access.

Regarding non-vehicular transportation, the Project will not result in any conflicts with any adopted policies supporting alternative transportation (e.g., bus turnouts, trails, bicycle racks) including the General Plan. There is no bus service in the immediate vicinity of the Project site. According to SWAP Figure 8, *Southwest Area Plan Trails and Bikeway System*, a Community Trail shall be located on De Portola Road, along the Project frontage. Provisions for this trail are provided as part of the Project and are reflected on the Project plans. The Project shows an 8’-12’

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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wide trails easement inside the road-right-of-way (ROW) along De Portola Road. Therefore, implementation of the proposed Project will foster the development of bike trails. There will be no impacts.

Based on this information, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian (trail) facilities. Any impacts will be less than significant.

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

Less Than Significant

In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact. A separate *VMT Analysis* was prepared for this Project (see **Appendix O**).

According to the *VMT Analysis*, the County of Riverside has recently released the *DRAFT Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, October 2020* (TIA Guidelines). The TIA Guidelines describe the preferred analysis methodology and thresholds of significance for evaluating VMT impacts under CEQA. The TIA Guidelines identify seven (7) screening criteria for land use projects to help avoid unnecessary analysis and findings that would be inconsistent with the intent of the new VMT requirements under CEQA. If a project meets one of the screening criteria, then it may be presumed to result in a less than significant impact without the need for further detailed analysis. The *VMT Analysis* determined the Project did not meet any of the VMT screening criteria established by the County of Riverside so more detailed VMT analysis was required.

To assess Project VMT impacts, the Riverside Transportation Analysis Model (RIVTAM) was used as recommended by the TIA Guidelines. The Project is considered to have a significant customer base associated with the restaurant, wine tasting room, and hotel, therefore the most appropriate VMT Threshold of Significance is Net Regional Change assuming 28 new employees in retail and industrial uses. The model runs included all employment and the hotel is a customer-serving land use and would fall under "Other Customer" category under the TIA Guidelines. The *VMT Analysis* determined the Project would slightly reduce total County roadway VMT (53.78 v. 53.80 million miles or 0.04 percent), as shown in **Table 37-1, VMT Impact Analysis**. Therefore, the Project's VMT impact is considered to be less than significant, and no mitigation is required.

**Table 37-1
VMT Impact Analysis**

RIVTAM 2012	With Project	Without Project	Difference	Percent Difference
Roadway VMT ¹	53,780,640	53,800,574	(19,934)	-0.04%

¹ Daily VMT in Riverside County.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

Less Than Significant Impact

Any proposed roadway improvements will be installed in conformance with Ordinance No. 461 and will be installed concurrently with other Project utilities or infrastructure facilities. Conditions of approval have been added to the Project to implement Ordinance No. 461. Therefore, implementation of the proposed Project will not create any roadways or road improvements that could increase hazards to a circulation system design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). Any impacts are considered less than significant.

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

Less Than Significant Impact

The development of the Project site would not cause an effect upon or result in the need for new or altered maintenance of roads since no new roads are being constructed and no existing roads are being substantially altered. Therefore, impacts will be less than significant.

e) *Would the Project cause an effect upon circulation during the Project's construction?*

Less Than Significant Impact

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., water) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). In addition, compliance with Ordinance No. 457 regulating construction hours of operation and other County of Riverside Transportation Department procedures and permits will ensure that the safety of the traveling public is protected during construction. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and onsite circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements.

Therefore, the Project will not cause an effect upon circulation during the Project's construction. Any impacts will be less than significant.

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

No Impact

The Project will not cause inadequate emergency access or access to nearby uses. The County of Riverside Fire Prevention Department has reviewed and conditioned the proposed Project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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without requiring additional emergency access or secondary access through other uses. No impacts will occur.

Mitigation: No mitigation measures are required

Monitoring: No mitigation monitoring is required.

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

Source(s): SWAP Figure 8, *Southwest Area Plan Trails and Bikeway System*; and Project Plans (Appendix K).

Findings of Fact:

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

Less Than Significant Impact

According to SWAP Figure 8, *Southwest Area Plan Trails and Bikeway System*, a Community Trail shall be located on De Portola Road, along the Project frontage. Provisions for this trail are provided as part of the Project and are reflected on the Project plans. The Project shows an 8'-12' wide trails easement inside the ROW along De Portola Road. The Project will include the construction or expansion of this trail/bike system, which will occur during Project site improvements. Any impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

39. Tribal Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?				

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): *Tribal Cultural Resources Letters & Tribal Responses*, prepared by County of Riverside, 2-22-2018 through 11-26-2018 (*TCR Letters, Appendix D2*); and Assembly Bill (AB) 52.

Findings of Fact:

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

Less Than Significant Impact with Mitigation Incorporated

Pursuant to the California Environmental Quality Act, effective July 2015, it is required that the County (as Lead Agency) address tribal cultural resources. 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.

Because California Native American tribes culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources, information submitted through consultation with a California Native American tribe is to be considered by a lead agency in identifying tribal cultural resources, determining whether the project may adversely affect tribal cultural resources, and how such effects may be avoided or mitigated.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on February 22, 2018. No response was received from Rincon Band of Luiseño Indians, Soboba Band of Luiseño Indians, Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), Ramona Band of Cahuilla Indians, or the Quechan Indian Nation. The Pala Band of Mission Indians declined consultation in a letter dated March 14, 2018.

Consultation was requested by the Temecula Band of Luiseño Indians (Pechanga) in a letter dated February 22, 2018. Consultation was initiated on February 23, 2018 and the cultural report and exhibits were sent to the tribe. On June 26, 2018 a meeting was held in which this project was discussed. The tribe requested that a Native American Monitor be present during ground disturbing activities associated with the project. The final conditions of approval were sent to Pechanga on November 05, 2018 and consultation was concluded on January 05, 2018.

No tribal cultural resources were identified on the project however the project has been conditioned for a Native American monitor to be present during ground disturbance in the event any unanticipated subsurface tribal cultural resources are identified they will be handled in a culturally appropriate manner. CEQA Guidelines Section 15064.5 (e) specifically addresses what to do in the event human remains of Native American descent are identified. **Mitigation Measures MM-TCR-1** and **MM-TCR-2** are required, and a condition of approval has been attached to this

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project that reiterates that State law will be followed (Public Resources Code Section 5097.98; Health and Safety Code Section 7050.5) with the inclusion of these mitigation measures impacts to previously unidentified Tribal Cultural Resources would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated

Please reference the discussion in Threshold 39.a. The proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. As stated above, in the event unanticipated resources are identified, **Mitigation Measures MM-TCR-1** and **MM-TCR-2** are required for the Project, with the procedures to be followed in the event that unanticipated resources are identified during ground disturbing activities. Impacts to tribal cultural resources will be less than significant with mitigation incorporated.

Mitigation:

MM-TCR-1 Native American Monitoring. Native American Monitoring will be required so that in the event previously unidentified subsurface tribal cultural resources are discovered during grading, they will be handled appropriately and impacts in this regard will be less than significant with mitigation incorporated.

MM-TCR-2 If Human Remains found. CEQA Guidelines Section 15064.5 (e) specifically addresses what to do in the event that human remains are accidentally discovered in any location other than a dedicated cemetery. Although this is State law, a condition of approval has been placed on this and every project so that in the event previously unidentified subsurface human remains are discovered during grading they will be handled appropriately and impacts in this regard will be less than significant with mitigation incorporated.

Monitoring: Native American Monitoring will be required in coordination with the County Archaeologist.

