

# COUNTY OF RIVERSIDE

## ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

**Environmental Assessment (CEQ / EA) Number:** 210207  
**Project Case Type (s) and Number(s):** CUP 210119  
**Lead Agency Name:** County of Riverside Planning Department  
**Address:** 4080 Lemon Street 12<sup>th</sup> Floor, Riverside, CA 92501  
**Contact Person:** Krista Mason  
**Telephone Number:** (951) 955-1722  
**Applicant's Name:** Morningstar Village, LLC  
**Applicant's Address:** 41805 Albrae Street, Fremont, California 94538

### I. PROJECT INFORMATION

#### Project Description:

The project site is located at 34410 Pourroy Road in the community of French Valley, in unincorporated Riverside County (County). It is situated at the northwestern corner of the intersection of Pourroy Road and Winchester Road/State Route (SR) 79 and is identified by Assessor's Parcel Numbers (APNs) 476-010-081 through 476-010-084. The site is regionally accessible by Interstate 215 (I-215) and is locally accessible by Winchester Road (to the south and east), and Pourroy Road/Abelia Street, Ruft Road and Pat Road (to the west). Figure 1 shows the location of the project site in the region and Figure 2 shows the location of the project site in its neighborhood context.

The project site has a General Plan land use designation of Community Development: Commercial Retail (CD:CR), which provides for the development of commercial retail uses as well as professional office and tourist-oriented commercial uses. It is also located within the Riverside County Southwest Area Plan boundaries.

The Morningstar Loop Convenience Store and Gas Station and the Loop Rapid Car Wash Project (CUP210119) (hereafter referred to as proposed project or project) is a commercial development on an approximate 6.81-acre site. The proposed project would involve the construction of an approximate 3,593 square foot (sf) 12 pump fuel station, a 6,100-sf convenience store with a 1,000-sf restaurant and seating area, and a two-stall outdoor dog wash all located on the western side of the project site, as well as a 4,800-sf rapid pass car wash with 20 car vacuum stalls on the eastern portion of the site. The car wash building would have areas for an office, a breakroom, and restrooms, as well as spaces for storage and car wash and vacuum equipment. The exterior of the buildings would be tan in color with a Spanish tile roof. All of the buildings would be constructed with split face masonry blocks and a dry stack veneer sawtooth rustic ledge. Exterior lighting would be provided by wall sconces painted to match a bistro bronze color. The convenience store would be open 24 hours per day and the car wash would be operational daily from 6:00 a.m. to 10:00 p.m.

The gas station component of the project would include six air pumping stations with two pumps at each station, a 10,000-gallon underground storage tank (UST) for diesel fuel, a 20,000-gallon unleaded UST, a 12,000-gallon premium gasoline UST, and a 1,000-gallon propane aboveground storage tank (AST) to serve a propane filling station. The car wash portion of the site would accommodate one car wash lane with three queuing lanes and 20 canopied car vacuum stalls.

Drought-tolerant landscaping covering approximately 27,300 sf would be installed throughout the project site, as well as a 13,000-sf interim detention basin in the mid portion of the site, catch basins for Drive Aisle A and the car wash, and BMP basins for the service station and Drive Aisles A, B and C). In total, 90,300 sf of the site would be paved.

Access to the project site would be provided via two ingress/egress driveways off Pourroy Road, with interconnecting roads (Drive Aisles A, B and C) between the gas station and the car wash areas on the site. The main access would be from Drive Aisle A, with secondary access available from Drive Aisle B (which would also connect to Drive Aisles A, B and C). The proposed project would improve Highway

79 adjacent to the site, Pourroy Road from Highway 79 to just north of Drive Aisle B, and a portion of Pat Road, adjacent to Pourroy Road. The project would provide for a total of 61 parking spaces. The gas station portion of the project site would include 18 standard spaces, 12 canopy spaces, two Americans with Disability Act (ADA)-accessible spaces, one high-occupancy vehicle (HOV) employee space, and three electric vehicle (EV) parking spaces equipped with chargers, as well as four bicycle racks. The car wash portion of the site would include one HOV employee space, four standard spaces, 20 vacuum spaces, and four bike racks.

One trash enclosure would be located at the southeast corner of the gas station and one trash enclosure would be located at the northwest corner of the car wash. Figure 4 shows the proposed site plan.

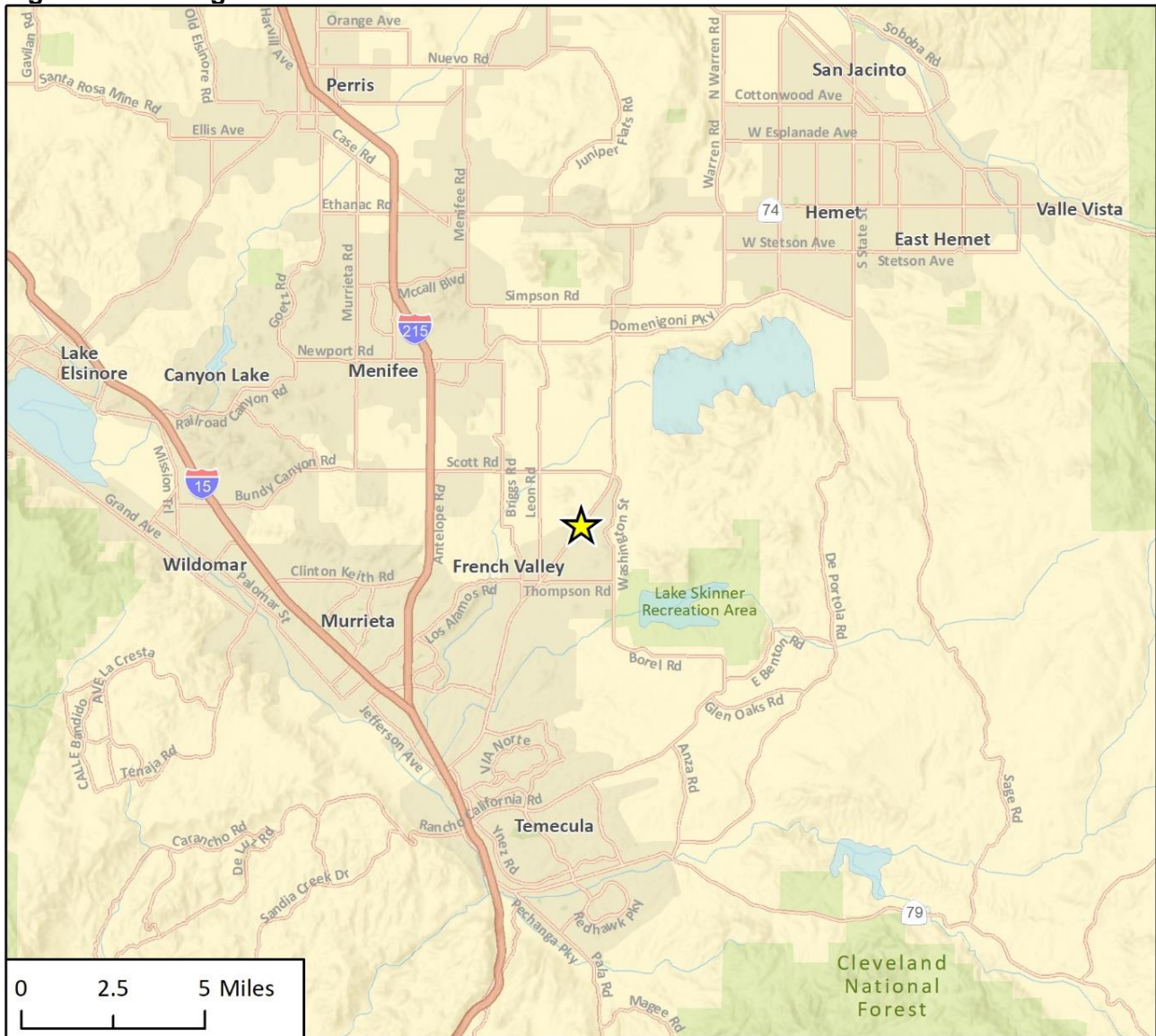
The project site would connect to existing water, sewer, electrical, telephone, and gas utilities in the Pourroy Road right-of-way.

Construction activities would include site preparation, grading, building construction, asphalt paving, and architectural coating. Construction is anticipated to take approximately 16 months and would occur from August 2023 to December 2024. The project would include removal of approximately 23,156 cubic yards (cy) of cut soil, all of which would be reused as fill. Maximum excavation depth for project construction would be up to 12 feet below grade. Construction would occur Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m. and Saturdays between the hours of 8:00 a.m. and 5:00 p.m., pursuant to the Riverside County Code of Ordinances noise standards. Construction staging would occur within the project site boundaries.

The project would require: lot line adjustments in the southern portion of the site (see Figure 4); a Conditional Use Permit (CUP) Exhibit (CUP 210119) to permit a gas station with off-site sale of beer and wine and develop a car wash and convenience store/restaurant; a California Department of Transportation (Caltrans) encroachment permit for proposed improvements to Winchester Road; a Permit to Operate obtained from South Coast Air Quality Management District (SCAQMD) prior to equipment use; and all of the required design review and building permits in accordance with current California Building Codes and County of Riverside Ordinances.

The site is zoned General Commercial (C-1/C-P) which allows for convenience store, car wash, and for the sales of beer and wine for consumption off-premises with approval of a CUP.

**Figure 1 Regional Location**



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★ Project Location N

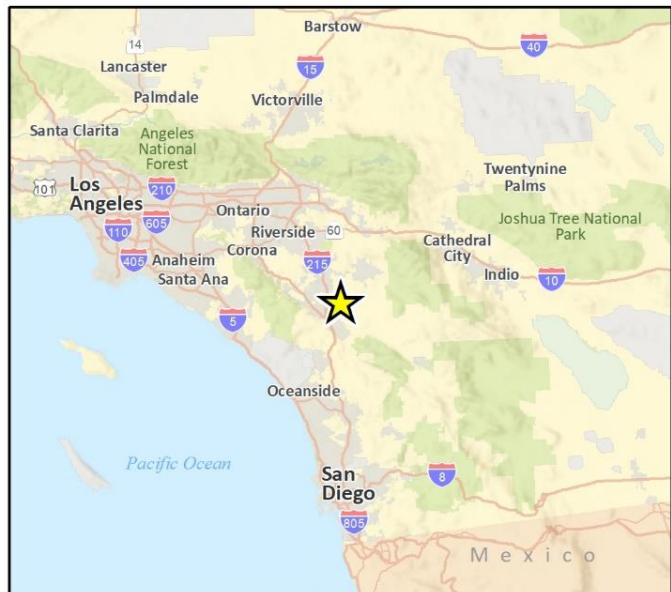


Fig. 1. Regional Location



**Figure 2 Project Site**



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Fig. 2 Project Location



**Figure 3 Site Photographs**



**Photograph 1.** Grasses on project site with scattered debris



**Photograph 2.** Storm drainage adjacent to SR 79



**Photograph 3.** Project site facing northeast



**Photograph 4.** Single-family residences to the northwest

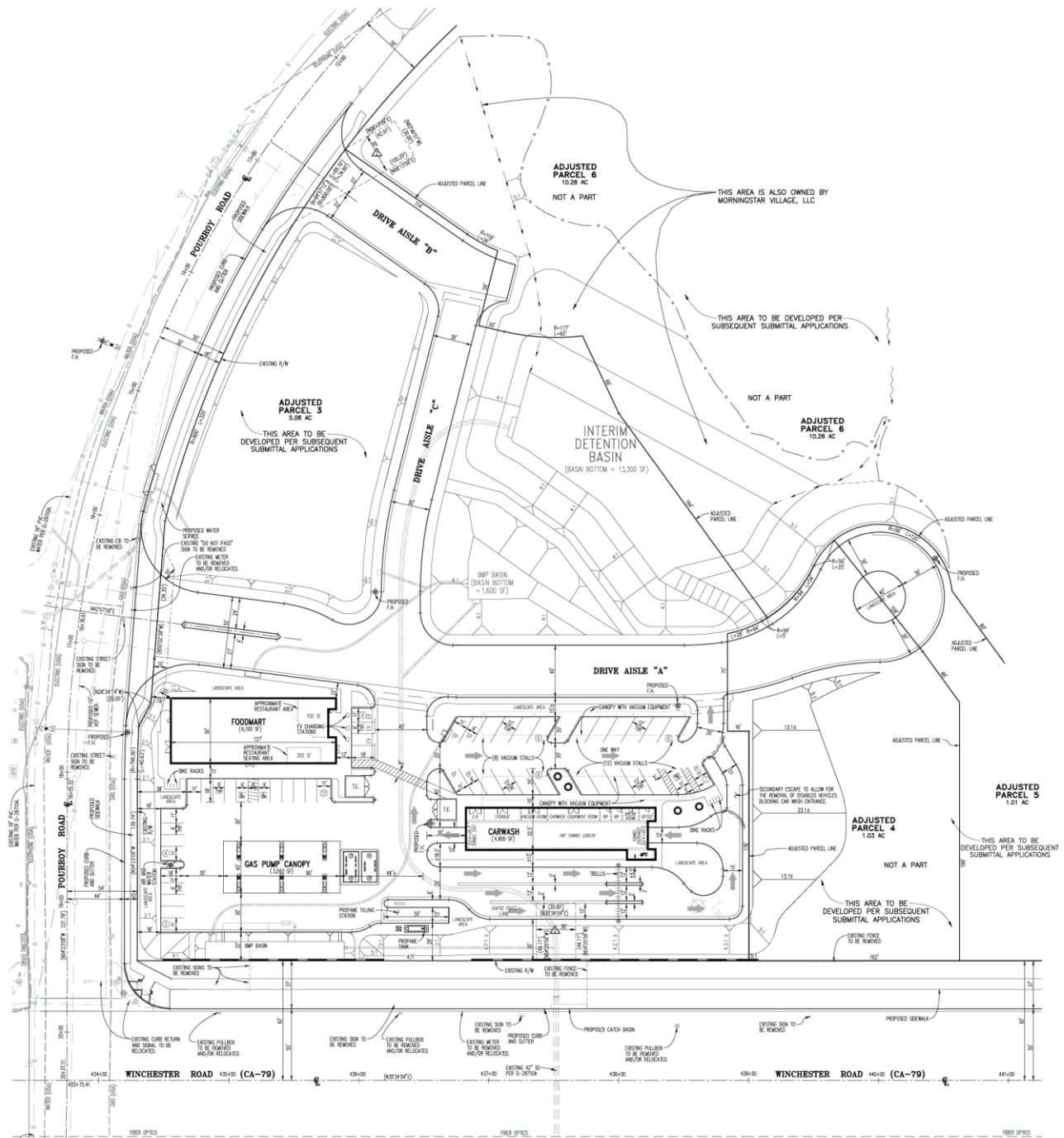


**Photograph 5.** Project site facing northwest



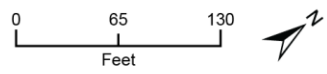
**Photograph 6.** Existing culverts on the site

Figure 4 Proposed Site Plan



**LEGEND:**

- |   |   |
|---|---|
| <p>INDICATES RESTRICTED ACCESS PER PARCEL MAP 20161, P.M.E. 249, PAGES 47 THROUGH 48, INCLUSIVE, O.C.</p> <p>INDICATES RECORD, MEASURED AND CALCULATED DATA PER PARCEL MAP 20161, P.M.E. 249, PAGES 47 THROUGH 48, INCLUSIVE, O.C.</p> <p>EV ELECTRIC VEHICLE CHARGING SPACES / STATIONS</p> <p>PARKING SPACE COUNTS PER ROW</p> <p>EXISTING SEWER LINE</p> <p>EXISTING WATER LINE</p> <p>PROPOSED SEWER LINE</p> <p>PROPOSED WATER LINE</p> <p>EXISTING EDGE OF PAVEMENT</p> <p>F.A. FIRE HYDRANT</p> <p>M.H. MANHOLE</p> <p>SD STORM DRAIN</p> <p>PROPOSED PICNIC TABLE / OUTDOOR SEATING</p> <p>EP EMPLOYEE PARKING SPACE</p> <p>M.P.S. MANHOLES PER STATION</p> <p>TE TRUCK ENCLOSURE</p> | <p>CS CATCH BASIN</p> <p>#432702: 00 EXISTING POWER POLE AND POLE NUMBER</p> <p>ELECTRIC (USA) EXISTING UNDERGROUND ELECTRIC LINE (USA MARKINGS)</p> <p>TELEPHONE (USA) EXISTING UNDERGROUND TELEPHONE LINE (USA MARKINGS)</p> <p>WATER (USA) EXISTING WATER LINE (USA MARKINGS)</p> <p>GAS (USA) EXISTING UNDERGROUND GAS LINE (USA MARKINGS)</p> <p>FIBER OPTICS EXISTING FIBER OPTIC LINE</p> <p>RS RESTROOM</p> <p>EA ELECTRICAL ROOM</p> <p>FF FINISHED FLOOR ELEVATION</p> <p>FWD FLOOR FINISH</p> <p>CS CATCH BASIN</p> <p>CS CARWASH ENTRANCE / DIRECTIONAL SIGN</p> <p>EQ EXISTING ORB</p> <p>EP EXISTING PAVEMENT</p> <p>N/OV EMPLOYEE HIGH OCCUPANCY VEHICLE PARKING SPACE</p> |
|---|---|



Source: CSL Engineering, Inc., 2021.