UTILITIES AND SERVICE SYSTEMS Would the Project:

40. Water

a) Require or result in the relocation or construction

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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): Rancho California Water District, Engineering Services Group, “As-Built” Water Line Plans for De Portola Road and Monte De Oro Road, RC-57 and RC-95 (RCWD “As-Built” Drawings RC-57 and RC-95; **Appendix N**); County of Riverside, General Plan Amendment No. 960, Environmental Impact Report No. 521, Section 4.19, Water Resources, February 2015; Rancho California Water District 2020 Urban Water Management Plan (2020 UWMP) dated 6-10-2021; Metropolitan Water District 2015 Urban Water Management Plan (2020 RUWMP) dated 3-2-2021

Findings of Fact:

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

Less Than Significant Impact

Water

The Project site is located within the water service district boundary of the Rancho California Water District (RCWD). RCWD has an existing 20” water line located along the Project site’s De Portola Road frontage and an existing 18” water line located along the Project site’s Monte De Oro Road frontage. Water service to the Project site is currently provided by RCWD via a 3” agricultural water meter along De Portola Road which connects to the irrigation main lines serving the southerly 17.73-acre portion of the site presently planted as a vineyard. The Project will connect to the existing 18” water line located along the Project site’s Monte De Oro Road frontage.

RCWD is a public water agency (“Special District” as defined by the California Water Code) formed in 1965 and annexed into the service area of the Eastern Municipal Water District (EMWD), one of Southern California Metropolitan Water District’s (MWD’s) 26 member agencies, in 1966. A companion Santa Rosa Ranches Water District was formed in 1966 for the properties generally west of Interstate 15 (I-15); the two Districts were consolidated under the RCWD name in 1977.

RCWD serves approximately 151,412 people in a 154.7-square-mile service area (±99,195 acres) which includes the city of Temecula, portions of the City of Murrieta, and unincorporated areas of Riverside County (inclusive of the Project site and surrounding Temecula Valley Wine Country Community Plan area of Riverside County’s Southwest Area Plan). By 2045 the population of the RCWD service area is expected to increase to 178,670 persons.

RCWD’s water supply includes a combination of local groundwater, imported water, and recycled water. RCWD owns Vail Lake, which provides a local water supply source for recharging the Temecula Valley Groundwater Basin. Vail Lake has a 318 square mile watershed, a storage

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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capacity of approximately 45,206.7 acre feet (AF), and a surface area of 1,017 acres at the spillway elevation. RCWD has owned Vail Dam, Vail Lake, and the associated state water rights since 1978; more recently, in August 2014, RCWD purchased the ±7,000 acres surrounding the lake (open space/fishing and RV camping facilities) in order to further protect the quality and reliability of the water supply.

RCWD’s three primary sources of potable water supply are summarized below:

- Imported State Water Project (SWP) and Colorado River water from the Southern California Metropolitan Water District (MWD) via the Eastern Municipal Water District (EMWD) and the Western Municipal Water District (WMWD) which has historically accounted for 60 - 70% of the total water supply;
- Local groundwater from the Temecula Valley Groundwater Basin which has historically provided 25 - 40% of the total water supply; and
- Recycled water from both RCWD and EMWD which accounted for approximately 6% of the total water supply in 2020.

RCWD receives its imported water (treated and untreated) directly through six (6) MWD water turnouts – three (3) in EMWD’s service area and three (3) in WMWD’s service area – and pumps groundwater from fifty-three (53) active production wells. RCWD owns one (1) surface reservoir, Vail Lake. Releases from Vail Lake, in accordance with SWRCQB Appropriation Permit No. 7032, are accounted for as part of the District’s native groundwater supply.

Recycled water used by RCWD is produced at the Santa Rosa Regional Resources Authority’s (SRRRA) Santa Rosa Water Reclamation Facility (SRWRF) or is purchased from EMWD’s Temecula Valley Regional Water Reclamation Facility (TVRWRF).

- The SRRRA is constituted of three (3) member agencies including WMWD, the Elsinore Valley Municipal Water District (EVMWD), and RCWD, all of which generate wastewater that is ultimately treated at the SRWRF;
- Both the TVRWRF and the SRWRF produce disinfected tertiary recycled water meeting the State of California Title 22 regulations for such uses as recreational impoundments and surface irrigation for landscaping, golf courses, agriculture, parks and playgrounds, as well as certain industrial processes;
- In 2020, RCWD produced and was supplied with 3,681 AF of recycled water but no groundwater was pumped directly into the recycled water distribution system.

According to the 2020 UWMP, as of June 2021, RCWD’s water supply totaled 69,079 AFY including 31,169 AF of groundwater extracted. The water supply is projected to increase to 89,824 AFY in 2045 in order to meet the needs of forecasted population growth and future development within the District’s boundaries.

There are two Public Water Systems (PWS) contained within RCWD’s service area: the Rancho California Water District PWS (CA3310038) and the Vail Lake Village Resort PWS (CA3303084).

- In 2020, the Rancho California Water District PWS had 43,764 municipal connections and supplied a total of 57,757 acre-feet (AF) of water;
- In 2020, the Vail Lake Village Resort PWS had approximately 300 municipal connections and supplied a total of 92 AF of water.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The RCWD Board of Directors adopted an updated 2020 Urban Water Management Plan (*RCWD 2020 UWMP*) in June 2021. The 2020 UWMP plan details RCWD’s demand projections and provides information regarding RCWD’s supply. It is noted, demand for RCWD water supplies included in the UWMP is calculated across RCWD’s service area and is not project-specific.

The majority of RCWD’s existing and planned demand is and will be met through imported water delivered by the MWD. As such, *RCWD’s 2020 UWMP* relies substantially on information and assurances included in the 2020 MWD Regional Urban Water Management Plan (*MWD 2020 RUWMP*) when determining supply reliability.

RCWD’s imported water is water that originated from outside of the Santa Margarita River Watershed (generally water from the Colorado River and the SWP). Imported water is acquired from the member agencies of MWD. The member agencies for RCWD include EMWD for the Rancho Division (Project site is a part) and WMWD for the Santa Rosa Division.

Imported water provided to RCWD is from MWD’s Lake Skinner Reservoir and Water Treatment Facility, with back-up storage provided by Diamond Valley Lake. MWD has six (6) pipeline facilities that depart from MWD’s Lake Skinner Reservoir and Water Treatment Facility and convey water south towards San Diego County. These include two (2) raw water pipelines (Pipeline Nos. 5 and 6) and two (2) treated water pipelines (Bypass Pipeline No. 3 and Pipeline No. 4). Bypass Pipeline No. 3 is a treated water pipeline ultimately planned to connect to Pipeline No. 3 in a future conversion to potable water. EMWD and WMWD do not convey the water through their facilities to the District; rather, the District receives the water directly at these MWD turnouts.

RCWD quantified the 2020 potable and raw water system demands by sector at 57,667 AFY, and projected these demands through 2045. These projections include water sales to other agencies, water transfers, and system water losses. The District projected future water use based on the specific land use and sector classification, number of proposed dwelling units, and/or gross acreage of a parcel.

As set forth above, RCWD’s 154.7-square-mile service area currently (2020) has an estimated population of 151,412 persons. The population in RCWD’s service area over the 25-year forecast period (2020 – 2045) is projected to increase moderately to 178,670 persons, an increase of 27,258 people or an 18% increase over the current (2020) population.

RCWD serves a relatively large agricultural sector, a significant portion of which will be retained through the implementation of the Temecula Valley Wine Country Community Plan (Project site is a part). The District includes 10,371 irrigated acres of agriculture production, primarily vineyards, avocado, and citrus groves. The Temecula Valley is a prominent wine grape growing area in California, which, coupled with other high-value crops, requires a consistent irrigation supply. Major agricultural acreage is concentrated in the southwestern and eastern portions of the District.

RCWD’s Fiscal Year 2019-2020 potable water demand by sector indicates that single-family residential use is the dominant water user in the district consuming 35.8% of the water supply, followed by agricultural use at 18.9%, landscape at 6.6% (water use sector if the connection is solely for landscape irrigation [separate category in compliance with the California Department of Water Resources (DWR) Guidebook, Page 4-5]), commercial/industrial at 4.8%, multi-family

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residential at 3.5%, and the balance attributed to institutional/governmental (1.2%), wheeling to other agencies (0.5%), and other (construction) (0.1%).

RCWD projected future water use based on the specific land use and sector classification, number of proposed dwelling units, and/or gross acreage of a parcel:

- *Single-Family Residential* – In FY 2019-2020 there were 38,740 active Single-Family potable water connections, with an annual water demand of 20,670 AFY, which comprised 35.8% of the District’s FY 2019-2020 total potable water demands. This includes the 692 connections classified Agriculture Residential, as well as the portion of water calculated as non-agriculture demand from each of these connections. Based on the residential growth rates developed by SCAG for the 2020-2045 Regional Transportation Plan, Single-Family Residential annual potable water demand is anticipated to increase to 29,868 AFY in 2045 (indicates an overall increase of 44.5% or 1.78% average annual increase non-compounded).
- *Multi-Family Residential* – In FY 2019-20, there were 219 active Multi-Family potable water connections, with an annual water demand of 2,018 AFY, which comprised 3.5% of the District’s FY 2019-2020 total potable water demands. Based on the residential growth rates developed by SCAG for the 2020-2045 Regional Transportation Plan presented in Table 3-2, Multi-Family Residential annual potable water demand is anticipated to increase to 2,916 AFY in 2045 (indicates an overall increase of 44.5% or 1.78% average annual increase non-compounded).
- *Commercial* – In FY 2019-2020, there were 1,611 active Commercial potable water connections, with an annual water demand of 2,763 AFY, which comprised 4.8% of the District’s FY 2019-2020 total potable water demands. This includes approximately 250 Industrial connections that the District includes in the Commercial classification. Based on the non-residential growth rates developed by SCAG for the 2020-2045 Regional Transportation Plan, Commercial annual potable water demand is anticipated to increase to 3,993 AFY in 2045 (indicates an overall increase of 42.3% or 1.69% average annual increase non-compounded).
- *Industrial* – There are approximately 250 Industrial connections that the District includes in the Commercial classification. These are comprised predominately of an Industrial Park land use classification, which was studied separately from Commercial in the District’s 2020 UWMP. Based on the District’s Customer Billing Record, it was determined that Commercial and Industrial water demand is similar per gross acre, and thus have identical water duty factors in the 2020 UWMP. Accordingly, the District includes this small industrial sector within the District’s commercial classification.
- *Landscape* – Includes water connections supplying water solely for landscape irrigation. Such landscapes may be associated with Multi-Family, Commercial, Industrial, or Institutional/Governmental sites, but are considered a separate water use sector if the connection is solely for landscape irrigation (DWR Guidebook, p. 4-5). In FY 2019-2020, there were 1,034 active potable water landscape connections, with an annual water demand of 3,825 AFY, which comprised 6.6% of the District’s FY 2019-2020 total potable water demands. This includes the 6 connections classified as Golf Landscape in the District’s Customer Billing Record. Based on the non-residential growth rates developed by SCAG for the 2020-2045 Regional Transportation Plan, Landscape annual potable water demand is anticipated to increase to 5,527 AFY in 2045 (indicates an overall increase of 44.5% or 1.78% average annual increase non-compounded).
- *Agriculture* – The District includes 10,371 irrigated acres of agriculture production, primarily vineyards, avocado, and citrus trees concentrated in the southwestern and eastern portions of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the District. In FY 2014-2015, there were 830 active Agriculture and active 692 Agriculture Residential potable water connections, with an annual water demand of 10,910 AFY, which comprised 18.9% of the District’s FY 2019-2020 total potable water demands. This includes the portion of water measured and calculated as agriculture demand from each of the Agriculture Residential accounts. Based on the non-residential growth rates developed by SCAG for the 2020-2045 Regional Transportation Plan presented in Table 3-2, Agriculture annual potable water demand is anticipated to increase to 15,765 AFY in 2045 (indicates an overall increase of 44.5% or 1.78% average annual increase non-compounded).

- *Other* – institutional/governmental, wheeling to other agencies, and other (construction) comprised about 671 AFY or 1.2% of the 2020 water supply. Given the relatively small portion of the total water demand, the reader is referred to the *2020 UWMP* for further details.

Based on the above, RCWD’s total potable and raw water system demands are projected to increase from 57,667 AFY as of 2020 to 84,157 AFY in 2045, an overall increase of 45.9% or 1.84% average annual increase non-compounded.

Recycled water is and will continue to contribute to the water supply in order to meet existing and projected future demand. RCWD’s existing recycled water distribution system provides water through four (4) pressure zones, ranging from an elevation of 1,181 to 1,481 feet AMSL. The District operates six (6) recycled water pump stations and five (5) active recycled groundwater production wells. The District maintains four (4) recycled water storage reservoirs with a combined capacity of 7.5 MG, and 5 recycled water storage ponds with a total of 1,495 AF of storage. The recycled water system includes 58.9 miles of water pipelines that convey water from its source to water customers. The *2020 UWMP* identifies the recycled water distribution system’s existing capacity, as well as future Capital Improvement Program projects to ensure the future capacity is available.

Historically, recycled water has provided less than 5% of total water supply for the District. In 2020, the total recycled water utilized for direct beneficial use was 4,020 AF. In comparison, the total recycled water utilized for beneficial use is projected to increase to 8,129 AF in 2045. With the exception of Superior Ready Mix, recycled water within the District is utilized solely for outdoor irrigation.

A summary of RCWD Total Water Demands expressed in acre-feet per year (AFY) in five-year increments from 2020 (Actual) through 2045 is set forth below in **Table 40-1, RCWD Total Water Demands (AFY)**.

**Table 40-1
RCWD Total Water Demands (AFY)**

	2020	2025	2030	2035	2040	2045
Potable and Raw Water	53,986	70,866	73,839	75,347	77,282	79,283
Recycled Water Demand	3,681	4,175	4,354	4,528	4,702	4,874
Total Water Demand	57,667	75,041	78,193	79,875	81,984	84,157

Source: Rancho California Water District, 2020 Urban Water Management Plan

In order to increase reliability to meet RCWD’s long-term water needs, RCWD developed an Integrated Resources Plan (IRP), which identifies several near-term and long-term water supply

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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projects from now until 2045. The IRP examined different alternatives such as increased water conservation, additional groundwater, conversion of agriculture currently using treated imported water to raw imported water and/or advanced-treated recycled water, groundwater recharge using advanced-treated recycled water, and water transfers.

Over a dozen alternatives were evaluated in the IRP. The preferred plan included the following components:

- 1) Implement baseline water conservation measures. (Ongoing)
- 2) Connect imported water connection EM-21 to Vail Lake to expand groundwater recharge. (Completed)
- 3) Construct up to 18 new groundwater wells, along with increased imported water for recharge during non-drought years. (Ongoing)
- 4) Recycled Water IPR of approximately 5,000 AFY by constructing a microfiltration/reverse osmosis (MF/RO) treatment facility to reduce the salinity of recycled water so that it can be used to meet western area agricultural demands, as well as potential groundwater replenishment in the future. (Feasibility study completed in 2013; implementation planned for 2025)

RCWD plans to meet increases in projected demands through a combination of local supply development and ongoing water conservation. It is emphasized, as stated above, MWD has determined it is able to meet the demands of all member agencies, inclusive of RCWD via member agencies WMWD/EVMWD and the proposed Project, through 2045. Nevertheless, RCWD will focus on the implementation of the recommended portfolio which increases long-term water supply reliability by reducing reliance on imported water supplies.

The proposed Project will have an incremental impact that is anticipated and planned for in the 2020 UWMP. Therefore, it is anticipated that water supplies will be sufficient to serve the Project as proposed without the need for the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. The incremental impact resulting with Project implementation will be less than significant.

Wastewater/Sewer

The Project site is located within the wastewater/sewer service boundary of the Eastern Municipal Water District (EMWD). Wastewater service to the Temecula Valley Wine Country (TVWC) Community Plan area is currently limited to a \$19.7 million EMWD sewer main line in Rancho California Road completed in 2015 in order to connect existing and proposed wineries along Rancho California Road to the local sewer system. The balance of improved properties within the TVWC rely on private septic systems for sewer services.