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

**B. Total Project Area:**

<b>Residential Acres:</b> 0	<b>Lots:</b> N/A	<b>Units:</b> N/A	<b>Projected No. of Residents:</b> N/A
<b>Commercial Acres:</b> 6.81	<b>Lots:</b> 4	<b>Sq. Ft. of Bldg. Area:</b> 15,400	<b>Est. No. of Employees:</b> 30
<b>Industrial Acres:</b> N/A	<b>Lots:</b> N/A	<b>Sq. Ft. of Bldg. Area:</b> N/A	<b>Est. No. of Employees:</b> N/A
<b>Other:</b> N/A			

**C. Assessor’s Parcel No(s):** 476-010-081 through 476-010-084

**D. Street References:** Pourroy Road 9 and Winchester Road

**E. Section, Township & Range Description or reference/attach a Legal Description:** Section 28 Township 6 South, Range 2 West

**F. Brief description of the existing environmental setting of the project site and its surroundings:** The project site consists of an undeveloped, partially fenced parcel with grass and shrub landcover, with a number of pole-mounted advertising signs located in the southeast corner of the site. The project site is relatively flat with gentle slopes to the southeast and elevations ranging from approximately 434 meters above mean sea level in the northern portion of the site, to 426 meters above mean sea level in the southern portion. Figure 3 illustrates the existing site conditions. The site is bordered by low-density residential and undeveloped land to the north and east, the Abelia Sports Park and medium-density residential development to the south, as well as low density residential uses, undeveloped land, and a church to the west (refer to Figure 2). Table 1 provides an overview of the surrounding land uses and zoning.

**Table 1 Surrounding Land Use and Zoning**

<b>Surrounding Land Use Description</b>	<b>Land Use Designation</b>	<b>Zoning</b>
North – Single-family residences and undeveloped land	Rural Residential	Rural Residential (RR)
South – Pourroy Road, Winchester Road, undeveloped land, open space	Conservation, Open Space Recreation, Medium Density Residential	Specific Plan (SP) – Winchester 1800 Specific Plan
East – Winchester Road, undeveloped land, open space	Conservation, Open Space Recreation, Medium Density Residential	Specific Plan (SP) – Winchester 1800 Specific Plan
West – Pourroy Road, single-family residences, church	Low Density Residential, Medium Density Residential	Rural Residential (RR) and One-Family Dwellings (R-1)
Source: Riverside County 2021		

**G. Other Public Agency Involvement and Required Permits:**

- Caltrans District 8
- California Regional Water Quality Control Board R8 – Santa Ana Region
- SCAQMD
- Eastern Municipal Water District

**II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS**

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

1. **Land Use:** The project site has a General Plan land use designation of Community Development: Commercial Retail (CD:CR), which provides for the development of commercial retail uses as well as professional office and tourist-oriented commercial uses.

The project site is located within the Riverside County Southwest Area Plan boundaries and community of Winchester.

- 2. Circulation:** Implementation of the project does require updates to the existing roadway. Access to the project site would be provided via two ingress/egress driveways off Pourroy Road, with interconnecting roads (Drive Aisles A, B and C) between the gas station and the car wash areas on the site. The main access would be from Drive Aisle A, with secondary access available from Drive Aisle B (which would also connect to Drive Aisles A B, and C). The proposed project includes improvements to Highway SR 79/Winchester Road adjacent to the site, Pourroy Road from Highway SR 79 to just north of Drive Aisle B, and a portion of Pat Road, adjacent to Pourroy Road. The project would require a Caltrans encroachment permit for proposed improvements to Winchester Road. As such, prior to construction, the project applicant shall obtain all of the required design review and building permits which would be in accordance with current California Building Codes, Caltrans roadway specifications, and County of Riverside Ordinances including Ordinance No. 461 for roadway specifications. With the applicable permits, circulation impacts would not be significant.
- 3. Multipurpose Open Space:** The proposed project site is located within the Southwest Area Plan, which identifies the different open space and ecological areas that are proximate to the proposed project site. The closest park to the site is Abelia Sports Park located at Abelia Street, Winchester, approximately half a mile southwest of the proposed project site. It is a 17-acre park which includes two baseball fields, one lighted field, one soccer field, two basketball courts, one tennis/pickle ball court, one volleyball court, one play area, fitness trails, picnic areas, and restrooms. The project is a commercial development which would not result in additional population, and therefore, would not result in the need for new or expanded parks and recreational areas in the county.
- 4. Safety:** The proposed project site is in an area designated as Zone D by the Federal Emergency Management Agency (FEMA), which is used for areas where there are possible but undetermined flood hazards (FEMA 2008). According to the Safety Element of the Riverside County General Plan, the project site is not located in a flood zone or dam inundation area. The proposed project site is not located on a hazardous materials site and the project site's proximity to other hazardous waste facilities is over 1,800 feet. Thus, project activities would not disturb soil near any hazardous waste sites. Additionally, the project site is not located in a Very High Fire Hazard Severity Zone. The proposed project would comply with State of California standards for building design through the California Building Standards Code (California Code of Regulations, Title 24) which requires various measures, such as reinforced materials and appropriate building anchorage, of all construction in California to account for hazards from seismic shaking. Compliance with these requirements and being that the site is located 7.6 miles from the nearest known active fault zone, the potential for surface fault rupture and seismic related ground failure is considered negligible. The California Building Code (CBC) requires the use of specific structural design and construction methods to minimize adverse effects of seismic ground shaking. The project would not pose a safety hazard to people or structures.
- 5. Noise:** Construction activity would result in temporary noise in the vicinity of the proposed project. However, the proposed project would be in accordance with the FTA's daytime construction noise limit for residential uses. Additionally, the timing of construction activities would be restricted to between 6:00 a.m. and 6:00 p.m. June through September, and between 7:00 a.m. and 6:00 p.m. October through May, in accordance with the County Code. Operational on-site noise sources would include general conversations, landscape maintenance, waste hauling, car wash equipment, and heating, ventilation, and air



conditioning (HVAC) equipment. There are no large gathering areas on the project site and these sources would be transient in nature as people transit from vehicles to the store or fuel pumps. Car wash operations shall be limited to daytime hours of 7:00 a.m. to 10:00 p.m., in accordance with Riverside County set daytime hours for noise. The proposed project does not include operations with the potential to generate significant vibration during operation, such as manufacturing or heavy equipment and operational noise would not exceed County standards.

6. **Housing:** The proposed project involves the construction of a convenience store, restaurant, gas station, and car wash on a vacant lot. The project would not demolish an existing residence or displace existing people or housing. The project would have no impact on housing.
7. **Air Quality:** The project will result in minimal emissions associated with employee vehicle trips and operational emissions. The project would not exceed General Plan requirements for compliance with local air quality management plans.
8. **Healthy Communities:** Environmental Justice Summary – The proposed project consists of a gas station, car wash and convenience store that will serve the nearby residential communities. The project site and sounding area is not mapped as an Environmental Justice Community according to the General Plan Amendment 190004 Workshop presented to the Riverside County Planning Commission in 2019.

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

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

**D. Land Use Designation(s):** Community Development: Commercial Retail (CD:CR)

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

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

**G. Adjacent and Surrounding:**

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

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

3. **Land Use Designation(s):** Rural Residential, Conservation, Open Space Recreation, Medium Density Residential, Low Density Residential

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

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

**H. Adopted Specific Plan Information**

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

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

I. Existing Zoning: General Commercial (C-1/C-P)

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning: Rural Residential, Winchester 1800 Specific Plan, One-Family Dwellings

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

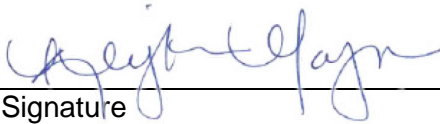
On the basis of this initial evaluation:

<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED</b>
<input type="checkbox"/> I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> 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. <b>A MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/> I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.

<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED</b>
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, <b>NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED</b> 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 <b>ADDENDUM</b> 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

September 14, 2023

Date

Krista Mason, Urban and Regional Planner IV

Printed Name

For: John Hildebrand  
*Planning Director*



**V. ENVIRONMENTAL ISSUES ASSESSMENT**

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>AESTHETICS</b> Would the project:				
<b>1. Scenic Resources</b>				
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 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 type="checkbox"/>	<input checked="" 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): California Department of Transportation (Caltrans) 2018; California Scenic Highway Mapping System; County of Riverside 2019 Southwest Area Plan; California State Parks 2019; California Historical Resources; County of Riverside. 2021 Southwest Area Plan; Riverside County General Plan Figure C-8 “Scenic Highways”

Findings of Fact:

**a) No Impact.** According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System, the project site is not located on or near a designated state scenic highway. The nearest state scenic highways are SR 15, located approximately 6.75 miles southwest of the project site, and a portion of SR 74, located approximately 8.25 miles north of the site. SR 15 and SR 74 are eligible for scenic highway listing but have not yet been designated as such (Caltrans 2018).

The Riverside County General Plan identifies Interstate 15 (approximately 4.1 miles west of the project site) and the southern portion of SR 79 /Temecula Parkway (approximately 9.75 miles south of the site) as eligible as county scenic highways (County of Riverside 2021). However, the project site is not visible from either road.

Since there are no state scenic highways in the vicinity of the project site, the proposed project would not have a substantial effect upon a scenic highway corridor.

**b) No Impact.** The proposed project involves the construction of a convenience store, restaurant, gas station, and car wash on a vacant lot. Currently, the project site is a vacant and undeveloped lot at the northwest corner of Pourroy and Winchester roads. Scattered low-density single-family homes, a church, an elementary school, and several open fields are located to the west of the site. Low-density single-family homes and open fields are located north of the project site along Pourroy Road. Across Winchester Road to the west of the site, is a large open field slated for a single-family home subdivision. Across Pourroy Road, there are open fields directly south of the project site and a residential subdivision farther south. Abelia Sports Park (part of Valley-Wide Recreation and Park District) is located at the corner from the project site on the southside of the Winchester Road and Pourroy Road junction. The proposed project would be similar in scale to other commercial development within the boundaries of the Southwest Area Plan. The Plan does not identify specifically designated scenic vistas<sup>1</sup> in the Plan area (County of Riverside 2019), nor does it classify Winchester Road (southeast boundary of the site) as a scenic highway. Additionally, the project site does not contain any scenic resources, such as natural habitats or rock outcroppings, and is not located in proximity to any such resources. The project site is not on, or near any National Register of Historic Places, California State Historical Landmarks, or California Historical Resources or Points of Interest (California State Parks 2019). Therefore, the proposed project would not substantially damage scenic resources, obstruct any prominent scenic vista, or result in the creation of an aesthetically offensive site open to public view.

**c) Less Than Significant Impact.** The proposed project would be located with a vacant project site to be developed with the construction of a convenience store, restaurant, gas station, and car wash. The area surrounding the site is mostly undeveloped or consist of low-density residential development, on the south side of Pourroy Road approximately 600 feet from the project site and on the east side of Winchester Road, approximately 700 feet from the project site. Single family homes on larger lots are located north of the project site with the closest home being located approximately 600 feet away.

The project would change the visual character of the site compared to its current undeveloped condition. While construction of the proposed project would require the removal of existing small vegetation on the site, the proposed project would include new landscaping that should provide some screening along the Pourroy and Winchester roads portions of the project site. The applicant would also be required to comply with applicable provisions of Chapter 16.08 of the Riverside County Code of Ordinances (RCCO) which lists general design standards, including guidelines related to aesthetic value, for all projects in unincorporated areas of the county. These include a proposed project's architectural compatibility with surrounding architectural size and shape, existing topographical conditions, and existing road alignment and width. The proposed gas station, car wash, convenience store, and restaurant would generally be consistent with the visual character of other commercial development in the vicinity of the site, such as the Harvest Hill Science Technology Engineering Arts and Mathematics (STEAM) Academy elementary school located approximately 1,900 feet to the west, and the St. Thomas The Hermit Coptic Orthodox Church located approximately 800 feet to the west. Upon completion of the proposed project, the visual character and quality of the project site would not be degraded. Impacts would therefore be less than significant.

The project does not include aesthetically disruptive design elements such as fluorescent colors that would violate the design guidelines of the RCCO. Although the visual character of the site would be substantially altered from its current condition as a vacant lot, project components would be similar to the surrounding area's mix of residential and commercial development. Since the existing visual character of the site and its surroundings would not be degraded, the proposed project impacts to visual character would be less than significant.

Mitigation: No mitigation is required.

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<sup>1</sup> Viewpoints that provide expansive views of a highly valued landscape for the benefit of the public are considered to be scenic vistas. Scenic vistas may be informally recognized, or officially designated by a public agency.

Monitoring: No monitoring is required.

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**2. Mt. Palomar Observatory**

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

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Source(s): Ordinance No. 655 (Regulating Light Pollution)

Findings of Fact:

**a) Less Than Significant Impact.** In 1988, the County of Riverside adopted Ordinance No. 655 regulating light pollution. Ordinance No. 655 establishes standards to limit light leakage in order to reduce interference with nighttime astrological observation and research conducted at the Mount Palomar Observatory. Ordinance No. 655 established two zones based on radial distance from the Mount Palomar Observatory, which is in northern San Diego County. Zone A is defined as a circular area within a 15-mile radius of the observatory. Zone B includes a circular ring area defined by two circles, one 45 miles in radius centered on Mount Palomar Observatory, and the other the perimeter of Zone A. The project is located over 22 miles northwest of the Mount Palomar Observatory and is therefore outside Zone A (up to 15 miles away) and within Zone B (45 miles).