There are no existing or planned EMWD sewer facilities proximate to the Project site at this time.

The Project site development plan proposes an on-site self-contained septic system approved by the County Department of Environmental Health that will allow the Project to operate below regional water quality thresholds.

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Implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Any impacts will be less than significant.

Stormwater/Drainage

As previously discussed in Section 23 of this Initial Study (Hydrology and Water Quality), all new development in the County of Riverside is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and for properties located within the Santa Margarita Watershed - the 2013 Santa Margarita Municipal Separate Sewer Permit (MS4) Permit (amended 2015), as enforced by the San Diego Regional Water Quality Board (SDRWQCB).

The Project site consists of two distinct topographical areas, a lower half and an upper half. The lower (southeast) half is generally flat extending an average of roughly 750 feet deep from its De Portola Road frontage and spans the entire length of the site from Monte De Oro Road to the northeast property line. As part of the Long Valley Wash, a seasonal drainage / blue line stream bed extends through the northwesterly portion of the lower half as depicted on the Project site plan. The lower half is generally at De Portola Street grade gently descending to the stream bed and gently rising as it approaches the upper half. Most of this lower half is located within the 100-year flood limit (i.e., floodplain). Topography in the northwest half of the site is dominated by a series of elongated hilltops and ridges flanked by shallow U-shaped valleys. The valleys also decrease about 40 feet in elevations between the ridges. The Project proposes low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible. The upper half elevations offer views oriented to the southwest, and Phase 4 of the Project proposes a Cave Building structure that will preserve the natural topography in this area of the site.

Drainage on the site is by overland flow or downslope movement of storm water runoff (sheet flow) down the sloping hillsides. Some of the storm water runoff originating on the higher elevated terrain located in the northern portion of the Project site drains downslope directly into the wash and is carried downstream and off the site. Because the channel is not incised in the eastern portion of the site, storm water runoff drains onto the flat-lying southern portion of the site where it either percolates into the ground or flows into the drainage ditches present along the side of De Portola Road.

In summary, the existing hydrological conditions consist of gentle rolling slopes from the general direction of northeast to southwest of the Project site. There is an existing mapped 100-year inundation area in the lower quarter of the Project site that runs along De Portola Road. The natural flow in the inundation area is in the general direction of northeast to southwest. All flows are generally sheet flows with localized natural channels on the flows ways to joining the flows in the inundation area. Typical vegetation can be classified as poor by the County of Riverside hydrology design standards.

The proposed conditions presented by the Project's site layout incorporate low impact development standards, green elements, hydromodification elements, permeable options, among others. The overall drainage patterns are preserved in the proposed condition by matching existing condition discharge points, dispersing impervious area flows to permeable areas, and incorporating infiltration areas to mitigate increases in peak storm runoff quantities.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project's overland sheet flows from the proposed building development, parkways, and ancillary support structures would be routed in localized stabilized structures that are then routed to localized infiltration areas that are scattered throughout the Project site and along the edges of the proposed improvements. Additionally, some parking areas are designed to be permeable to allow for additional flows to be infiltrated versus collected and contained on the site. These elements mitigate the proposed increases in the imperviousness over the existing conditions while allowing for the installation of all the proposed impervious elements. Using this type of treatment control, the Project design has minimized the proposed impervious area footprint to the extent feasible without sacrificing design and use elements.

The Project proposes the stabilization of the site's main driveway over the existing mapped inundation area in the southeast portion of the Project site. The stabilization of this driveway crossing ("Arizona Crossing") will be limited to the extent of the inundation area limits as to minimize any impacts down or upstream. The maximum depth of this inundation is less than one foot, but it can still be flooded, so the proposed stabilized driveway area will allow for safer access than before the alternative; secondary access will be provided to the north along Meng-Asbury Road.

With adherence to the project-specific WQMP, the proposed Project will not substantially alter the existing drainage pattern of the site or area, nor will it require new or expanded off-site storm drain facilities. Any impacts would be less than significant.

Conclusion

Based on the above data and analysis, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects. Any impacts would be less than significant.

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

Less Than Significant Impact

As previously discussed in Threshold 40.a, the Project site is located within the water service boundary of the RCWD which has an existing 20" water line located along the Project site's De Portola Road frontage and an existing 18" water line located along the Project site's Monte De Oro Road frontage. Water service to the Project site is currently provided by RCWD via a 3-inch agricultural water meter along De Portola Road which connects to the irrigation main lines serving the southerly 17.73-acre portion of the site presently planted as a vineyard. The Project will connect to the existing 18" water line located along the Project site's Monte De Oro Road frontage according to written correspondence with the Project civil engineer (Ventura Engineering Inland, Inc., email April 29, 2019 and June 6, 2019), as confirmed with RCWD "As-Built" Drawings RC57, and RC95.

No additional off-site water infrastructure is anticipated in conjunction with the Project site development, as proposed.

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The RCWD water supply/demand analysis within its service area is set forth in the *RCWD 2020 UWMP* which assesses the District's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the RCWD service area was projected for the 25-year planning period 2020 to 2045.

Based on the analysis and conclusions set forth in the *RCWD 2020 UWMP (Sec 7.3 Supply and Demand Assessment)*, RCWD will be able to meet 100% of its demand under all three hydrologic scenarios through the year 2045.

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

41. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	<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): *Infiltration Testing for Water Quality Treatment Areas, Assessor's Parcel Number 941-180-032, Located at the Northeast Corner of De Portola Road and Monte De Oro Road, Temecula Area, Riverside County, California*, prepared by Earth Strata Geotechnical Services, Inc., 10-24-2017 (*Infiltration Study, Appendix E2*); Project Plans (**Appendix K**); Wine Country Community Plan - Program EIR No. 524; *Wine Country Infrastructure Update*, published by Eastern Municipal Water District, February 14, 2019; Riverside County, Department of Environmental Health, Review.

Findings of Fact:

a) *Would the Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?*

Less Than Significant Impact

Refer to Thresholds 18.c and 40.a. The Project site is located within the EMWD wastewater/sewer service boundary. At present, there is limited, but expanding, sewer facility infrastructure in the Temecula Valley Wine Country and most existing development is served by on-site wastewater (septic) systems.

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The extension of sewer service infrastructure into the Temecula Valley Wine Country was largely promulgated by the Temecula Valley Wine Country Community Plan which was initiated by the Riverside County Board of Supervisors in 2008. Subsequently, in 2010, the County of Riverside and area vintners approached EMWD to undertake a cooperative effort to extend sewer facilities into the Wine Country.

The Wine Country sewer infrastructure serves a dual purpose to relieve existing establishments that are no longer able to be served by on-site wastewater systems and to accommodate projected growth under the Riverside County Temecula Valley Wine Country Community Plan.

Phase 1 improvements were financed through the Wine Country Special Benefit Area (SBA) which covers a large swath of Wine Country centered along Rancho California Road. The Project site is located within and contiguous to the southeast boundary of the Wine Country Special Benefit Area (SBA). However, providing sewer service to the Project site would require an extension of the existing sewer system. The closest connection point to the Project site is located in Monte De Oro Road just southeast of Camino Del Vino (currently serving APN 941-320-001; a 92.38-acre parcel currently in use as a vineyard) a distance of approximately three-quarters (¾) of a mile northwest of the Project site.

The Project proposes to add a Class V commercial winery and 10 room country inn to an existing vineyard. The Project has a moderate sewage generation factor (restroom facilities associated with winery, cave restaurant, and inn use) and is proposing a septic system instead of connecting to the municipal wastewater system.

As set forth on the Project Site Plan, two subsurface waste disposal systems will be installed on-site; the first one will be located adjacent to the west property line across the main driveway and west of the Office/Storage Building and Production Building. The second subsurface waste disposal system will be located in the northeast quadrant of the site just north of the hotel/10-room inn.