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. Ordinance No. 655 contains approved materials and methods of installation, definitions, general design requirements, requirements for lamp source and shielding, prohibitions and exceptions. These are typically standard conditions of approval and are not considered unique mitigation pursuant to CEQA. In addition, the proposed signage plan dated January 17, 2022 has been approved. Therefore, with adherence to Ordinance No. 655, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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**3. Other Lighting Issues**

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

b) Expose residential property to unacceptable light levels?

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Source(s): Project Application Description; Chapter 8.80 of the Riverside County Code of Ordinances

Findings of Fact:

**a-b) Less Than Significant Impact.** The project site is currently vacant and does not contain any buildings or fixtures that create any light or glare. Sources of light and glare exist adjacent to the south, east, and west of the site from residential development and vehicular traffic on Winchester and Pourroy roads, located directly southeast and southwest of the project site, respectively. The proposed project would include new sources of lighting that would add to light and glare in the surrounding area. However,



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 lighting requirements, including Chapter 8.80 of the Riverside County Code of Ordinances, which provides minimum requirements for outdoor lighting in order to reduce light trespass, and to protect the health, property, and well-being of residents in the unincorporated areas of the county. Furthermore, Riverside County Ordinance No. 655, Regulating of Light Pollution, requires the submittal and approval of a lighting plan for all non-exempt outdoor lighting fixtures. Adherence with these regulations would reduce impacts to light and glare and would result in less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**AGRICULTURE & FOREST RESOURCES** Would the project:

**4. Agriculture**

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

Source(s): California Department of Conservation (DOC) 2021 California Important Farmland Finder; Riverside County General Plan Figure OS-2 "Agricultural Resources"

Findings of Fact:

**a-d) No Impact.** The project site is currently undeveloped and is not zoned for agriculture. According to the DOC's Farmland Mapping and Monitoring Program, the project site is located on land mapped as "Farmland of Local Importance" (DOC 2021). The project site is not enrolled under the Williamson Act (DOC 2021).

Surrounding zoning classifications consists of General Commercial (C-1/C-P) to the north and south of the project site, Pourroy Road and Rural Residential (R-R) to the west of the project site, and SR 79 and the Winchester 1800 SP to the east of the project site. Although R-R zone allows for limited and small-scale agricultural uses, agriculture is not a permitted primary use. Therefore, the project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property. In addition, mandatory compliance with Ordinance 625 would ensure any potential conflicts between the project and existing agriculturally zoned property within 300 feet of the project site do not occur. Therefore, no impact to agricultural land would occur.

Mitigation: No mitigation is required.

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

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

Source(s): California DOC 2021 California Important Farmland Finder; Google Earth 2022; Riverside County General Plan Figure OS-3a “Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas;” Figure OS-3b “Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas”; Project Application Materials

Findings of Fact:

**a) No Impact.** The project site is not located within or near forest land or timberland. The project site is currently zoned C1/CP (General Commercial) and has a land use designation of CD:CR (Community Development: Community Retail). Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Govt. Code Section 51104(g)).

**b) and c) No Impact.** The project site is not located within or near forest land. The project site is heavily disturbed as a result of historic disking that is visible from historic imagery as early as 1996 (Google Earth 2022). The development of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use and would not involve changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. Therefore, no impact will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>AIR QUALITY</b> Would the project:				
<b>6. Air Quality Impacts</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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): Air Quality and Greenhouse Gas Report May 2023 (Appendix A)

Setting:

This section analyzes air quality-related impacts associated with development facilitated by the proposed project, including temporary air quality impacts relating to construction activity and long-term air quality impacts from operation. The project site is within the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The project would generate carbon monoxide (CO), fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb) as well as ozone precursors reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>, including NO<sub>2</sub>) during construction and operation. In addition, toxic air contaminant (TAC) emissions would be emitted during operation of the proposed gas station. These pollutants can have adverse impacts on human health at certain levels of exposure. The South Coast Air Quality Management District (SCAQMD) monitors and regulates local air quality in Riverside County.

Methodology:

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including the project’s land uses, square footage for different uses (e.g., residential and parking), and location, to model a project’s construction and operational emissions. The analysis reflects the construction and operation of the project as described under the *Project Description*.

**Construction**

Project construction would primarily generate temporary criteria pollutant and GHG emissions from construction equipment operation on-site, construction worker vehicle trips to and from the site, and export of materials off-site. According to the project applicant, construction is anticipated to take approximately 17 months and would occur from August 2023 to December 2024. CalEEMod default assumptions for construction equipment was used for the model. The project would include excavating and filling approximately 23,156 and 5,000 cy during the grading and site preparation phase, respectively. The remainder of the excavated soil would be balanced on-site. It is assumed construction equipment to be diesel-fueled. This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would comply with SCAQMD Rule 403 for dust control measures and Rule 1113 for architectural coating VOC limits.

**Operation**

In CalEEMod, operational sources of criteria pollutant emissions include area, energy, and mobile sources. The project would include land use subtypes, such as gas station and convenience store, restaurant, and car wash. The project’s CalEEMod model uses CalEEMod default assumptions for energy, area, and mobile sources for the gas station and convenience store, and restaurant. CalEEMod does not contain a land use directly correlated to a car wash use. The project’s car wash was attributed to the “Automobile Care Center” land use subtype. The mobile and energy use are modified for the unique characteristics of a car wash, as described below.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Energy Sources*

Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on U.S Environmental Protection Agency’s (USEPA's) AP-42 (*Compilation of Air Pollutant Emissions Factors*) and California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009). Data from professional car wash industry surveys and reports were inserted in the CalEEMod model to estimate the energy requirements for the proposed car wash. The annual number of vehicles that the project's car wash would service was estimated at an average of approximately 80,000 vehicles per year for exterior-only automated conveyor car washes (Professional Car Washing 2017). The total annual gas usage used of the car wash, the cost of \$0.12 for natural gas, was converted to 16.6 kilo-British Thermal Units (kBtu) per vehicle for the natural gas-based average cost of \$7.49 per 1,000 cf<sup>2</sup> for commercial customers in the U.S. in 2017 (U.S. Energy Information Administration [USEIA] 2022b). As a result, the carwash's total annual natural gas use is 1,329,132 kBtu per year.

*Area Sources*

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and emission factor values provided by the local air district (California Air Pollution Control Officers Association [CAPCOA] 2021).

*Mobile Sources*

Mobile source emissions are generated by the increase in vehicle trips to and from the project site associated with the operation of onsite development. The restaurant, gas station and convenience store, and car wash trip rates were estimated using the latest Institute of Transportation Engineers (ITE) 11<sup>th</sup> edition trip rates (ITE 2021). CalEEMod 2022.1 version used the trip generation rates from the Trip Generation Manual, 10<sup>th</sup> edition. ITE trip rates for an automated car wash (#948) are estimated as 30.4 Saturday peak hour trips and 11.6 Weekday peak hour trips. As the ITE trip rates do not list a Sunday trip rate, Sunday’s peak hour trips are assumed to be the same as the data provided by ITE for Saturday. Peak hour trips are approximately 10 percent of average daily trips; therefore, the project would result in 304 average daily trips. The ITE trip rates for the gas station and convenience store (#945) are estimated at 345.75 vehicle trips generation per vehicle fueling position on weekdays. On Saturday and Sunday, the vehicles trips generation per vehicle fueling position are estimated at 297.7 and 256.7 respectfully.

*Health Risk Assessment*

To evaluate the potential impacts of TACs emitted during operation of the proposed gas station component of the project, Rincon completed a Health Risk Assessment (see Appendix A), using Lakes Environmental American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) View model (version 10.2.1), and CARB’s Hotspot Analysis and Reporting Program (HARP2, version 2.1.5). Potential health risks to nearby sensitive receptors from the emission of TACs during operations at the proposed gasoline fueling facility were analyzed in accordance with the SCAQMD’s *Risk Assessment Procedures for Rules 1401, 1401.1 and 212* (SCAQMD 2017b, 2020), *AB 2588 and Rule 1402 Supplemental Guidelines* (SCAQMD 2018), California Air Pollution Control Officers Association’s (CAPCOA) *Gasoline Service Station Industrywide Risk Assessment Guidelines* (CAPCOA 1997), and the OEHHA *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015). According to the SCAQMD’s Risk Assessment Procedures, benzene, naphthalene, and ethylbenzene are the only TACs with cancer toxicity values from gasoline dispensing facilities, with benzene accounting for nearly 84 percent of cancer risk from gasoline.

2 For natural gas, 1,000 cubic feet = 1,037 kBtu

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Furthermore, under the maximum permitted cancer risk of 10 in one million, maximum acute and chronic hazard indices are much lower than SCAQMD’s acute and chronic threshold of 1.0. The risk analysis contained in this report only evaluates cancer risk associated with exposure to benzene, ethylbenzene, and naphthalene emissions.

In accordance with SCAQMD’s 2017 Risk Assessment Procedure, TAC emissions were modeled in AERMOD based on five primary emissions sources associated with gasoline dispensing stations, such as loading, breathing, refueling, spillage, and hose permeation. According to the project site plan, the gasoline pump canopy dimensions would be approximately 27 meters by 12 meters. Therefore, side dimensions for the gasoline volume sources were adjusted to 19.5 meters, based on the average side dimension of the refueling area. The gasoline storage tank vents were assumed to have a rain cap and an initial gasoline vapor vertical exit velocity of 0.01 meters per second. Flagpole height was not applied, consistent with SCAQMD Modeling Guidance for AERMOD, which states that flagpole receptors are only necessary for analyses that have instances where sensitive receptors are located on patios/decks at nearby high-rise apartment buildings (SCAQMD 2022). The nearby sensitive receptors are in single-family residences that are ground-level. SCAQMD procedures assume continuous gas station operation year-round, with 80 percent of daily emissions occurring between 6:00 a.m. and 8:00 p.m. and 20 percent of the daily emissions occurring between 8:00 p.m. and 6:00 a.m. (SCAQMD 2017b). The variable emission rates function in HARP 2 was used to model this temporal emissions distribution. The emissions factors per 1,000 gallons throughput were provided by SCAQMD’s 2017 Risk Assessment Procedure. Downwash from the proposed on-site carwash and convenience market building was modeled using the Building Profile Input Program (BPIP – a building preprocessing program for AERMOD). Building sizes and locations were estimated from SCAQMD’s 2017 Risk Assessment Procedures and Google Earth aerial imagery. Pre-processed meteorological data was obtained from SCAQMD’s Perris’ Station located in source receptor area (SRA) 24. SCAQMD’s Perris’ Station is the nearest station with meteorological data to the project site approximately 13.7 miles northwest of the project site. AERMOD’s Urban Dispersion option and a 2,189,641 population for Riverside County was applied. This application is consistent with SCAQMD’s Modeling Guidance for AERMOD (SCAQMD 2017b).

To determine cancer risk for the Maximum Exposed Individual Resident (MEIR), ground level concentrations were modeled at 44 residential receptors near the project site. Following the calculation of ground level concentrations, residential cancer risks were calculated for a 30-year exposure duration using the Risk Management Policy (RMP) and the Derived Method by selecting HARP 2’s Inhalation, Soil Ingestion, Dermal, Mother’s Milk, and Homegrown Produce pathways. Pursuant to SCAQMD Risk Assessment Procedures, residents aged 16 and older were assumed to spend 73 percent of their time at home. Residents under age 16 were assumed to attend a school or daycare proximate to their home, and therefore, fraction of time at home values were not applied to this age group. The model did not include off-site worker receptors and school receptors due to the distance of the project’s emission sources to receptors. Harvest Hill STEAM Academy is the nearest school to the project site approximately 1,700 feet west of the project site. St. Thomas The Hermit Coptic Orthodox Church is the nearest off-site worker approximately 700 feet west of the project site.

Finally, for comparison with applicable SCAQMD thresholds, overall cancer burden associated with the project was calculated. Cancer burden evaluates the potential population-level increase in cancer risk and is defined as the increases in cancer cases in the population due exposure to TACs from a project. Pursuant to OEHHA, cancer burden uses a 70-year exposure duration and only evaluates residential exposure. In this analysis, cancer burden was calculated by estimating the number of residents that could be exposed to an incremental excess cancer risk of one in one million and multiplying the number of exposed residents by the estimated incremental excess cancer risk of the MEIR at the 70-year exposure duration. The number of residents that could be exposed to an incremental excess cancer

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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risk was estimated by counting the number of residences in or touching the one in one million risk isopleths at the 70-year exposure duration (two residences for this project) and assuming that each residence contains 3.23 individuals, the average household size in the County of Riverside (California Department of Finance 2021).

**Significance Thresholds:**

To determine whether a project would result in a significant impact to air quality, Appendix G of the CEQA Guidelines and the Riverside County Environmental Assessment Form requires consideration of whether a project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors located within one (1) mile of the project site to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SCAQMD has adopted guidelines for quantifying and determining the significance of air quality emissions.

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in **Table 2**, are used to evaluate a project’s potential air quality impacts.

**Table 2 SCAQMD Air Quality Significance Thresholds**

Pollutant	Construction (pounds per day)	Operation (pounds per day)
NO <sub>x</sub>	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550

NO<sub>x</sub> = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM<sub>10</sub> = Particulate Matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = Particulate Matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = Sulfur Oxide; CO = Carbon Monoxide  
 Source: SCAQMD 2019

**Localized Significance Thresholds**

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> and represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor. LSTs take into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2009a). Due to the potential for queuing and idling associated with the carwash, one percent of the mobile sources associated with the carwash were included in the localized emissions estimates to conservatively account for these idling emissions.

The SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. If a site is greater than five acres, SCAQMD recommends a dispersion analysis be performed. The project



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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parcel totals approximately 6.81 acres, but project construction would only disturb a total area of approximately 5.6 acres. Therefore, this analysis utilizes the five-acre LSTs. LSTs are provided for receptors at a distance of 82 feet (25 meters) 164 feet (50 meters), 328 feet (100 meters), 656 (200 meters), 1,640 feet (500 meters) from the project disturbance boundary to the sensitive receptors. The project analysis will assume main construction activity would occur approximately 250 feet (76 meters) northwest of the closest sensitive receptor, which are planned single-family residential properties. The planned residential properties near the project site could be operational during the grading phase of the proposed project. Therefore, The LST thresholds would represent a worst-case scenario. The allowable emissions for the project were between SCAQMD’s 164 feet and 328 feet receptor threshold. The project would utilize the 164 feet receptor distance, which is more stringent and conservative for the analysis The project is in SRA-26 (Temecula Valley) and the LST threshold for construction and operation are shown in Table 3 and Table 4.

**Table 3 SCAQMD LSTs for Construction**

Pollutant	Allowable Emissions for a 5-acre Site in SRA-26 for a Receptor 164 Feet Away (pounds per day)
NO <sub>x</sub>	416
VOC	2,714
PM <sub>10</sub>	40
PM <sub>2.5</sub>	10

NO<sub>x</sub> = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM<sub>10</sub> = Particulate Matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = Particulate Matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = Sulfur Oxide; CO = Carbon Monoxide  
Source: SCAQMD 2009

**Table 4 SCAQMD LST for Operation**

Pollutant	Allowable Emissions for a 5-acre Site in SRA-26 for a Receptor 164 Feet Away (pounds per day)
NO <sub>x</sub>	416
VOC	2,714
PM <sub>10</sub>	10
PM <sub>2.5</sub>	3

NO<sub>x</sub> = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM<sub>10</sub> = Particulate Matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = Particulate Matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = Sulfur Oxide; CO = Carbon Monoxide  
Source: SCAQMD 2009

**Toxic Air Containments Thresholds**

SCAQMD has developed significance thresholds for the emissions of TACs based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in one million (1 x 10<sup>-6</sup>) or a cancer burden of 0.5 excess cancer cases in areas exceeding one in one million risk. Additionally, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0 (SCAQMD 2019).