As indicated by the *Infiltration Study* and subsequent Septic Design Plans, the Project site has sufficient percolation rates and site area to support the use of an on-site septic system that will meet current Riverside County Department of Environmental Health and the Regional Water Quality Control Board (RWQCB) standards.

Other than the proposed on-site septic system, implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects. Any impacts will be less than significant.

- b) *Would the Project result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

No Impact

As the Project site's development plan proposes an on-site septic system, the Project will not be connecting to the EMWD wastewater/sewer treatment facilities. This criterion is not applicable to the proposed Project. There will be no impact.

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Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

42. Solid Waste

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

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

Source(s): Riverside County General Plan EIR No. 521, Section 4.17.4, *Solid Waste Management*; Riverside County Municipal Code; Assembly Bill (AB) 939 Riverside County Department of Waste Resources (RCDWR), Planning Section and Countywide Integrated Waste Management Plan; CalRecycle, SWIS Facility Detail, El Sobrante Landfill, 33-AA-0217; El Sobrante Landfill Fact Sheet, issued by Waste Management of California; El Sobrante Landfill Annual Monitoring Report, January 1, 2018 through December 31, 2018, by USA Waste of CA, Inc., April 2019.

Findings of Fact:

a) *Would the Project generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less Than Significant Impact

Solid waste management in Riverside County is required to comply with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).

AB 939 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources.

AB 939 required each of the cities and unincorporated portions of counties throughout the state to divert a minimum of 25% by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. In addition, SB 1383 establishes targets to achieve a 50% reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020, and a 75% reduction by 2025.

In response to the State requirements, the Riverside County Department of Waste Resources (RCDWR; formerly known prior to 2015 as the Riverside County Waste Management Department [RCWMD]) prepared the Countywide Integrated Waste Management Plan (CIWMP). In its entirety, the CIWMP is comprised of the Countywide Summary Plan; the Countywide Siting

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Element; and the Source Reduction and Recycling Elements (SRRE's), Household Hazardous Waste Elements (HHWE's), and Nondisposal Facility Elements (NDFE's) for Unincorporated Riverside County and each of the cities in Riverside County.

The Countywide Summary Plan contains goals and policies, as well as a summary of integrated waste management issues faced by the County and its cities. The Summary Plan summarizes the steps needed to cooperatively implement programs among the County's jurisdictions to meet *and maintain* the 50% diversion mandates. The Countywide Siting Element demonstrates that there are at least 15 years of remaining disposal capacity to serve all the jurisdictions within the County. If there is not adequate capacity, a discussion of alternative disposal sites and additional diversion programs must be included in the Siting Element.

The RCDWR - Planning Section ensures that the Department's planned and proposed waste management activities and projects are in compliance with applicable federal, State and local land use and environmental laws, regulations, and ordinances.

Among other responsibilities, the RCDWR – Planning Section is required to review all land-use/development cases processed within the County and issue Conditions of Approval on projects to ensure that Department facilities/assets/programs are protected from incompatible land uses, that adequate space is provided for collection of recyclables, that Waste Recycling Plans (Form B) and Waste Reporting (Form C) are submitted, and that projects will not overburden the solid waste disposal capacity of County facilities.

The RCDWR operates six (6) active landfills (Badlands, Blythe, Desert Center, Lamb Canyon, Mecca II and Oasis) and administers a contract agreement for the private El Sobrante Landfill serving the greater Riverside County area. The RCDWR also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs. Municipal waste collection services for the unincorporated Temecula Valley Wine Country (Project site is a part) is provided by Waste Management, Inc. and all non-hazardous, non-recyclable, non-green municipal waste generated in the Temecula Valley Wine Country is deposited at the El Sobrante Landfill.

El Sobrante Landfill

The Project site is located within the service area of the El Sobrante Landfill, a service area that includes the cities/communities within southwestern Riverside County (inclusive of the Project site and the greater Temecula Valley Wine Country), as well as multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino and San Diego. Located near the center of the highly populated western third of Riverside County, it processes approximately 43% of Riverside County's annual waste, according to Waste Management, Inc., the landfill's operator.

The El Sobrante Landfill is located approximately 31½ miles northwest of the Project site in the unincorporated Temescal Canyon area of Riverside County between the City of Lake Elsinore and the City of Corona, east of Interstate 15 and Temescal Canyon Road, and south of Cajalco Road, at 10910 Dawson Canyon Road, Corona, CA 91719.

The landfill, which is owned and operated by USA Waste of California (a subsidiary of Waste Management, Inc.) started disposal operations in 1986. From 1986 to 1998, the landfill was

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operated pursuant to the original El Sobrante Landfill Agreement, its Amendments and one Addendum.

On September 1, 1998, the Riverside County Board of Supervisors (BOS) approved the El Sobrante Landfill Expansion Project, a vertical and lateral expansion of the landfill, and entered into a Second Agreement, which became effective on September 17, 1998.

The Second Agreement represents a public/private relationship between the owner/operator of the landfill and the County of Riverside and provides for the RCDWR to operate the landfill gate, to set the County rate for disposal at the gate with BOS approval, and to operate the Hazardous Waste Inspection Program.

The El Sobrante Landfill Expansion Project included the following major elements:

- An increase in landfill disposal capacity to approximately 196.11 million cubic yards or approximately 109 million tons of municipal solid waste;
- An increase in the daily disposal capacity up to 10,000 tons (pursuant to the Second Amendment of the Expansion Agreement, approved by the BOS in March 2007, and subsequently implemented on August 31, 2009, the daily capacity was increased to 70,000 tons per week, not exceeding 16,054 tons per day [limited in part due to the number of vehicle trips per day], and a continuous 24-hour disposal);
- An increase in the landfill area to a total of 1,322 acres;
- An increase in the landfill footprint to 495 acres;
- An increase in the hours of operation, allowing 24-hour continuous operations, 7 days a week, for non-waste functions (i.e. application of daily cover, stockpiling of daily cover, site maintenance, grading, and vehicle maintenance) and allowing disposal operations from 4:00 a.m. to Midnight.

The El Sobrante Landfill facility currently comprises a total area of 1,322 acres which includes a 495-acre footprint permitted for landfill operations, and a 688-acre wildlife preserve.

The current operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day.

2018 Disposal Volumes: During calendar year 2018, a total of 3,386,473 tons of municipal solid waste was disposed at the El Sobrante Landfill. Of this amount, 976,199 tons originated from Riverside County sources, and 2,410,274 tons originated from out-of-County sources. El Sobrante received 105,096 tons of Alternative Daily Cover in the form of cement treated incinerator ash.

Based on 307 working days, an average of 11,031 (rounded to nearest whole number) tons of waste were received at the landfill on a daily basis in 2018. This compares with, and is substantially lower than, the maximum 16,054 tons per day allowed under the current permit.

Landfill Capacity Used in 2018 and Landfills Remaining Capacity at End of 2018: Landfill capacity is closely monitored by the Engineering Department at El Sobrante Landfill to ensure that the landfill's operational efficiency is meeting WM and community expectations.

- The AMR reported 137,936,464 tons remaining at the end of 2017 less the 3,386,473 tons from 2018 yields 134,549,991 tons remaining at the end of 2018.

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- At the current rate this equates to approximately 40 years of site life remaining.
- As of November 9, 2018, a modified Solid Waste Facilities Permit for the El Sobrante Landfill was issued which revised the landfill’s Estimated Closure Year from 2045 under the former 2009 permit, to 2051 pursuant to the current permit.

The County evaluates current and projected solid waste generation for planning and public policy purposes in conjunction the preparation of its General Plan and General Plan EIR. The anticipated growth in population (from new residential uses) and jobs and economic activity (from commercial, industrial and institutional uses) that would result from the approval and subsequent development of projects within the County result in a corresponding increase in the amount of solid waste generated by these various uses, both during their construction (short-term) and their operation (long-term). The disposal of this additional waste would incrementally increase the wastes going into existing landfills, potentially hastening the end of their usable lives and contributing to the eventual need for new or expanded landfill facilities.

Solid waste generation rates estimate the amount of waste created by residences and businesses over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream. In this way, they are useful in providing a general level of information for planning purposes and estimating potential effects. It should be noted that the Generation Rates used by the County do not take into account any recycling, reduction or diversion (potentially upwards of 50%-75%, associated with compliance with AB 341).

As set forth in Section 4.17.4 (Solid Waste) of the GPEIR, the County applies a Generation Rate of 2.4 Tons per 1,000 square feet of building area for commercial use (“commercial” includes commercial-retail, commercial-tourist, commercial-office and business park uses), and a Generation Rate of 10.8 Tons per 1,000 square feet of building area for industrial use (“industrial” includes light industrial, heavy industrial, and [for existing uses] ranches). There is not a specific category for a Winery use; however, for purposes of this analysis, the Project’s proposed Winery use is considered to fall under, and is analyzed as, a commercial-tourist use.

The Project proposes a Class V Winery to include tasting room, office, and production, special occasions facility, restaurant, production expansion, and a 10 room country inn. The following solid waste generation analysis applies a commercial waste generation rate to the proposed 53,438 square feet and applies an industrial waste generation rate to the Cave Building figure of 17,412 square feet.

- Applying the County commercial Generation Rate of 2.4 tons per 1,000 square feet per year indicates the Project’s proposed commercial component would generate 128.25 tons of solid waste per year (53,438 SF x (2.4 Tons/1,000 SF) which equals an average daily amount of 0.35 tons per day (128.25 ÷ 365 days = 0.35), which equals 700 pounds per day (2,000 lbs per ton x 0.35 = 700 lbs).
- Applying the County industrial Generation Rate of 10.8 tons per 1,000 square feet per year indicates the Project’s proposed Cave Building storage component would generate 188.05 tons of solid waste per year (17,412 SF x (10.8 Tons/1,000 SF) which equals an average daily amount of 0.52 tons per day (188.05 ÷ 365 days = 0.52), which equals 1,040 pounds per day (2,000 lbs per ton x 0.52 = 1,040 lbs).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Adding the two Project components together indicates an estimated total of 1,740 pounds per day of solid waste generation (700 lbs/day commercial + 1,040 lbs/day industrial Cave Bldg = 1,740 lbs/day total).
- Assuming a mandatory 50% recycling rate, daily solid waste generation is forecast to be approximately 0.44 tons (870 lbs.) per day for disposal at the El Sobrante Landfill. As an average of 11,031 tons of waste were received at the El Sobrante Landfill during 2018, the Project represents a solid waste disposal increase of approximately 0.004% (four tenths of 1%) at the landfill.

Therefore, the proposed Class V Winery use would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts will be less than significant.

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

Less Than Significant Impact

All land uses within the unincorporated Riverside County area, inclusive of the Temecula Valley Wine Country, that generate waste are required to coordinate with the County’s contracted waste hauler (Waste Management, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and State programs.

Additionally, all development within the unincorporated County jurisdiction is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), Title 8 of the County Municipal Code, and other local, State, and federal solid waste disposal standards.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50 percent by and after the year 2000. The purpose of AB 939 is to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.”

As set forth in Threshold 42.a, in response to the State requirements, the Riverside County Department of Waste Resources prepared the CIWMP. In addition, SB 1383 establishes targets to achieve a 50% reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020, and a 75% reduction by 2025.

All solid waste disposals within the unincorporated County of Riverside are subject to the requirements set forth in *Title 8, Health and Safety*, Chapter 8.136 - Comprehensive Collection and Disposal of Solid Waste within Specified Unincorporated Areas and Chapter 8.24 - County Solid Waste Facilities, other, as provided in the Municipal Code. Chapters 8.136 and 8.24 provide integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the County of Riverside shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the unincorporated County jurisdiction.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, Title 8 of the County Municipal Code, and other applicable local, State, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations. Any impacts would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

43. Utilities

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

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Monarch Winery, Energy Conservation Analysis, County of Riverside, prepared by RK Engineering Group, Inc., April 10, 2020 (*Energy Study, Appendix J*); Ordinance No. 461 (County of Riverside Road Improvement Standards and Specifications); Southern California Edison website; Ordinance No. 655 (An Ordinance of the County Of Riverside Regulating Light Pollution); Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Riverside County Network of Care website; and *County of Riverside General Plan EIR No. 521, Sec.4.10 Energy Resources*.

Findings of Fact:

a) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to electricity?*

Less Than Significant Impact

The Project site consists of approximately 44 acres of gross land area. With the exception of approximately 17.73 acres in the southern portion of the site currently in use as a vineyard, the site is raw, unimproved land.

There are no known electricity connections currently serving the Project site; however, electrical service is currently in place serving adjacent properties including 1) rural-estate residential uses fronting along Monte De Oro Road and Avenida Trebola, 2) rural-estate residential uses along the Meng Asbury Road frontage as it approaches Monte De Oro Road, 3) rural-estate residential use along the De Portola Road frontage southeast across from the Project site, and 4) existing winery use (Frangipani Estate Winery and Cougar Vineyard & Winery) along the De Portola Road

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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frontage immediately northeast of the Project site.

The Project site development plan, which proposes a Class V Winery use, will require electricity connections in conjunction with the Project construction and operations.

The electrical service provider to the area is Southern California Edison (SCE). Overhead electrical service lines currently exist within the Monte De Oro Road and De Portola Road public right-of-ways contiguous to the Project site.

SCE is responsible for providing power supply to Riverside County while complying with County, State, and federal regulations. SCE's power system is one of the nation's largest electric and gas utilities and serves approximately 15 million people in 180 incorporated cities and 15 counties, in a service area of approximately 50,000 square miles in size (SCE 2019). SCE maintains 12,635 miles of transmission lines, 91,375 miles of distribution lines, 1,433,336 electric poles, 720,800 distribution transformers, and 2,959 substation transformers.

According to the *Energy Study (Appendix J)*, in 2017, SCE's power mix consisted of 32 percent renewable resources, including wind, geothermal, biomass, solar, and small hydro, 20 percent natural gas, eight percent large hydroelectric facilities, and six percent nuclear. An estimated 34 percent of SCE's power mix consisted of unspecified sources of power in 2017, which is referred to by SCE as electricity from transactions that are not traceable to specific generation sources.

The proposed Project will use electricity for a variety of operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and parking lot lighting. Indirect electricity usage is also required to supply, distribute, and treat water for the Project.

The Project has been designed to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with California's Building Code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The building standards code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources.

Annual electricity consumption for the proposed Project upon full buildout is set forth below in **Table 43-1, Monarch Winery Project, Annual Electricity Consumption Upon Full Buildout.**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 43-1
Monarch Winery Project, Annual Electricity Consumption Upon Full Buildout**

Land Use/Activity	Project Electricity Consumption ⁽¹⁾	
	kWhr/yr ⁽²⁾	MBtu/yr ⁽²⁾
General Light Industry	157,833	538.526
General Office Building	17,184	58.630
Hotel	146,444	499.667
Parking Lot	97,734	333.467
Quality Restaurant	1,684,120	5,746.217
Refrigerated Warehouse - No Rail	349,563	1,192.709
Water Supply and Treatment ⁽³⁾	232,733	794.085
Electric Vehicle Service Equipment (EVSE) ⁽⁴⁾⁽⁵⁾	203,004	692.650
Total	2,888,614	9,855.952

¹Based on the *AQ/GHG Study (Appendix B)*

²kWhr/yr = Kilowatt Hours per Year; MBtu/yr = Million British Thermal Units per Year

³Water supply and treatment includes indirect electricity for supply, treatment and distribution of water and wastewater

⁴EVSE electricity estimates based on U.S. Department of Energy Costs Associated with Non-Residential Electric Vehicle Supply Equipment, November 2015, Appendix C, Electric Consumption Examples

⁵Assumes 18 charging spaces per CalGreen requirements, Section 5.106.5.3.3.