Findings of Fact:

**a) Less Than Significant Impact.** A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local county general plans and the SCAG’s 2020-2045 RTP/SCS socioeconomic forecast projections of regional population, housing, and employment growth (SCAQMD 2022, SCAG 2020a).The employment growth forecasts in SCAG’s 2020-2045 RTP/SCS for unincorporated Riverside County estimate that the total number of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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jobs would increase from 76,100 in 2016 to 139,600 in 2045, for an increase of 63,500 jobs (SCAG 2020b). The project would include approximately 30 employment opportunities<sup>3</sup> from a gas station with convenience store, restaurant, and carwash. The proposed project would be within the SCAG’s project 2045 employment increase of 63,500 from 2016, and the project would not cause the unincorporated Riverside County to exceed official regional employment projections. In addition, the project would not generate criteria pollutant emissions that would exceed SCAQMD standards.

**b) Less Than Significant Impact.** The SCAB has been designated as a federal nonattainment area for O<sub>3</sub> and PM<sub>2.5</sub> and a State nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAB is designated unclassifiable or in attainment for all other federal and State standards.

**Construction Emissions**

Project construction would involve site preparation, grading, building construction, paving, and architectural coating activities that have the potential to generate air pollutant emissions. Table 5 summarizes the estimated maximum daily emissions of VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would not exceed the SCAQMD regional thresholds or LSTs. Furthermore, the project would implement all SCAQMD Rule 403 measures to control fugitive PM<sub>10</sub> dust. Therefore, project construction would not result in a cumulatively considerable net increase of criteria pollutant, and impacts would be less than significant.

**Table 5 Project Construction Emissions**

Maximum Daily Emissions (pounds per day)						
Year	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2023	6	60	57	<1	14	8
2024	7	30	33	<1	4	3
SCAQMD Regional Thresholds	75	100	550	150	150	55
<b>Threshold Exceed?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Maximum Onsite Emissions	7	60	33	57	13	8
SCAQMD LST <sup>1</sup>	N/A	416	2,714	N/A	40	10
<b>Threshold Exceeded?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>

lbs/day = pounds per day; N/A = not applicable; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = sulfur oxide

<sup>1</sup>SCAQMD’s LST threshold, which assists lead agencies to analyze localized impacts, does not include VOC and SO<sub>2</sub> emission level limits.

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: Table 2.1 “Overall Construction-mitigated” emissions. Highest of Summer and Winter emissions results are shown for all emissions. See CalEEMod worksheets in Appendix A.

**Operational Emissions**

The project would generate criteria pollutants during operation. To determine whether a project would result in emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project’s emissions are evaluated based on the quantitative emission thresholds established by the SCAQMD.

Table 6 summarizes the project’s operational emissions by emission source (area, energy, and mobile). As shown below, the emissions generated by operation of the proposed project would not exceed the SCAQMD’s threshold for any criteria pollutant. Therefore, the project would not contribute substantially to an existing or projected air quality violation. In addition, because criteria pollutant emissions and

<sup>3</sup> Based on the site plans employee parking requirements and assuming multiple shifts per day.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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regional thresholds are cumulative in nature, the project would not result in a cumulatively considerable net increase of criteria pollutants.

**Table 6 Project Operational Emissions**

Maximum Daily Emissions (pounds per day)						
Year	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	<1	<1	<1	<1	<1	<1
Mobile	22	24	202	<1	16	3
Energy	<1	<1	<1	<1	<1	<1
Project Emissions	22	24	203	<1	16	3
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Maximum Onsite Emissions <sup>1</sup>	1	1	3	<1	<1	<1
SCAQMD LST <sup>2</sup>	N/A	416	2,714	N/A	10	3
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

lbs/day = pounds per day; N/A = not applicable; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = sulfur oxide

<sup>1</sup>One percent of mobile emissions were included to account for idling emissions on-site during car wash operations.

<sup>2</sup>SCAQMD's LST threshold, which assists lead agencies to analyze localized impacts, does not include VOC and SO<sub>2</sub> emission level limits.

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: Table 2.1 "Overall Construction-mitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. See CalEEMod worksheets in Appendix A.

**c) Less Than Significant with Mitigation Incorporated.** According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The sensitive receptors nearest to the project site are single-family residences approximately 250 feet southeast of the main project operational area. Residences are also located north of the project boundaries along Pourroy Road. Localized air quality impacts to sensitive receptors typically result from CO hotspots, localized criteria air pollutant emissions, and TACs, which are discussed in the following subsections.

**Carbon Monoxide Hotspots**

According to Caltrans 2020 traffic volumes, the traffic volumes near the project site have an existing traffic volume of 28,000 vehicles per day. In addition, the project would add approximately 4,550 daily trips. Assuming they all traverse SR 79 and enter from the same intersection, total traffic through any intersection would not exceed 33,000 vehicles per day, even with additional growth in the area. This is well below the SCAQMD's CO analysis of 100,000 vehicles per day and therefore the project would not exceed the CO State and federal standards. Impacts would be less than significant.

**Toxic Air Contaminants**

*Construction Impacts*

Construction-related activities would result in temporary project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2017).

As shown in Table 5, localized diesel particulate matter emissions are below regional and localized thresholds. Although the localized analysis does not directly measure health risk impacts, it does provide data that can be used to evaluate the potential to cause health risk impacts. The low level of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PM emissions coupled with the short-term duration of construction activity will result in a low level of diesel particulate matter concentrations in the project area.

With its incorporation of Mitigation Measure AQ-1, the project would be required to utilize off-road diesel-powered construction equipment that meets or exceeds the most stringent and environmentally protective CARB and USEPA Tier 4 off-road emissions standards, or alternatively fueled equipment which would substantially reduce DPM emissions. The Tier 4 standards reduce DPM emissions by approximately 81 to 96 percent as compared to equipment that meet the Tier 2 off-road emissions standards, depending on the specific horsepower rating of each piece of equipment. Thus, construction activities would not expose sensitive receptors to substantial toxic air contaminant concentrations, and construction-related health impacts would be less than significant with mitigation incorporated.

*Operational Impacts*

The project would require a permit to construct and operate a gasoline dispensing facility from the SCAQMD, which will review the facility design and location for compliance with SCAQMD standards for air quality and community health. SCAQMD Rule 461 requires all retail service stations to have Phase I and Phase II EVR systems to control gasoline emissions (SCAQMD 2017b). All storage tank vent pipes are also required to have valves to further control emissions. While the emission factors employed in this analysis assume use of Phase I EVR technology to control loading emissions and Phase II EVR systems for spillage emissions, hose permeation and refueling emission factors do not account for use of Phase II EVR systems and, therefore, the analysis is conservative.

Maximum resident cancer risks, as well as cancer burden, are presented in Table 7. The MEIR is the modeled residential receptor experiencing the highest incremental excess cancer risk under 30-year residential exposure duration. The MEIR was determined through an iterative process evaluating and relocating potential receptors based on model-generated risk contours to ensure the maximum incremental excess cancer risk is captured. The model outputs and summary form are along with the risk isopleths are available in Appendix A. As shown in Table 7, incremental excess cancer risks resulting from operation of the project would not exceed SCAQMD thresholds.

**Table 7 Maximum Resident Cancer Risk**

	Maximum Exposed Individual Resident (MEIR) <sup>1</sup>	Cancer Burden <sup>2</sup>
Incremental Excess Cancer Risk	1.64 in 1 million	0.00001
Threshold	10 in 1 million	0.5
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>

<sup>1</sup> Based on 30-year resident exposure. The MEIR is Receptor 250 feet, located at the closest residential building to the Site.  
<sup>2</sup> Based on two households within the one in one million incremental excess cancer risk contours, an average household size of 3.23 persons per household in the County of Riverside (California Department of Finance 2021), and the MEIR 70-year incremental excess cancer risk of  $5.48 \times 10^{-6}$ .

Other long-term operational TAC emissions include toxic substances such as cleaning agents in use on-site. Compliance with state and federal handling regulations would ensure that emissions remain below a level of significance. The use of such substances such as cleaning agents is regulated by the 1990 CAA Amendments as well as state-adopted regulations for the chemical composition of consumer products. Therefore, long-term operation of the project would not result in the exposure of sensitive receptors to substantial pollutant concentrations and the impact would be less than significant.

**d) Less Than Significant Impact.** For construction activities, odors would be short-term in nature and are subject to SCAQMD Rule 402 *Nuisance* (SCAQMD 1976). Construction activities would be temporary and transitory and associated odors would cease upon construction completion.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. The proposed project, a fuel station, convenience store with restaurant, and car wash, would not include any of these uses. The fueling station would emit odors during operation in the form of diesel exhaust from vehicles and operation of the fueling pumps. The increase in odor emissions, however, would be minimal, as vehicle exhaust is already prevalent due to the high levels of vehicle traffic on SR 79.

Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from onsite waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

Mitigation and Monitoring:

**AQ-1 Construction Emissions**

All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. In the event of specialized equipment where Tier 4 Final equipment is not commercially available at the time of construction, the equipment shall meet Tier 3 standards at a minimum. Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment’s certification or model year specifications shall be available upon request for all equipment onsite. Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.

<b>BIOLOGICAL RESOURCES.</b> Would the project:				
<b>7. Wildlife &amp; Vegetation</b>				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Biological Resources Technical Report February 2022 (Appendix B)

Setting:

In 2006, Kidd Biological Consulting completed a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Compliance Report including a General Biological Analysis & Focused Habitat Assessment. The report was prepared to document site conditions and the potential for special-status biological resources to occur, with particular focus on resources protected under the MSHCP. To support the MSHCP Compliance Report, Kidd Biological Consulting completed supplemental focused surveys for burrowing owl (*Athene cunicularia*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), Coulter's goldfields (*Lasthenia glabrata* Ssp. *coulteri*), little mouselink (*Myosurus minimus*), and San Diego ambrosia (*Ambrosia pumila*). Rincon Consultants conducted a more recent biological reconnaissance survey on January 12, 2022 to document existing site conditions in a Biological Resources Technical Report. Rincon found that conditions remained consistent with those reported by Kidd Biological Consulting; the following analysis summarizes the findings of the 2006 Kidd Biological reports, which are included as Appendix B.

Existing Conditions:

The project site is heavily disturbed as a result of historic disking that is visible from historic imagery as early as 1996 (Google Earth 2022). Vegetation on-site consists of ruderal annual grassland habitat comprised primarily of nonnative species with a single patch (0.06 acre) of California buckwheat (*Eriogonum fasciculatum*) in the northwest portion of the site with no other coastal scrub-affiliated species. Annual grassland species consisted of common fiddleneck (*Amnsinckia menziessii*), mustard (*Brassica nigra*), pineapple weed (*Matricaria matricarioides*), red-stemmed filaree (*Erodium* sp.), curly dock (*Rumex crispus*), wild radish (*Raphanus sativus*), milkweed (*Asclepias* sp.), goldfields (*Lasthenia* sp.), brome (*Bromus diandrus*), and wild oat (*Avena* sp.).

Common urban-adapted avian species such as American kestrel (*Falco sparverius*), Bewick's wren (*Thryomanes bewickii*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), lesser goldfinch (*Spinus psaltria*), California towhee (*Melozone crissalis*) and Anna's hummingbird (*Calypte anna*) were observed on or around the site during the survey. Several small mammal burrows likely belonging to California ground squirrel (*Otospermophilus beecheyi*) were observed throughout the entire study area, defined as the four parcels Accessor Parcel Numbers (APN's) 476-010-081, -082, -083, and -084. These burrows were observed again in the 2022 reconnaissance survey.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

**a) and g) Less Than Significant Impact.** The project site is located within Criteria Cell 5275 of Subunit (SU5) French Valley/Lower Sedco Hills of the Southwest Area Plan of the Western Riverside County MSHCP. Conservation within Cell 5275 shall range from 10 to 20 percent of the Cell focusing on riparian scrub, woodland and forest habitat, and adjacent agricultural land in the southern portion of the Cell. Per Joint Project Review # 06-07-26-03 through the Regional Conservation Authority (RCA), the project is consistent with the goals set for this Criteria Cell.

The project does not occur within a survey area for amphibians or mammals, but it does occur within a survey area for burrowing owl, Narrow Endemic Plant Species, and Criteria Area Plant Species. Focused surveys for these species by Kidd Biological Consulting in 2006 determined they were absent from the proposed project site.

In 2006, the project went through Joint Project Review and was approved by the RCA through a consistency analysis which determined that the project is consistent with the MSHCP and does not affect the MSHCP's Reserve Assembly goals or impact the conservation goals of Cell 5275. Field reconnaissance in 2022 confirmed conditions on the proposed project site had not changed and the project remains consistent with previous findings. In addition, the project site does not contain any trees and therefore the project would not remove any trees from the site. As such, the project would not conflict with the Riverside County Tree Ordinance. Therefore, impacts would be less than significant.

**b) and c) Less Than Significant with Mitigation Incorporated.** The Western Riverside County MSHCP is a comprehensive, multijurisdictional habitat conservation planning program for western Riverside County. The Western Riverside County MSHCP provides coverage/take authorization for some species listed under the federal or State Endangered Species Acts (ESAs) as well as non-listed special-status plant and wildlife species. It also provides mitigation for impacts to special-status species and their associated habitats. Through agreements with the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife, 146 listed and special-status plant and animal species receive some level of coverage under the Western Riverside County MSHCP. Of the 146 covered species, the majority have no additional survey needs or conservation requirements. Furthermore, the Western Riverside County MSHCP provides mitigation for project-specific impacts to these species, thereby reducing the degree of impact to below a level of significance, pursuant to CEQA.

The RCA MSHCP information tool was queried using the parcel information for the project site to determine potential MSHCP sensitive species survey and conservation requirements for the project. The proposed project does not occur within a survey area for amphibians or mammals, but it does occur within a survey area for burrowing owl (*Athene cunicularia*), Narrow Endemic Plant Species, and Criteria Area Plant Species. The Narrow Endemic Plant Species include: Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). The Criteria Area Plant Species include: Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), round-leaved filaree (California macrophylla), smooth tarplant (*Centromadia pungens* Ssp. *laevis*), Coulter's goldfields (*Lasthenia glabrata* Ssp. *coulteri*), little mousetail (*Myosurus minimus*), and mud nama (*Nama stenocarpum*).

Of the 15 MSHCP survey area species identified above, only six have potential to occur on the project site. There is moderate potential for burrowing owl, Coulter's goldfields, and San Diego ambrosia to occur on-site due to the presence of grassland habitat and clay soils. There is low potential for California

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Orcutt grass, little mousetail, and spreading navarretia to occur on-site due to the presence of clay soils but lack of suitable habitat.

Focused rare plant surveys conducted in 2006 did not identify any special-status plant species on-site and none were detected during the 2022 reconnaissance survey, see Table 8. Accordingly, these species are considered absent from the site and impacts would be less than significant.

**Table 8 Special-status Species and Potential to Occur**

Special-Status Species	Likelihood of Occurrence
Burrowing owl	Moderate potential
Coulter's goldfields	Moderate potential
Little mousetail	Low potential
Spreading navarretia	Low potential
San Diego ambrosia	Moderate potential
California Orcutt grass	Low potential

**No Potential.** Habitat on and adjacent to the site is clearly unsuitable for the species requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime).

**Low Potential.** Few of the habitat components meeting the species requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site.

**Moderate Potential.** Some of the habitat components meeting the species requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site.

**High Potential.** All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site.

**Present.** Species is observed on the site or has been recorded (e.g., CNDDB, other reports) on the site recently (within the last five years).

Source: Appendix B

Focused burrowing owl surveys conducted in 2006 determined that the site was not occupied. The general conditions observed on the project site at the time of Rincon's 2022 reconnaissance survey were consistent with those described in the 2006 MSHCP Compliance Report and Rincon confirmed that the site remains unoccupied as no burrowing owl or sign thereof were observed. Therefore, as concluded in the 2006 MSHCP Compliance Report, the proposed project is not expected to impact burrowing owl. However, pursuant to the MSHCP, due to the presence of suitable burrowing habitat, a preconstruction burrowing owl would be required within 30 days prior to the commencement of proposed project activities. Implementation of the Mitigation Measure BIO-1 would reduce potential impacts to a less than significant level.

Additionally, the project site contains vegetation that could support nesting birds protected under the California Fish and Game Code (CFG) 3503 and the Migratory Bird Treaty Act (MBTA), including burrowing owls. While nesting birds were not observed during the field reconnaissance survey at the project site, they may use the site to forage and may be impacted by the project. In addition, proposed project construction could adversely affect nesting birds if construction occurs while they are present on or adjacent to the site, through direct mortality or abandonment of nests. The loss of a nest due to construction activities would be a violation of the MBTA and CFG 3503 et. seq., and impacts to nesting birds would be potentially significant. Implementation of the Mitigation Measure BIO-2 would reduce potential impacts to a less than significant level.

Mitigation and Monitoring:

**BIO-1 Burrowing Owl**

A pre-construction burrowing owl survey shall be conducted by a qualified biologist within 30 days prior to ground disturbance to avoid direct take of burrowing owl. If burrowing owl are found, buffers for occupied burrows shall be established at approximately 500 feet during the breeding season



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(February 1 to August 31) and at approximately 150 feet for the non-breeding season. These buffers may be adjusted at the discretion of a qualified biologist. The buffer zone shall be clearly marked with flagging and/or construction fencing.

If it is determined that an occupied burrow cannot be avoided and the burrowing owls must be moved, passive relocation techniques shall be implemented. Passive relocation includes encouraging owls to move from occupied burrows to alternate natural burrows outside of the 500-foot buffer. Passive relocation shall be conducted between September 1 and February 1. Occupied burrows shall not be disturbed during the breeding season.

If work is delayed (does not occur within 30 days of the initial pre-construction survey) or if project activities are halted for 30 days or more, an additional pre-construction burrowing owl survey shall be conducted.

The County shall verify that a pre-construction burrowing owl survey shall be conducted by a qualified biologist within 30 days prior to ground disturbance to avoid direct take of burrowing owl. If burrowing owl are found, the County shall verify that buffers for occupied burrows are established at approximately 500 feet during the breeding season (February 1 to August 31) and at approximately 150 feet for the non-breeding season.

**BIO-2 Nesting Birds Avoidance**

To avoid disturbance of nesting and special-status birds, including species protected by the MBTA and CFGC, activities related to the project, including but not limited to vegetation removal, ground disturbance, and construction and demolition, shall occur outside of the bird breeding season (February 1 through August 31), if feasible. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than fourteen days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project boundary, including a 300-foot buffer around the project boundary for songbirds and a 500-foot buffer around the project boundary for raptors. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

If construction must begin during the breeding season, the County shall verify that the Applicant has retained a qualified biologist to conduct the nesting bird pre-construction survey.

**d) No Impact.** Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. The project site is not located in an Essential Connectivity Area (ECA) as mapped in the report, California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (2010). ECAs are mapped based on coarse ecological condition indicators, rather than the needs of particular species and thus serve the majority of species in each region.

The project site does not occur within a mapped wildlife movement corridor and is isolated from surrounding habitat by residential development and heavily travelled roadways. Additionally, the project site is not adjacent to any MSHCP Conserved Lands or Public Quasi Public Lands, and lacks wildlife

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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nursery sites. Therefore, the Urban/Wildlands Interface Guidelines (Section 6.14 of the MSHCP) are not applicable to the project. The project would not interfere or impact the movement of native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors, nor would the project impede the use of native wildlife nursery sites. No impact would occur.

**e) No Impact.** Vegetation on-site consists of annual grassland habitat comprised primarily of non-native ruderal species. No riparian habitat or other sensitive natural communities were observed during the 2006 studies or the 2022 reconnaissance survey. Therefore, no impacts to riparian habitat or sensitive natural communities would occur.

**f) No Impact.** No indicators of wetland hydrology (i.e., signs of flow, pooling, inundation, saturation), hydric soils (i.e., reduction/oxidation, cracked soils), or wetland-adapted plant species were documented in the 2006 studies or observed during the 2022 reconnaissance survey. Clay soils occur on-site, but the topography of the site does not facilitate pooling in these areas and vernal pools do not occur on-site as a result. Two culverts in the southern portion of the study area facilitate sheet flow following rain events, but these culverts do not receive enough water to affect vegetation or soils, nor do they exhibit signs of hydrology. Therefore, no impacts to State or federally protected wetlands would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**CULTURAL RESOURCES** Would the project:

**8. Historic Resources**

a) Alter or destroy a historic site?

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

Source(s): Cultural Resources Assessment May 2022 (Appendix C)

Background:

This section provides an analysis of the proposed project’s impacts on cultural resources. CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code Section 21084.1). A historical resource is a resource listed in, or determined to be, eligible for listing in the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript a lead agency determines to be historically significant (CEQA Guidelines Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Rincon conducted a cultural resources assessment for the proposed project between December 2021 and April 2022. This analysis included a cultural resources records search of the California Historical Resources Information System at the Eastern Information Center (EIC), located at University of California, Riverside, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, background and archival research, and a pedestrian survey of the proposed project site. The records search included a review of available records at the EIC, as well as the National Register of Historic Places, the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historical maps. The EIC search also identified two previously recorded cultural resources within a 0.5-mile radius of the proposed project site, one of which is recorded adjacent to the proposed project site; but none within the proposed project site.

**Findings of Fact:**

**a) and b) No Impact.** The background research identified no built historic environment resources within the proposed project site or adjacent to the site. Two historic-period resources were identified within the 0.5-mile radius of the proposed project site; resource P-33-011233 a historic-period foundation, and resource P-33-011234 a historic-period structure. Both were recorded as destroyed (P-33-011233 in 2005 and P-33-011234 in 2012). Additionally, Rincon’s pedestrian survey did not identify any historic period built environmental resources within the proposed project site. Therefore, no impact to historical resources would occur.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

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

**Source(s):** Cultural Resources Assessment May 2022 (Appendix C)

**Background:**

This section provides an analysis of the proposed project’s impacts on archaeological resources as well as human remains. CEQA requires a lead agency determine whether a project may have a significant effect on a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a-b]). Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Rincon conducted a cultural resources assessment for the proposed project between December 2021 and April 2022. This analysis included a cultural resources records search of the California Historical Resources Information System at the Eastern Information Center (EIC), located at University of California, Riverside, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, background and archival research, and a pedestrian survey of the proposed project site.

The EIC records search was performed to identify previously conducted cultural resources studies, as well as previously recorded cultural resources within the proposed project site and a 0.5-mile radius surrounding it. The records search included a review of available records at the EIC, as well as the National Register of Historic Places, the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historical maps. The EIC records search identified seven cultural resources studies conducted within a 0.5-mile radius of the project site, but none of which evaluated the project site. The EIC search also identified 18 previously recorded cultural resources within a 0.5-mile radius of the project site, one of which (Resource P-33-017628) is recorded within the project site. Resource P-33-017628 is a prehistoric isolate consisting of two ground stone fragments in 2008.

The following is a summary of the review of the historical topographic maps and aerial imagery that show the development history of the project site (the details are provided in Appendix C). Historical topographic maps from 1901 to 1942 depict the project site as undeveloped land within French Valley bound by unnamed roads to the west and north, as well as an unidentified water source to the south. By 1954, the site is vacant, and Winchester Road (SR 79) is identified as a built highway south of the proposed project site with Keller Road identified to the north and Bleecher Road to the west. This image is carried out through the current 2018 topographic map. Aerial imagery from 1938 to 1967 confirm topographic map depictions. Imagery from 1978 to 2005 show a dirt road through the central portion of the site, with a structure to the northwestern corner of the proposed project site. From 2009 shows the development of Pourroy Road to the south-west. Imagery from 2010 depicts the project site is depicted in its current condition.

Findings of Fact:

**a) and b) Less than Significant with Mitigation Incorporated.**

The cultural resources assessment did not identify any archaeological resources or archaeological deposits within the project site. The SLF search for the proposed project was returned with negative results and one prehistoric archaeological resource was identified by the CHRIS records search of the EIC; however, the resource was not relocated during Rincon’s pedestrian survey. The pedestrian survey consists of transects spaced no more than 10-meter intervals. Exposed ground surfaces were examined for the potential to contain archaeological resources. Although the ground visibility was poor (0 percent) to fair (60 percent), no archaeological resources were identified during the resurvey. The lack of surface evidence of archaeological materials does not preclude their subsurface existence. While the existing level of disturbance in the site suggests there is a low potential for encountering intact subsurface archaeological deposits, it is possible that unanticipated archaeological deposits and/or human remains could be encountered and damaged during the ground-disturbing activities associated with construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Consequently, impacts would be potentially significant. To address the potential for project construction to result in significant adverse impacts to hereto unknown archaeological resources, Mitigation Measures CUL-1 through CUL-6 are provided so as to reduce impacts to a less-than-significant level.

Mitigation:

**CUL-1 Native American Monitor**

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

**CUL-2 Project Archaeologist**

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

**CUL-3 Resource Reburial Area**

Prior to issuance of grading permits, the developer/ applicant shall provide evidence to the Riverside County Planning Department that an area for reburial has been included in the Grading Plans. This sheet shall indicate an area that will be protected and not disturbed in the future. This area will be used for reburial of any artifacts that have been identified during grading and cannot be avoided. This is confidential information, so the exact nature of this area will not be called out on the grading plans.

**CUL-4 Unanticipated Resources**

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources\* are discovered, the following procedures shall be followed: All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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discovery of the cultural resource; a meeting shall be convened between the developer, the project archaeologist\*\*, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find; at the meeting with the aforementioned parties, a decision shall be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource; resource evaluations shall be limited to nondestructive analysis; and further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

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

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

**CUL-5 Cultural Resource Disposition**

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

**Historic Resources**

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

**Prehistoric and/or Tribal Cultural Resources**

One of the following treatments shall be applied.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**CUL-6 Phase IV Monitoring Report**

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

Monitoring:

**M CUL-1** During ground-disturbing activities, monitoring by a qualified archaeologist is required to ensure that if buried features are present, they will be handled in a timely and proper manner.

**M CUL-2** Native American Monitoring is required and shall be conducted by a representative from the consulting tribe(s).

**c) Less Than Significant with Mitigation Incorporated.** The cultural resources records search did not identify cemeteries or archaeological resources containing human remains within the proposed project site or surrounding area. However, the discovery of human remains is always a possibility during ground disturbance activities, as would be required for the proposed project. Human burials outside of formal cemeteries often occur in prehistoric archaeological contexts. In addition to being potential archaeological resources, human burials have specific provisions for treatment in Public Resources Code Section 5097. Additionally, California Health and Safety Code Sections 7050.5, 7051, and 7054 contain specific provisions for the protection of human burial remains. These existing regulations address the illegality of interfering with human burial remains and protects them from disturbance, vandalism, or destruction. Public Resources Code Section 5097.98 also addresses the disposition of Native American burials, protects such remains and establishes the NAHC as the entity to resolve any related disputes.

If human remains are found, the California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access to the site and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Compliance with Public Resources Code Section 5097.98 and State of California Health and Safety Code Section 7050.5, as described in Mitigation Measure CUL-7, would ensure impacts to human remains are reduced to less than significant levels.

Mitigation:

**CUL-7 Human Remains**

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Evidence that compliance has occurred shall be provided to the County Archaeologist in the form of a letter from the County coroner.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Monitoring:** Monitoring shall be required if human remains are found pursuant to California Public Code Section 5097.98.

**ENERGY** Would the project:

**10. Energy Impacts**

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

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

**Source(s):** Southern California Edison (SCE) – Among the Nation’s Leading Utilities for Renewable Energy 2020; Riverside County 2019 - Climate Action Plan Update; Riverside County General Plan 2015; Project Application Materials; CalEEMod Calculations (Appendix A)

**Findings of Fact:**

a) Less Than Significant Impact.

**Construction Energy Demand**

Construction of the proposed project would result in short-term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod (see Appendix A). Table 9 summarizes the estimated construction energy consumption for the proposed project. Diesel fuel consumption, including construction equipment operation, hauling trips, and vendor trips, would consume an estimated 78,779 gallons of fuel over the project construction period. Worker trips would consume an estimated 16,243 gallons of petroleum fuel during project construction. Refer to Table 9 for the overall estimated fuel consumption during construction.

**Table 9 Estimated Fuel Consumption during Construction**

Fuel Type	Gallons of Fuel	MMBtu
Diesel Fuel (Construction Equipment)	67,568	8,612.22
Diesel Fuel (Hauling and Vendor Trips)	11,211	1,428.98
Other Petroleum Fuel (Worker Trips)	16,243	1,783.26
<b>Total</b>	<b>95,022</b>	<b>11,824.46</b>

<sup>1</sup> Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment’s horsepower, the equipment’s load factor, and the equipment’s fuel usage per horsepower per hour of operation, which are all taken from CalEEMod Calculations (see Appendix A), and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (USEPA 2018). Fuel consumed for all construction equipment is assumed to be diesel fuel.

<sup>2</sup> Fuel demand rate for hauling and vendor trips (cut material imports) is derived from hauling and vendor trip number, hauling and vendor trip length, and hauling and vendor vehicle class from “Trips and VMT” Table contained in Section 3.0, *Construction Detail*, of the CalEEMod results (see Appendix A). The fuel economy for hauling and vendor trip vehicles is derived from the United States Department of Transportation (DOT), Bureau of Transportation Statistics (DOT 2018). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

<sup>3</sup> The fuel economy for worker trip vehicles is derived from DOT National Transportation Statistics (24 mpg) (DOT 2018). Fuel consumed for all worker trips is assumed to be gasoline fuel.

<sup>4</sup> CaRFG CA-GREET 2.0 fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for worker trips specified above. Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (CARB 2015). Totals may not add up due to rounding.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### Operational Energy Demand

Operation of the proposed project would generate energy demand for the use of the gas station, convenience store, car wash, and restaurant, as well as fuel from vehicle trips and electricity for lighting. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the proposed project. Gasoline consumption would be attributed to vehicular travel from residents and guests traveling to and from the project site. The proposed project’s estimated number of average daily trips from CalEEMod was used to determine the energy consumption associated with fuel use from project operation. According to the CalEEMod calculations, the proposed project would result in 3,430,143 annual vehicle miles travelled (VMT). Table 10 shows the estimated total annual fuel consumption of the proposed project using the estimated VMT with the assumed vehicle fleet mix.