Source: *Energy Study (Appendix J)*

As shown above, the proposed Project's annual electricity consumption at full buildout would result in an estimated 2,888,614 kilowatt-hours per year (kWhr/yr). It should be noted that the use given in **Table 43-1** may not exactly match those provided in the Air Quality Tables; this is because while some information is taken from the *AQ/GHG Study*, the *Energy Study* analyzes additional electricity usage required for water supply and treatment (includes indirect electricity for supply, treatment and distribution of water and wastewater) and electric vehicle service equipment along with the electricity required for the Project's day to day operation. These usage assumptions are not readily available for analysis in CalEEMod.

The Project's impact is considered less than significant as the Project will be required to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with California's building code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The building standards code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources.

Adequate commercial electricity supplies are presently available to meet the incremental increase in demand attributed to the Project. Provision of electricity to the Project site is not anticipated to require or result in the construction of new facilities or the expansion of existing facilities, the construction or relocation of which would cause significant environmental effects to electricity. Impacts in this regard will be less than significant.

b) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to natural gas?*

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

The Project is expected to use propane for building heating and cooling, cooking and kitchen appliances, water heating and industrial applications associated with wine production. The Project is not anticipated to have natural gas supplied to the site. All propane used by the Project is expected to be imported and stored on-site via on-site storage tanks.

The Project’s estimated operational propane consumption in millions of Btu per year is set forth below in **Table 43-2, Monarch Winery Project, Annual Propane Consumption Upon Full Buildout.**

**Table 43-2
Monarch Winery Project, Annual Propane Consumption Upon Full Buildout**

Land Use/Activity	Project Propane Consumption ⁽¹⁾
	MBtu/yr ⁽²⁾
General Light Industry	505,219
General Office Building	6,263.35
Hotel	484,461
Quality Restaurant	9,698,920
Refrigerated Warehouse - No Rail	452,900
Total	11,147.763

¹ Based on the AQ/GHG Study (**Appendix B**)

²kWhr/yr = Kilowatt Hours per Year; MBtu/yr = Million British Thermal Units per Year

Source: *Energy Study (Appendix J)*

It should be noted that propane is referenced in **Table 43-2** while natural gas is referenced in the Air Quality Tables; this is because for purposes of the *AQ/GHG Analysis*, emissions from natural gas usage are calculated since CalEEMod cannot readily calculate propane emissions. Additionally, the quantity of BTU’s required for on-site heating/usage (propane or natural gas) would essentially be the same, since BTU’s are a standardized metric for measuring heat energy. Lastly, since propane is a relatively clean-burning fuel, with low carbon content, the results of the emissions analysis are conservative.

The Project proposes the use of propane gas and will not connect to the natural gas system. The proposed Project would not require or result in construction, expansion, or relocation of natural gas facilities that could result in a significant environmental effect. There will be no impact.

- c) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to communications systems?*

Less Than Significant Impact

Communication systems for the Project area are provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the existing communication system located adjacent to the Project site, and therefore, such construction or relocation would not cause a significant environmental effect to communications systems. Impacts will be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to street lighting?*

Less Than Significant Impact

The proposed Project will not require the installation of any new or additional street lights along the De Portola or Monte De Oro Road public right-of-ways in accordance with standard requirements and County Ordinance No. 655. The intent of Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research at the Palomar Observatory. Ordinance No. 655 contains approved materials and methods of installation, definitions, general design requirements, requirements for lamp source and shielding, prohibitions and exceptions.

Adherence to Ordinance No. 655 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA. Any impacts from light and glare are discussed in Section 2 (Mt. Palomar Observatory) and Section 3 (Other Lighting Issues) of this Initial Study. Therefore, the Project would not require or result in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to street lighting. Impacts will be less than significant.

- e) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to maintenance of public facilities, including roads?*

Less Than Significant Impact

The proposed Project will have a less than significant impact on public facilities. Riverside County Ordinance No. 659 establishes a developer impact fee to mitigate the cost of public facilities, including roads. The Project does not include roads or road improvements requiring or resulting in the construction of new facilities or the expansion of existing facilities.

Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Any impacts will be less than significant.

- f) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to other governmental services?*

Less Than Significant Impact

Regional Multi-Service Centers impacts are typically attributed to residential development. This is reflected in Ordinance No. 659. Regional Multi-Service Centers are located throughout the County and provide a variety of services on a regional basis with events ranging from: athletic programs, wellness programs, senior citizen activities, arts and crafts, etc. The Project site does not have a residential component, however, the proposed mixed-use winery/tasting room/future 10 room country inn will have a lesser impact and will be assessed accordingly.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance to offset any incremental increase in or demand for such services generated by the Project. Payment of such fees would ensure that the Project would not require or result in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to other governmental services. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

44. Wildfire Impacts

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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): *Map My County (Appendix A); General Plan; Ordinance No. 787 (An Ordinance of the County of Riverside Adopting the 2016 California Fire Code as Amended); Riverside County General Plan, Chapter 6, Safety Element, Figure S-8 Wind Erosion Susceptibility Areas, (p. S-33); and Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program).*

Findings of Fact:

a) *Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The entire Project site is located within a State Fire Responsibility Area (SRA) and a very high fire hazard area as designated by the County of Riverside General Plan Safety Element Figure S-8.

The Project will take access from an existing roadway (De Portola Road). This roadway will connect into part of an adopted emergency response plan/emergency evacuation plan, as implemented by the County of Riverside.

The Project will result in construction of a Class V Winery to include tasting room, office, and production, special occasions facility, restaurant, production expansion, and a 10 room country inn, drainage facilities, sewer lines and roadway improvements. A limited potential exists to interfere with an emergency response or evacuation plan during construction. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is not considered unique mitigation under CEQA.

The proposed Project will be reviewed, and conditions of approval will be placed on the proposed Project to address any potential impacts related to wildfire, consistent with the Fire Hazards section of the Safety Element of the General Plan, and Ordinance No. 787.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire protection services. Prior to final map recordation, grading permit issuance, building permit issuance, and building final inspection, the Project will be required to demonstrate compliance with Ordinance No. 787. Adherence to Ordinance No. 787 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Another standard condition assessed on the proposed Project to reduce impacts from the proposed Project to fire services is Ordinance No. 659. The Project site is located in Area Plan 19 – Southwest Area Plan. Applicant payment of Development Impact Fees (DIF) for non-residential uses for fire protection will be required prior to the issuance of a certificate of occupancy. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

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

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact

The entire Project site is located within an SRA and a very high fire hazard area. The south/ southeastern half of the Project site is generally a flat floodplain. The 7.5-minute Bachelor Mountain, California USGS topographic quadrangle map shows a seasonal drainage traversing the southwestern corner of the site. The northern half of the property consists of gently rolling foothills that continue to rise in elevation off the property, away from the valley. Elevations

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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within the Project range between approximately 1,520 to 1,630 feet AMSL. The hills located on the Project contain vegetation consisting of sage scrub, buckwheat and native weeds and grasses dotted with cactus, chollas, and Russian thistle.

The Project will provide physical improvements which will be developed to the most recent fire codes. These codes are designed to suppress any fire risks (including wildfire risks). Per the County of Riverside General Plan Safety Element Figure S-8, the Project site and surrounding area has a moderate wind susceptibility. The Project would be required to comply with California Fire Code Chapter 47 and the Riverside County No. 787 Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, adequate fire flows, etc.

Based on the above, the Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Any impacts will be less than significant.

- c) *Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less Than Significant Impact

The entire Project site is located within an SRA and a very high fire hazard area.