**Table 10 Estimated Project Annual Transportation Energy Consumption**

Vehicle Type <sup>1</sup>	Percent of Vehicle Trips <sup>2</sup>	Annual Vehicle Miles Traveled <sup>3</sup>	Average Fuel Economy (miles/gallon) <sup>4</sup>	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu) <sup>5</sup>
Passenger Cars	54.25	1,860,681	24.2	77,207	1,284.06
Light/Medium Trucks	37.59	1,289,415	17.5	73,262	8,043.16
Heavy Trucks/Other	5.72	196,201	7.4	26,160	3,334.35
Motorcycles	2.44	83,853	44.0	1,906	209.25
<b>Total</b>	<b>100.0</b>	<b>3,430,150</b>	–	<b>178,535</b>	<b>12,870.82</b>

<sup>1</sup> Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, two-axle six-tire or more class.  
<sup>2</sup> Percent of vehicle trips from Table 4.4 “Fleet Mix” in Air Quality and Greenhouse gas Emissions Study, CalEEMod Calculations (see Appendix A).  
<sup>3</sup> Mitigated annual VMT found in Table 4.2 “Trip Summary Information” in Air Quality and Greenhouse Gas Emissions Study CalEEMod output (see Appendix A).  
<sup>4</sup> Average Fuel Economy (DOT 2019)  
<sup>5</sup> CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (CARB 2015).  
Notes: Totals may not add up due to rounding.

As shown in Table 10, the project would consume an estimated 178,535 gallons of fuel, or 12,870.82 MMBtu, each year for transportation uses from operation.

Operation of the proposed project would consume approximately 0.52 GWh of electricity per year (electricity use provided in the CalEEMod output of Appendix A). The proposed project’s electricity demand would be served by Southern California Edison (SCE), which provides 40 percent clean power (SCE 2020). The proposed project’s natural gas demand would be serviced by Southern California Gas Company (SoCal Gas), which provided approximately 86,000,000 MMBtu per year in 2019. Estimated natural gas consumption for the proposed project would be approximately 1285 MMBtu per year, which would be approximately 0.001 percent of SoCal Gas’s current natural gas demand (natural gas use provided in the CalEEMod output of Appendix A).

Compliance with the California Green Building Standards Code would ensure that modern energy efficiency standards are met for the proposed project’s energy-demanding components. Furthermore, siting multiple commercial uses together would result in efficient pooled energy use for lighting, grid connection, and vehicle trips. In addition, The County of Riverside 2019 Climate Action Plan (CAP) polices described in Chapter 4 require project applicants to demonstrate sufficient consistency with the County’s GHG reduction goals by way of energy efficiency, renewable energy use, and other options that provide predictable GHG reductions. Compliance with the California Green Building Standards

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Code and the City’s GHG reduction plan would prevent wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, potential impacts would be less than significant.

b) **Less Than Significant Impact.** The County of Riverside Climate Action Plan establishes goals and policies that incorporate environmental responsibility into daily management of community and municipal operations. The County has set a goal to reduce emissions to 49 percent below 2008 levels by 2030 and to 83 percent below 2008 levels by 2050 (County of Riverside 2019). The proposed project would be consistent with the energy efficiency strategies included in the Climate Action Plan. The proposed project would not interfere with the County’s GHG Reduction Strategy and would not conflict with or obstruct the state plan for renewable energy. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**GEOLOGY AND SOILS** Would the project directly or indirectly:

<b>11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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): California DOC 2022a CGS Information Warehouse: Mineral Land Classification; California DOC 2022b Earthquake Zones of Required Investigation; Riverside County General Plan 2015, Figure S-2 “Earthquake Fault Study Zones,” GIS database; 1888-CR Morningstar Village Updated Geotechnical and Infiltration Evaluation C.U.P. 210119 December 2021 (Appendix D)

Findings of Fact:

**a) No Impact.** While the proposed project site is in a seismically active region of southern California, it is not located in an Alquist-Priolo earthquake fault zone (DOC 2021b). The geologic structure of the entire southern California area is dominated mainly by northwest trending faults associated with the San Andreas system. Although the proposed project site is in a seismically active region, no active or potentially active fault is presently known to exist at this site nor is the site situated within an “Alquist-Priolo” Earthquake Fault Zone or the County of Riverside. The nearest zoned fault is the Wildomar fault in the Elsinore Fault Zone located approximately 7.6 miles to the southwest.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>12. Liquefaction Potential Zone</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be subject to seismic-related ground failure, including liquefaction?				

Source(s): 1888-CR Morningstar Village Updated Geotechnical and Infiltration Evaluation CUP210119 December 2021 (Appendix D); County of Riverside Map My County



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

**a) Less Than Significant Impact.** Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. According to the County of Riverside Map My County, the project site is within an area of “low” liquefaction potential. In addition, according to the geotechnical engineering investigation, the site lacks a regional groundwater table and is underlain by very stiff/hard alluvial soils and metasedimentary bedrock at depths. Based on these conditions, the site is considered to possess a nil potential for soil liquefaction. Therefore, potential impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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**13. Ground-shaking Zone**

a) Be subject to strong seismic ground shaking?

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Source(s): California DOC 2022; Earthquake Zones of Required Investigation September 23, 2021; Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones,” GIS database; 1888-CR Morningstar Village Updated Geotechnical and Infiltration Evaluation C.U.P. 210119 - GeoTek Inc. in December 2021 (Appendix D)

Findings of Fact:

**Less Than Significant Impact.** While the project site is in a seismically active region of southern California, it is not located in an Alquist-Priolo earthquake fault zone (DOC 2022). The geologic structure of the entire southern California area is dominated mainly by northwest trending faults associated with the San Andreas system. Although the project site is in a seismically active region, no active or potentially active fault is presently known to exist at this site nor is the site situated within an “Alquist-Priolo” Earthquake Fault Zone or the County of Riverside.

The nearest zoned fault is the Wildomar fault in the Elsinore Fault Zone located approximately 7.6 miles to the southwest. However, the site and most of southern California is in a seismically active region where moderate to strong ground shaking is possible. Therefore, the potential of ground shaking during a strong earthquake from the Elsinore Fault Zone or other nearby active fault zones is considered moderate to high.

The proposed project would comply with State of California standards for building design through the California Building Standards Code (California Code of Regulations, Title 24) which requires various measures, such as reinforced materials and appropriate building anchorage, of all construction in California to account for hazards from seismic shaking. Compliance with these requirements and being that the site is located 7.6 miles from the nearest known active fault zone, the potential for surface fault rupture is considered negligible. The California Building Code (CBC) requires the use of specific structural design and construction methods to minimize adverse effects of seismic ground shaking. Since the project would comply with the CBC, the project would not exacerbate ground shaking conditions. Therefore, potential impacts would be less than significant.

Mitigation: No mitigation is required.

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

**14. Landslide Risk**

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

Source(s): 1888-CR Morningstar Village Updated Geotechnical and Infiltration Evaluation CUP210119 December 2021 (Appendix D)

Findings of Fact:

**a) No Impact.** The project site is relatively flat to gently sloping, and evidence of ancient landslides or slope instabilities at this site was not observed during the site reconnaissance conducted by Geotek (Appendix D). Thus, the potential for landslides or slope instability is considered negligible for design purposes and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**15. Ground Subsidence**

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

Source(s): 1888-CR Morningstar Village Updated Geotechnical and Infiltration Evaluation C.U.P. 210119 December 2021 (Appendix D)

Findings of Fact:

**a) Less than Significant Impact.** Due to the relatively flat site topography and low liquefaction potential, the likelihood of lateral spreading is low.

Site borings indicate that the surficial soils are very stiff to hard and in-place moisture contents of at least eight percent. In addition, a test conducted on a relatively undisturbed sample of the older alluvium showed a negligible potential for collapse (less than one percent). Furthermore, the site remedial grading is anticipated to remove all loose/soft, disturbed soils within the proposed development areas prior to placing fills. Therefore, soil collapse is not anticipated to be a design consideration (Appendix D).

Finally, the project site is underlain by bedrock at relatively shallow depths. Thus, subsidence is not an issue. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**16. Other Geologic Hazards**

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Source(s):** Project Application Materials; 1888-CR Morningstar Village Updated Geotechnical and Infiltration Evaluation C.U.P. 210119 December 2021 (Appendix D); USGS Volcano Hazards Program Map 2023

Findings of Fact:

**a) No Impact.** The project site does not occur in proximity to a body of water and is on flat terrain not subject to mudflow. According to United States Geological Survey (USGS), there are no volcanos within the county. No impact will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**17. Slopes**

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

**Source(s):** Riverside County 800-Scale Slope Maps; Project Application Materials; 1888-CR Morningstar Village Updated Geotechnical and Infiltration Evaluation CUP210119 December 2021 (Appendix D)

Findings of Fact:

**a) and b) Less than Significant Impact.** According to the project geologist, “Fill and cut slopes constructed at maximum gradients of 2:1 (h:v) or flatter, in accordance with industry standards, are anticipated to be both grossly and surficially stable. Fill placed on slopes should be properly benched into competent soils per the soils engineer.” Therefore, the change in topography and slopes under the proposed project would result in less than significant impacts.

**c) No Impact.** The project site would connect to existing water, sewer, electrical, telephone, and gas utilities in the Pourroy Road right-of-way. Additionally, the project would not include the installation of new septic tanks or alternative wastewater disposal systems. The proposed project would tie into the existing Eastern Municipal Water District facilities. No impact will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. Soils</b>				
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 (2022), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys; Project Application Materials; 1888-CR Morningstar Village Updated Geotechnical and Infiltration Evaluation CUP210119 December 2021 (Appendix D)

Findings of Fact:

**a) Less than Significant Impact.** The project site's surficial soils are relatively sandy and are susceptible to wind and water erosion. The soils that underlie the project site include older alluvial deposits that extended to depths up to 18 feet below the existing ground surface. The older alluvium consisted of sandy clay, clayey sand, sandy silt, and silty clay which were damp to moist and very stiff/hard in-situ conditions. Ground-disturbing activities associated with proposed project implementation would result in the removal of topsoil in order to construct the proposed gas station, restaurant, convenience store and car wash. However, with adherence to requirements provided in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would avoid or minimize potential impacts related to soil erosion and loss of topsoil. Compliance with the NPDES permit requires a project applicant to file a Notice of Intent with the State Water Resources Control Board. Permit conditions require preparation of a Stormwater Pollution Prevention Plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of the construction site before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls and best management practices (BMPs), where necessary. All landscaping materials would be planted with suitable vegetation cover including lightweight, deep-rooted plants immediately at the completion of grading to minimize erosion. Positive drainage away from building pads and slopes would also be maintained during the lifetime of the proposed project. These measures would minimize soil erosion and the loss of topsoil; thus, impacts would be less than significant.

**b) Less than Significant Impact with Mitigation Incorporated.** Results of laboratory testing indicate that the on-site earth materials have "low" to "medium" expansion potential. Thus, measures to counteract soil expansiveness (such as additional reinforcement, presaturation, and others) are provided in the recommendation section of the geotechnical report and included as Mitigation Measure GEO-1, below. With implementation of Mitigation Measure GEO-1, impacts would be less than significant.

**c) No Impact.** The proposed project would not include the installation of new septic tanks or alternative wastewater disposal systems. The proposed project would tie into the existing Eastern Municipal Water District facilities. Therefore, no impact would occur.

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

**GEO-1 Soil Expansion**

Remedial grading and foundation construction for the project shall be pursuant to the foundation recommendations provided in Appendix D of the geotechnical report. These measures shall be noted on grading plans and submitted to the County of Riverside Planning Department prior to the issuance of grading permits.

Monitoring: The project geotechnical engineer, as well as County staff shall verify that all applicable measures have been implemented.

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

Source(s): Riverside County 2019 General Plan Safety Element Figure S-8 “Wind Erosion Susceptibility Areas”; Ordinance No. 460, Article XV & Ordinance No. 484

Findings of Fact:

**a) Less than Significant Impact.** Ground-disturbing activities such as grading and construction would involve removal of the topsoil; however, project-related impacts are expected to be less than significant because water and other standard mitigation measures to control fugitive dust would be utilized as necessary during the construction activities to reduce potential impacts associated with fugitive dust. Therefore, there would be no potential adverse impacts associated with wind erosion. Overall impacts associated with wind erosion will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**GREENHOUSE GAS EMISSIONS. Would the project:**

<b>20. Greenhouse Gas Emissions</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Air Quality/Greenhouse Gas Study – including the CalEEMod Calculations and Riverside County Climate Action Plan’s Screening Table for Commercial Development (Appendix A); Riverside County General Plan, Air Quality Element 2018; Riverside County Climate Action Plan (CAP) 2019; Project Application Materials

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

**Overview of Climate Change and Greenhouse Gases**

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the “greenhouse effect,” a natural occurrence which takes place in Earth’s atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth’s surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Since GHGs absorb different amounts of heat, a common reference gas (CO2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as “carbon dioxide equivalent” (CO2e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO2 on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).

The United Nations IPCC expressed that the rise and continued growth of atmospheric CO2 concentrations is unequivocally due to human activities in the IPCC’s Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatonnes of anthropogenic CO2 was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021). Furthermore, since the late 1700s, estimated concentrations of CO2, methane, and nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent, respectively, primarily due to human activity (USEPA 2021). Emissions resulting from human activities are thereby contributing to an average increase in Earth’s temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

Methodology:

GHG emissions associated with the proposed project were calculated using the CalEEMod version 2022.1 for informational purposes (see Appendix A for calculations). GHG emissions associated with proposed project construction and operation were estimated using CalEEMod, version 2022.1. The proposed project’s CalEEMod model uses CalEEMod default assumptions for energy, solid waste, area, and mobile sources for the gas station and convenience store, and restaurant. CalEEMod does not contain a land use directly correlated to a car wash use. The project’s car wash was attributed to the “Automobile Care Center” land use subtype. The mobile, energy and water use is modified for the unique characteristics of a car wash. Data from professional car wash industry surveys and reports were inserted in the CalEEMod model to estimate the energy and water requirements for the proposed car wash. The total annual electricity and water use for the carwash would be estimated at 2,644,004 kWh and 2,104,000 gallons per year. Solid waste inputs for the car wash were left in CalEEMod default



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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assumptions for automobile care center. See Table 13 for area, natural gas, and mobile source assumptions which inform both the air quality and GHG emissions estimates, in addition to the following:

- SCAQMD has recommended amortizing construction-related emissions over a 30-year period in conjunction with the proposed project’s operational emissions (SCAQMD 2008b). This guidance is used in this analysis.
- The proposed project would be served by SCE. Specific energy intensity factors (i.e., the amount of CO<sub>2</sub>e per megawatt-hour) from SCE are used in the calculations of GHG emissions.

Significance Thresholds:

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project’s contribution towards an impact would be cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

According to CEQA Guidelines Section 15183.5, projects can tier off of a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project’s consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP) in their white paper, Beyond Newhall and 2020, to be the most defensible approach presently available under CEQA to determine the significance of a project’s GHG emissions (AEP 2016).

The County of Riverside has adopted a qualified GHG reduction plan. For the purposes of this analysis the project’s significance is determined by consistency with the CAP, which is consistent with the 2017 Scoping Plan and emission reduction targets per SB 32. The CAP used SCAQMD analysis of small projects to determine the GHG emissions allowed by a project such that 90 percent of the emissions on average from all projects would exceed that level. Therefore, GHG emissions associated with the proposed project would be less than significant if the project is below the 3,000 MT CO<sub>2</sub>e per year threshold and incorporates Title 24 energy efficiency and water conservation. The CAP used SCAQMD analysis of small projects to determine the GHG emissions allowed by a project such that 90 percent of the emissions on average from all projects would exceed that level.