The Project does not include and or require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Any road improvements and/or utilities will be installed in De Portola Road (easterly) and Monte De Oro (southerly). Both of these roads serve as fire breaks. Refer also to Thresholds 44.b and 44.c above for Project conformance to applicable fire-related codes to reduce the potential for wildfire hazards to occur. Any impacts will be less than significant.

- d) *Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Less Than Significant Impact

The entire Project site is located within a State Fire Responsibility Area (SRA) and a very high fire hazard area. Refer also to Thresholds 16.a and 23.e relative to the potential for flooding and/or Threshold 14.a for landslides to occur.

The south/southeastern half of the Project site is generally a flat floodplain. The 7.5-minute Bachelor Mountain, California USGS topographic quadrangle map shows a seasonal drainage traversing the southwestern corner of the site. The northern half of the property consists of gently rolling foothills that continue to rise in elevation off the property, away from the valley. Elevations within the Project range between approximately 1,520 to 1,630 feet AMSL. The hills located on the Project site contain vegetation consisting of sage scrub, buckwheat and native weeds and grasses dotted with cactus, chollas, and Russian thistle.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project will include hardscape (Buildings, patios, roadways) and landscape (vineyards/olive trees, ornamental landscaping) improvements that would serve to stabilize the built environment (including drainage facilities). Based on this information, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Any impacts will be less than significant.

e) *Would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

Less Than Significant Impact

The entire Project site is located within an SRA and a very high fire hazard area.

The proposed Project will be reviewed by the County as part of the discretionary process, and conditions of approval will be placed on the proposed Project to address any potential impacts to Fire Resources, consistent with the Fire Hazards section of the Safety Element of the General Plan, and Ordinance No. 787.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire protection services. Prior to final map recordation, grading permit issuance, building permit issuance, and/or building final inspection the Project will be required to demonstrate compliance with Ordinance No. 787. Adherence to Ordinance No. 787 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Another standard condition assessed on the proposed Project to reduce impacts from the proposed Project to fire services is Ordinance No. 659. The Project site is located in Area Plan 19 – Southwest Area Plan. Applicant payment of DIF for non-residential uses for fire protection will be required prior to the issuance of a certificate of occupancy. The proposed off-site Project components (i.e., roadway improvements) will not create any demand for fire services.

The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate DIF set forth in the Ordinance. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Based on this information, the Project would not, expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Any impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

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

Source(s): Staff Review; and Project Plans (**Appendix K**)

Findings of Fact:

Less Than Significant with Mitigation Incorporated

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

Please reference the discussions in Section 7 (Biological Resources – Wildlife & Vegetation), Section 8 and 9 (Cultural Resources – Historic Resources and Archaeological Resources), Section 28 (Paleontological Resources – Paleontological Resources), and Section 39 (Tribal Cultural Resources). In addition to **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, standard conditions will apply to the proposed Project regarding biological resources, while **Mitigation Measures MM-CUL-1** and **MM-CUL-2** will apply regarding cultural and tribal cultural resources. Any impacts are considered 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; Sections 1-44; and Project Plans (**Appendix K**)

Findings of Fact:

Less Than Significant with Mitigation Incorporated

The Project does not have impacts which are individually limited, but cumulatively considerable. As demonstrated in Sections 1 – 44 of this Environmental Assessment, in particular regarding air quality and greenhouse gas emissions that have established thresholds to consider cumulative impacts as well as hydrology and traffic impacts that consider the existing and currently planned development of the area and the specific respective drainage and traffic impacts to the overall area in a cumulative manner. As illustrated in the EA, the Project will not have any impacts that

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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cannot be reduced to less than significant with the incorporation of mitigation, regulations, and conditions of approval. Therefore, no cumulative impacts are anticipated to occur. The proposed Project of a winery is not considerable when viewed in connection with other projects (past, current, or future) as most properties in this area and along De Portola Road are existing wineries. Impacts would be less than significant.

47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review; Sections 1-44; and Project Plans (**Appendix K**)

Findings of Fact:

Less Than Significant with Mitigation Incorporated

Effects on human beings were evaluated as part of this analysis of this Initial Study and found to be less than significant with implementation of mitigation measures, standard conditions, and/or regulations in aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology & water quality, noise, paleontological resources, public services, transportation, and tribal cultural resources. Based on the analysis and conclusions in this Initial Study, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings.

Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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: *Wine Country Community Plan Draft Program Environmental Impact Report*, December 1, 2011

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

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505

VII. AUTHORITIES CITED

Authorities cited: Public Resources Code – various Sections; California Code of Regulations – various Sections.

VII. SOURCES CITED

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<https://www.airnav.com/>

Assembly Bill 52
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52

Assembly Bill 939
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=198919900AB939

California Building Code
<http://www.bsc.ca.gov/Home/Current2013Codes.aspx>

California Code of Regulations
<https://govt.westlaw.com/calregs/Index?bhcp=1&transitionType=Default&contextData=%28sc.Default%29>

CalRecycle, SWIS Facility Detail, El Sobrante Landfill, 33-AA-0217
https://www.wmsolutions.com/pdf/factsheet/El_Sobrante_Landfill.pdf

County Ordinances
<http://www.rivcocob.org/ordinances/>

Eastern Municipal Water District *2015 Urban Water Management Plan*
<https://www.emwd.org/post/urban-water-management-plan>

Eastern Municipal Water District Wine Country Infrastructure Update, February 14, 2019
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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El Sobrante Landfill Annual Monitoring Report, Jan 1, 2018 through Dec 31, 2018, by USA Waste of CA, Inc.

<https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217>

El Sobrante Landfill Fact Sheet, issued by Waste Management of California

<http://www.rcwaste.org/Portals/0/Files/EISobrante/2019/DRAFT%202018%20Annual%20Report.pdf>

FEMA

<https://msc.fema.gov/portal/search?AddressQuery=temecula%2C%20ca#searchresultsanchor>

GEOTRACKER

<http://geotracker.waterboards.ca.gov>

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<https://maps.google.com>

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<https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC&tocTitle=+Health+and+Safety+Code+-+HSC>

Metropolitan Water District *2020 Urban Water Management Plan*

https://www.mwdh2o.com/media/18118/draft_metropolitan_2020_uwmp_march_2021.pdf

mindat.org website

<https://www.mindat.org/loc-3522.html>

Public Resources Code

<https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle=+Public+Resources+Code+-+PRC>

Rancho California Water District *2020 Urban Water Management Plan*

<https://www.ranchowater.com/DocumentCenter/View/6144/2020-Urban-Water-Management-Plan>

Riverside County 2019 Climate Action Plan (CAP)

<https://planning.rctlma.org/CAP>

Riverside County Department of Waste Resources (RCDWR), Planning Section and Countywide Integrated Waste Management Plan

<http://www.rcwaste.org/business/planning>; and
<http://www.rcwaste.org/business/planning/ciwmp>

Riverside County General Plan

<http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>

Riverside County General Plan Southwest Area Plan

https://planning.rctlma.org/Portals/14/genplan/2019/ap/SWAP_41619.pdf

Riverside County Library System

<http://rivlib.info/riverside-county-library-system/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Riverside County Municipal Code

https://library.municode.com/ca/riverside_county/codes/code_of_ordinances

Riverside County Network of Care

<https://riverside.networkofcare.org/>

Southern California Edison website

<https://www.sce.com/about-us/who-we-are>

Southwest Area Plan

https://planning.rctlma.org/Portals/14/genplan/2019/ap/SWAP_41619.pdf

Temecula Valley Unified School District

<https://www.tvusd.k12.ca.us/>

The Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List)

<http://www.envirostor.dtsc.ca.gov>

Title 24 building requirements

<http://www.bsc.ca.gov/codes.aspx>

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<https://www.gpo.gov/fdsys/granule/CFR-2010-title50-vol2/CFR-2010-title50-vol2-sec17-11>

Wine Country Community Plan EIR

<https://www.dropbox.com/sh/urbe61vhagdzu1/AADwjlpTIDPLuurVesjCtQFla?dl=0>

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