Findings of Fact:

**a) Less than Significant Impact.**

**Construction Emissions**

Construction of the proposed project would generate temporary GHG emissions primarily from the operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. It was assumed that construction activity would begin August 2023 with completion in December 2024. As shown in Table 11, construction of the proposed project would generate an estimated total of 614 MT CO<sub>2</sub>e. Amortized over a 30-year period per SCAQMD guidance, construction of the proposed project would generate an estimated 20 MT CO<sub>2</sub>e per year.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 11 Estimated Construction Emissions of Greenhouse Gases**

Construction	Project Emissions MT CO <sub>2</sub> e
Construction Year 1	230
Construction Year 2	384
<b>Total</b>	<b>614</b>
Amortized over 30 Years	20

MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent  
Source: CalEEMod Calculations (Appendix A)

**Operational and Total Project Emissions**

Operation of the proposed project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. Table 12 combines the estimated construction and operational GHG emissions associated with development of the project. As shown therein, annual emissions from the proposed project would be approximately 4,670 MT of CO<sub>2</sub>e per year, which would exceed the County’s screening-level threshold of 3,000 MT of CO<sub>2</sub>e per year for small projects. Therefore, impacts would significant.

**Table 12 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (MT CO <sub>2</sub> e)
<b>Construction<sup>1</sup></b>	<b>20</b>
<b>Operational</b>	<b>4,650</b>
Area	<1
Energy	564
Mobile	3,573
Solid Waste	11
Water, Wastewater	3
Refrigerant	498
<b>Total</b>	<b>4,670</b>
CAP Numeric Threshold	3,000
<b>Exceed Threshold?</b>	<b>Yes</b>

MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent  
<sup>1</sup> Amortized construction related GHG emissions over 30 years  
Source: CalEEMod Calculations (Appendix A)

**Mitigation**

**Table 13 Screening Table for GHG Implementation Measures for Commercial Development**

Feature <sup>1</sup>	Description	Assigned Point Values
EE10.A Building Envelope		
EE10. A.1 Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	11
EE10. A.2 Windows	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC) <sup>2</sup>	4
EE10.A.3 Cool Roofs	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	10
EE10.A.4 Air Infiltration	Air barrier applied to exterior walls, calking, and visual inspection such as the HERS Verified Quality Insulation (QII or equivalent).	7
EE10.B Indoor Space Efficiencies		
EE10.B.1 Heating/Cooling Distribution System	Enhanced Duct Insulation (R-8)	6

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
EE10.B.2 Space Heating/Cooling Equipment	High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF)			5	
EE10.B.4 Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)			10	
EE10.B.6 Artificial Lighting	High Efficiency Lights (50% of in-unit fixtures are high efficiency)			7	
EE10.B.7 Appliances	Energy Star Commercial Refrigerator Energy Star Commercial Dishwasher			2 2	
EE10.C Miscellaneous Commercial Building Efficiencies					
W2.D Irrigation and Landscaping					
W2.D.2 Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation			3	
W2.E Potable Water					
W2.E.1 Showers	Water Efficient Showerheads (2.0 gpm)			2	
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm)			3	
W2.E.3 Faucets	Water Efficient Faucets (1.28 gpm)			2	
W.2.E.4 Commercial Dishwashers	Water Efficient Dishwashers (20 percent water savings)			2	
Reduction Measure R2-T4: Electrify the Fleet					
T4.B.1 Electric Vehicle Recharging	Install electric charging stations in garages/parking areas			24 (3 EV charging stations, 8 points per station)	
Total Screening Table Points				100	
Notes: See Appendix A for the full list of design features from Riverside County's CAP screening table for commercial uses. <sup>1</sup> Unhighlighted text are design features the project must implement based on the 2022 Title 24 Standards. <sup>2</sup> This measure could be enhanced with "Greatly Enhanced Window Insulation" for seven points.					

### Significance After Mitigation

Projects that exceed the County's screening-level threshold would incorporate design features in the County's CAP screening table and garner at least 100 points to be consistent with the reduction quantities anticipated in the County's CAP. As shown in Table 13, the proposed project would garner at least 100 points and impacts would be less than significant with mitigation incorporated.

**b) Less than Significant Impact.** Several plans and policies have been adopted to reduce GHG emissions in the project region, including the State's 2022 Climate Change Scoping Plan, the SCAG 2020-2045 RTP/SCS, and the Riverside County Climate Action Plan. The proposed project's consistency with these plans is discussed in the following subsections.

#### County of Riverside Climate Action Plan

The proposed project qualifies as a small project under the Riverside County CAP since the project would be below the 3,000 MT CO<sub>2</sub>e per year emission level; therefore, the project would be consistent with the CAP and impacts would be less than significant.

#### SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

Senate Bill 375 (SB 375) is a state-level policy directing each of California's 18 major MPO to prepare a SCS that contains a growth strategy to meet emission targets for inclusion in the RTP. The applicable

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MPO for the proposed project site is SCAG, and project consistency with the goals contained in SCAG’s 2020-2045 RTP/SCS.

SCAG’s 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals. According to the 2020-2045 RTP/SCS, the updated target for the SCAG region is 19 percent below 2005 per capita emissions levels by 2035. The 2020-2045 RTP/SCS includes implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. Strategies the project would be consistent with in the 2020-2045 RTP/SCS are discussed in Table 14 below. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS. Impacts would be less than significant.

**Table 14 Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies**

Strategy/Action	Project Consistency
<p><b>Focus Growth Near Destinations &amp; Mobility Options</b></p> <ul style="list-style-type: none"> <li>Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations</li> <li>Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</li> <li>Plan for growth near transit investments and support implementation of first/last mile strategies.</li> <li>Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses</li> <li>Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods</li> <li>Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)</li> </ul> <p>Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)</p>	<p><b>Consistent.</b> The project would provide employment opportunities for the local workforce at the gas station, restaurant, and car wash. According to the site plans, nine employee spaces would be provided at the project site. Assuming three work shifts per day, the project would potentially add 30 employment opportunities for the local workforce. The project would not result in a substantial increase in population due to employment for the proposed project.</p>
<p><b>Leverage Technology Innovations</b></p> <ul style="list-style-type: none"> <li>Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space</li> <li>Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments</li> </ul> <p>Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation</p>	<p><b>Consistent.</b> The proposed project would add three EV charging stations adjacent to the proposed food market. In addition, eight bicycle parking spaces would be implemented at the food market and car wash.</p>

Source: SCAG 2020

**2022 Scoping Plan**

The principal State plan and policy adopted to reduce GHG emissions is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the Scoping

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Plans were created to outline goals and measures for the state to achieve the reductions. The latest iteration of the scoping plan is the 2022 Scoping Plan. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State’s long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The proposed project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. In addition, the project would install three electric vehicle charging station. The proposed project is approximately a quarter mile or less from several residential neighborhoods, which could potentially reduce the number of solo trips to the restaurant and convenience store. In addition, the project would construct eight bicycle parking spaces to promote alternative modes of transportation to the project site. Statewide plans and regulations in support of these strategies, such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources, are being implemented at the statewide level; as such, compliance at a project level would occur as implementation continues statewide. Furthermore, the County’s CAP demonstrates that its adopted local reduction measures are sufficient to achieve the GHG reduction target set by SB 32 (40 percent below 1990 levels by 2030). As discussed under Threshold a, the project would incorporate design features consistent with the CAP. Because the CAP is directly tied to the State’s GHG emission reduction target under SB 32 (and the associated 2017 Scoping Plan), the project would also not conflict with implementation of SB 32 and the 2022 Scoping Plan. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**HAZARDS AND HAZARDOUS MATERIALS. Would the project:**

**21. Hazards and Hazardous Materials**

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Phase I Environmental Site Assessment January 2020 (Appendix E); California Environmental Protection Agency (CalEPA) Announcement: 2018 Hazardous Materials Inventory Reporting to Include the 24 New Federal Hazard Categories; USEPA 2022 Envirofacts Database; Riverside County, California Code of Ordinances; State Water Resources Control Board (SWRCB) 2022 GeoTracker

Findings of Fact:

**a-b) Less than Significant Impact.** The transport, use, and storage of hazardous materials during the construction of the proposed project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22.

During project operation the routine transport of petroleum fuels to the project site would be required to refuel the UST that would supply the pumps. Fuel trucks would likely enter the site from Winchester Road after travelling on SR 215.

Fuel deliveries would be subject to federal and State requirements that regulate the transport of hazardous materials and the operation of fuel tanker trucks. The California Environmental Protection Agency (CalEPA) oversees statewide implementation of the Unified Program, which protects citizens from hazardous waste and hazardous materials (CalEPA 2018). The Unified Program certifies 81 local government agencies, known as Certified Unified Program Agencies (CUPAs), to apply regulatory standards related to hazardous materials. The County of Riverside Department of Environmental Health is the CUPA responsible for all cities and unincorporated areas in the county. The Department's Hazardous Materials Management Branch regulates and oversees USTs. To operate a UST, a permit is required. Prior to any UST installation, modification, repair, or removal, plans must be submitted for review to ensure safety and regulatory compliance. Although inadequate maintenance of USTs may result in leaks, California Code of Regulations Title 23, Chapter 16 and Riverside County Ordinance 617 mandate regular monitoring, maintenance, and inspection of USTs, which would ensure the safe and appropriate operation of these facilities (Appendix E). In addition, an above-ground 1,000-gallon propane filling station would be installed in the southern portion of the project site. The proposed propane filling station would be designed and operated with safety devices and equipment such as emergency shut-off valves, leak detection systems, and fire suppression systems to mitigate potential hazards. Furthermore, the propane filling stations are required to adhere to all applicable federal, State, and local regulations, which would ensure safe and proper handling of propane.

Fueling station patrons would regularly use hazardous materials while dispensing gasoline from fuel pumps. Refueling activities release benzene into the air. Benzene is a natural part of gasoline and is a carcinogen; however, benzene emissions can be reduced by more than 90 percent by the vapor recovery systems required at fuel pumps. To further reduce benzene exposure risks, CARB recommends siting sensitive land uses, such as residences or schools, at least 50 feet from typical gasoline dispensing facilities and at least 300 feet from large gasoline dispensing facilities (i.e., facilities with a throughput of 3.6 million gallons per year or greater; approximately 96 percent of gasolines dispensing facilities have a throughput of less than 2.4 million gallons per year) (Appendix E). The proposed fueling stations would be classified as a typical gasoline dispensing facility. The fuel pumps would be sited at least 70 feet from the nearest sensitive land uses, the residence located northwest-adjacent to the proposed project site and the public park located across Winchester Road to the south of the proposed project site. Therefore, the proposed fuel pumps would be located outside of the recommended buffer of 50 feet.

Improper handling of gasoline and other automobile-related chemicals on-site could result in spills. However, the transport, use and storage of hazardous materials would be required to comply with all



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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applicable state and federal regulations, including the Hazardous Waste Control Law (California Health and Safety Code, Chapter 6.5, Division 20, Sections 25100, et seq.). Therefore, the proposed project would not create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials or 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. Impacts would be less than significant.

**c) Less than Significant Impact.** Construction activities associated with the proposed project would not substantially interfere with existing roadways as no roads would be permanently closed as a result of the construction or operation of the project. Construction and operation of the proposed project would be required to adhere to the standards of the Riverside County Code of Ordinances Chapter 16.32 which incorporates California Fire Code Standards. Chapter 16.32 provides standards for emergency access lane width, unlawful obstruction of emergency access lanes, fire hydrant placement, and emergency access locations for buildings. Pursuant to the Riverside County Code of Ordinances, a fire code official enforces the provisions of Chapter 16.32. The proposed project would be required to comply with the standards set forth by the County. Therefore, the project would not interfere with existing emergency evacuation plans or emergency response plans in the area. Impacts would be less than significant.

**d) Less than Significant Impact.** There are no schools within 0.25 mile of the project site. The nearest school is Harvest Hill STEAM Academy Elementary School, approximately 0.35 mile to the south of the proposed project. The transport, use, and storage of hazardous materials would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Impacts of hazardous materials on schools would be less than significant.

**e) Less than Significant Impact.** The following databases compiled pursuant to Government Code Section 65962.5 were checked February 7, 2022 for known hazardous materials contamination at the project site:

- USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)/Superfund Enterprise Management System (SEMS)/Envirofacts database search
- State Water Resources Control Board (SWRCB) GeoTracker search for leaking underground storage tanks and other cleanup sites
- California Department of Toxic Substances Control (DTSC) EnviroStor database for hazardous waste facilities or known contamination sites

The project site is not located on or directly adjacent to any known hazardous or contaminated sites. The USEPA is retiring the CERCLIS database and is replacing it with SEMS. The SEMS database search did not produce any results associated with the project site, indicating that the site is free of known hazards and contaminants (USEPA 2022).

A search on the EnviroStor database, accessed February 2022, did not identify any hazardous waste facilities or other cleanup sites within 1,000 feet of the project site. The EnviroStor listing nearest to the proposed project site is approximately 1800 feet west at Harvest Hill STEAM Academy elementary school. This property had been identified as having lead contamination due to historic warehousing uses. However, a “No Further Action” was determined by the DTSC for the property as of January 19, 2012 (DTSC 2022) and the site has been determined to be clean.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the Geotracker database, accessed February 2022, there are no leaking underground storage tanks or other cleanup sites within 1,000 feet of the project site. The closest site identified on Geotracker is located approximately 2.8 miles away from the project site at Metropolitan Water District (MWD) Lake Skinner Work Area 7. However, the case was closed as of February 17, 2012, and the site was issued a "Completed" by the SWBRC.

The proposed project would not be located on a hazardous materials site and the project site's proximity to other hazardous waste facilities is over 1,800 feet. Thus, project activities would not disturb soil near any hazardous waste sites. Additionally, all hazardous waste sites within the vicinity of the project site are considered safe. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

22. Airports	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure S-20 "Airport Locations"; GIS database; Riverside County Airport Land Use Compatibility Plan 2004

Findings of Fact:

**a-d) No Impact.** The nearest airport or airstrip to the proposed project site is the French Valley Airport, approximately three miles southwest of the site. The site itself is outside of the influence area identified in the French Valley Airport land use compatibility plan and would not require review by the Airport Land Use Commission (Riverside County Airport Land Use Compatibility Plan 2004). No private airstrips are in the project site vicinity. Consequently, the project would have no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-9 "Special Flood Hazard Areas," Figure S-10 "Dam Failure Inundation Zone"; Riverside County Flood Control District Flood Hazard Report/ Condition GIS database; Federal Emergency Management Agency (FEMA) 2008 National Flood Hazard Layer

Findings of Fact:

**a) Less than Significant Impact.** The proposed project involves the construction of a convenience store, restaurant, gas station, and car wash on a vacant lot. The proposed project site is currently undeveloped and vacant; thus, project development would increase the impervious surfaces on the site through construction of the proposed project uses and associated paved areas. The proposed project would grade 99,100 sf of land and pave 90,300 sf. As the proposed project would disturb more than one acre of soil, it would be required to prepare a SWPPP, pursuant to the requirements of the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit Order 2009-009-DWQ). Under this SWPPP, BMPs and stormwater monitoring would reduce construction-related water quality impacts.

The NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and Incorporated Cities of Riverside County within the Santa Ana Region (Order Number R8-2010-0033 [MS4 Permit]) require permittees to include BMPs to capture and treat stormwater prior to discharge from stormwater facilities. As the proposed project would create 10,000 or more square feet of impervious surface on the site, it constitutes "New Development" under the MS4 permit and thus is required to implement BMPs to reduce water quality

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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impacts. However, the proposed project would incorporate low-impact development (LID) BMPs such as identifying and preserving existing drainage patterns, identifying and dispersing runoff to adjacent pervious areas, and including native or drought-tolerant plants in site landscaping. Furthermore, the proposed project would comply with Riverside County Code of Ordinances (RCCOC) Chapter 13.12, which states that “new development projects shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The director of the County’s transportation or land management agency shall identify best management practices to be implemented to prevent deterioration; these BMPs may include maximization of stormwater storage for reuse, directing runoff to permeable areas, or increasing permeable areas.”

Compliance with Construction General Permit Order 2009-009-DWQ and the MS4 Permit would ensure that project construction would not violate any water quality standards or waste discharge requirements. Implementation of best management practices into the SWPPP would reduce adverse impacts to water quality during project operation. Therefore, following compliance with existing regulatory requirements, the proposed project would not substantially degrade surface or ground water quality, and impacts would be less than significant.

**b, i) Less than Significant Impact.** The proposed project involves the construction of a convenience store, restaurant, gas station, and car wash on a vacant lot. As the proposed project site is mostly undeveloped, construction of these facilities for the proposed project would thus increase the area of impervious surface on-site. However, the proposed project would comply with Construction General Permit Order 2009-009-DWQ, which requires the project to implement best management practices that maintain or replicate the pre-construction hydrologic regime and drainage patterns. As stated previously, RCCOC Chapter 13.12 also requires new development projects to incorporate best management practices that increase permeable area or direct runoff to permeable area. Therefore, while the proposed project would increase impervious surface area of the project site, it would adhere to regulatory requirements that mandate incorporation of best management practices to enable runoff filtration and groundwater recharge. Impacts concerning groundwater recharge within Threshold (b) would be less than significant.

The proposed project site is located within the South Coast Hydrologic Region, which includes all of Orange County, most of San Diego County and Los Angeles County, and parts of Riverside County, San Bernadino County, and Ventura County. The proposed project is under the jurisdiction of the San Diego RWQCB. The San Diego RWQCB is responsible for preparing the Water Quality Control Plan for the region, which designates beneficial uses of water and establishes water quality objectives. State-calculated total maximum daily loads (TMDLs) serve as thresholds of the maximum amount of a pollutant that a water body can have while still meeting pre-established water quality objectives. As discussed in Threshold (a), the proposed project would be required to comply with Construction General Permit Order 2009-009-DWQ, which would minimize adverse water quality impacts associated with soil erosion and stormwater runoff during project construction. Construction of the proposed project would comply with regulatory requirements under Construction General Permit Order 2009-009-DWQ, ensuring that the proposed project does not violate water quality objectives or exceed TMDLs.

The proposed project site overlies the Temecula Valley Groundwater Basin (Basin #9-005), The California Department of Water Resources (DWR) determined that the Temecula Valley Groundwater Basin is “very low priority.” Eastern Municipal Water District (EMWD) would serve the proposed project, and the proposed project would not require an expanded uses of groundwater supplies. Thus, the proposed project would not adversely impact the Temecula Valley Groundwater Basin, and impacts to existing groundwater resources would be negligible.

**c-f) Less than Significant Impact.** The proposed project would alter existing drainage patterns on-site by introducing new structures and increasing the amount of impervious surface. The proposed project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would not alter the course of a stream or river, as there are no adjacent surface waters to the project site. Although the proposed project would increase the amount of impervious surface on-site, it would also include a 13,000-sf biofiltration BMP area and a 56,000-sf detention basin designed to treat for water quality and hydromodification purposes. The vast majority of runoff from the site as well as the parking area and gas dispensing areas would be collected in the system and directed into the biofiltration basin to be treated prior to discharge into the downstream drainage system, and the majority of runoff that is separate from development of the site would be directed into the detention basin. Thus, the proposed project would keep the runoff from sediment producing pervious area hydrologically separate from developed areas that require treatment.

The proposed project’s preliminary Water Quality Management Plan include required source control BMPs to target pollutants from storm drain inlets, floor drains, food service areas, herbicides, trash storage areas, fuel dispensing areas, sidewalks, parking lots, and vehicle cleaning/maintenance areas. Implementation of these BMPs would reduce pollutants in runoff, thus minimizing adverse impacts from polluted runoff. Therefore, given the proposed project’s inclusion of a biofiltration basin and detention basin to treat runoff, as well as implementation of source control BMPs to reduce pollutant levels in runoff, the proposed project would not substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion or siltation, flooding, or exceedance of existing stormwater drainage system capacity. Impacts would be less than significant.

**f, h) No Impact.** The proposed project site is in an area designated as Zone D by the FEMA, which is used for areas where there are possible but undetermined flood hazards (FEMA 2008). According to the Safety Element of the Riverside County General Plan, the project site is not located in a flood zone or dam inundation area. Therefore, the proposed project would not impede or redirect flood flows. No impact would occur.

A seiche is a standing wave in an enclosed or partially enclosed body of water. The project site is not located near any lakes or other major bodies of surface water. Therefore, there would be no impacts from seiches. The project site is located approximately 33 miles from the Pacific Ocean and would not at risk of inundation by tsunamis. The site is relatively flat and is not subject to mudflows. Consequently, the proposed project would not risk release of pollutants due to project inundation. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan 2021; Project Application Materials.

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**a) No Impact.** The proposed project involves the construction of a convenience store, restaurant, gas station, and car wash on a currently vacant lot. The project site is an undeveloped lot at the northwest corner of Pourroy Road and Winchester Road. A church, scattered single-family homes, an elementary school, and several open fields are located to the west. Single-family homes and open fields are also located north of the project site along Pourroy Road. The vacant field to the west of Winchester Road is zoned Rural Residential (RR) and One-Family Dwellings (R-1). There are open fields directly south of the proposed project site across Pourroy Road and a residential subdivision further south of the site. Abelia Sports Park, part of Valley-Wide Recreation and Park District is kitty corner from the proposed project site on the southside of the Winchester Road and Pourroy Road junction. The proposed project would include new access roads from Pourroy Road as well as new utility service lines to the site. However, none of these new roads or infrastructure lines have the potential to divide any communities as the proposed project site is currently vacant and does not contain any existing housing. Therefore, there would be no impact on established communities.

**b) No Impact.** The project site is currently zoned C1/CP (General Commercial) and has a land use designation of CD:CR (Community Development: Community Retail). As described in Table 17.72 of the Riverside County Code of Ordinances gas stations, car washes and convenience stores are permitted uses in parcels zoned C1/CP. Sales of beer and wine for consumption off-premises are also permitted with approval of CUP 210119. Therefore, upon approval of CUP 210119, the proposed project would be consistent with the current zoning and the General Plan designations. There would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**MINERAL RESOURCES** Would the project:

**25. Mineral Resources**

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

Source(s): Riverside County General Plan Figure OS-6 "Mineral Resources Area"; California Department of Conservation (DOC) 2022 CGS Information Warehouse: Mineral Land Classification

Findings of Fact:

**a-b) No Impact.** The proposed project involves the construction of a convenience store, restaurant, gas station, and car wash on a vacant lot and is not being used for extraction of mineral resources. According to the DOC's Mineral Land Classification, there are no known or identified mineral resources of regional or statewide importance on the project site or in the vicinity of the project area (DOC 2022). In addition, the project would not involve the use or mining of mineral resources. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of local or regional value, and no impact would occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**c) No Impact.** The proposed project does not include any mining activities. The project site is not being used for extraction of mineral resources nor does it contain existing or abandoned quarries or mines. According to the DOC’s Mineral Land Classification, there are no known or identified mineral resources of regional or statewide importance on the project site or in the vicinity of the project area (DOC 2022). Therefore, the project would not potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**NOISE** Would the project result in:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>26. Airport Noise</b>				
a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Noise and Vibration Study February 2022 (Appendix F); Riverside County General Plan Figure S-20 “Airport Locations,” County of Riverside Airport Facilities Map

Findings of Fact:

**a) No Impact.** The French Valley Airport is the nearest public airport, located approximately more than two miles to the southwest of the project site. The project site is located outside the airport’s 55 dBA CNEL noise contour as designated by the Riverside County Airport Land Use Compatibility Plan Policy Document (Appendix F). Therefore, the proposed project wouldn’t expose people residing or working in the project area to excessive noise levels. No impact would occur.

**b) No Impact.** The project is not within the vicinity of a private airstrip.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>27. Noise Effects by the Project</b>				
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"/>



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Noise and Vibration Study February 2022 (Appendix F); Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”); Project Application Materials; Federal Transit Administration [FTA] Transit Noise and Vibration Impact Assessment 2018; Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol 2013

Setting:

The following analysis is based on the Noise Study prepared for the project by Rincon Consultants in February 2022. The Noise Study is included as Appendix F.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Sensitive land uses are generally defined as locations where people reside or where the presence of noise could adversely affect the use of the land. The County of Riverside General Plan considers sensitive land uses to be land uses that require a serene environment as part of the overall facility or residential experience, including schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation areas, and places of worship (Appendix F). Surrounding land uses that would be considered sensitive receivers include single family residences, and St. Thomas The Hermit Coptic Orthodox Church across Pourroy Road located approximately 560 feet and 500 feet, respectively, to the west, single-family residents located approximately 485 feet to the north, planned multi-family residential uses located approximately 195 feet to the southeast across Winchester Road, and Abelia Park approximately 185 feet to the southwest across Winchester Road, when measuring from the nearest project property line to the nearest property line of the planned multi-family use and the park use.

Vibration sensitive receivers are similar to noise sensitive receivers, such as residences and institutional uses (e.g., schools, libraries, and religious facilities). However, vibration sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment, affected by levels that may be well below those associated with human annoyance (Federal Transit Administration [FTA] 2018).

The most common source of noise in the proposed project site vicinity is vehicular traffic from Winchester Road and to a lesser extent Pourroy Road and aircraft overflights.

Findings of Fact:

**a) Less than Significant with Mitigation Incorporated.**

**Construction Noise**

Construction activity would result in temporary noise in the vicinity of the proposed project, exposing surrounding nearby receivers to increased noise levels. Construction noise would be generated by heavy duty diesel equipment used for site preparation, trenching, infrastructure installation, and paving activities. Over the course of a typical construction day, construction equipment would be located as close as 290 feet to adjacent noise sensitive properties to the west but would typically be located at an average distance farther away due to the nature of construction and the lot size of the project. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 350 feet from adjacent noise sensitive properties. construction noise levels would be 68 dBA Leq at 350 feet (Appendix F). All other sensitive receptors in the proposed project vicinity are greater than 350 feet from proposed construction activity. Thus, the proposed project would be in accordance with the FTA’s daytime construction noise limit for residential uses. Additionally, the timing of construction activities would be restricted to between 6:00 a.m. and 6:00 p.m. June through September, and between 7:00 a.m. and 6:00 p.m. October through May, in accordance with the County Code. Therefore, impacts from construction 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 Noise**

Operational on-site noise sources would include general conversations, landscape maintenance, waste hauling, car wash equipment, and heating, ventilation, and air conditioning (HVAC) equipment. There are no large gathering areas on the project site and the sources would be transient in nature as people transit from vehicles to the store or fuel pumps. Therefore, general conversations would not represent a substantial noise source. Landscape maintenance and waste hauling typically occur during the less noise sensitive daytime hours and would be active for short periods of time. Thus, the primary noise source of concern would be associated with car wash equipment and HVAC mechanical equipment noise. To determine the total continuous operational noise level at adjacent land uses, HVAC, car wash blowers, car wash vacuums, and loading area noise levels were modeled (Appendix F). The results in

Table 15 below compared the proposed project’s noise levels to the County Code’s exterior noise standards for informational purposes, as the County Code of Ordinance establishes county-wide standards regulating noise but does not establish thresholds for CEQA analysis. Therefore, the proposed project’s operational noise would be significant if it exceeds the standard under the County’s Noise Element.

As shown in

Table 15, project noise levels would not exceed the County Code’s daytime and nighttime noise standard at residential receivers, but the daytime and nighttime standard would be exceeded at the recreational use across Winchester Road. However, this is based on the County Code’s Noise Regulations which do not set the CEQA threshold. As such, the project’s operation noise is compared to Policy N 4.1 of County’s Noise Element, which states that on-site exterior operational noise would be significant if it exceeds the daytime and nighttime noise standards of 65 dBA and 45 dBA Leq, respectively, for all land use designations. Operational activities on the project site would generate an exterior noise level of 47 dBA Leq at the nearest sensitive receptor, Abelia Sports Park. Therefore, the project would not exceed the daytime standard of 65 dBA Leq for noise at Abelia Sports Park, a recreational use southwest side of the site; however, the operational noise of 47 dBA Leq would exceed the nighttime noise standard of 45 dBA Leq at Abelia Sports Park. Impacts from operational noise would be potentially significant. Mitigation Measure NOI-1 Car Wash Noise Reduction would limit car wash operations to daytime hours of 7:00 a.m. to 10:00 p.m., in accordance with Riverside County set daytime hours for noise. Therefore, with implementation of Mitigation Measure NOI-1, no nighttime noise would occur from the project and impacts would be less than significant.

The proposed project would generate new vehicle trips that would increase noise levels on nearby roadways, which would occur primarily on Winchester Road and a segment of Pourroy Road adjacent to the project site from Winchester Road to Pat Road. There are no sensitive receptors along the segment of Pourroy Road, and thus only increases in Winchester Road traffic noise were analyzed (Appendix F). There would be a relatively small increase in overall project contribution traffic volumes from project-generated traffic. The greatest noise level increase would be up to 1 dBA Ldn. Therefore, the project’s traffic noise increase would not exceed 3 dBA or more, and impacts would be less than significant. The primary noise-generating components of the project would include the car wash. Specifically, the use of the blowers used to dry the cars. According to the manufacturer’s specifications, the blowers generate a noise level of 88 dBA Leq at five feet from the exit with the doors open and 75 dBA Leq at five feet from the exit with the doors closed. The proposed project would also include 20 vacuums located outside immediately north of the car wash. The proposed project would include a mechanical room that would house the motor and generate negligible noise levels associated with the motor. With incorporation of Mitigation Measure NOI-1 Car Wash Noise Reduction, described below, 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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**Table 15 Total Operational Noise Compared to Noise Regulations under the County Code**

Receiver	Description	Noise Level (dBA Leq)	Exceedance	
			Daytime Threshold <sup>1</sup>	Nighttime Threshold <sup>2</sup>
R-1	Residence - west	37	No	No
R-2	Residence - west	38	No	No
R-3	Residence - west	41	No	No
R-4	Residence - west	41	No	No
R-5	Residence - west	42	No	No
R-6	Residence - west	42	No	No
R-7	Residence - west	41	No	No
R-8	Residence - west	39	No	No
R-9	Residence - northwest	33	No	No
R-10	Residence - north	29	No	No
R-11	Planned Multi-Family Residential - south	25	No	No
R-12	Park- southwest	47	Yes	Yes

<sup>1</sup> Daytime standard under the County Code's Noise Regulations (Section 9.52) would be exceeded if exterior noise levels exceed 55 dBA at residential uses and 45 dBA at recreational uses from 7:00 a.m. to 10:00 p.m.

<sup>2</sup> Nighttime standard under the County Code's Noise Regulations (Section 9.52) would be exceeded if exterior noise levels exceed 45 dBA from 10:00 p.m. to 7:00 a.m.

Source: Appendix F

**b) Less Than Significant Impact.**

**Construction**

Construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers, especially during grading and excavation of the project site. The greatest vibratory source during construction in the project vicinity would be a large bulldozer. Neither blasting nor pile driving would be required for construction of the project. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Appendix F). Another primary source of vibration during general project construction activities would be from a roller, which may be used within 275 feet of the nearest off-site structure being constructed south of the project site across Winchester Road. A roller creates approximately 0.21 in/sec PPV at 25 feet (Caltrans 2013). This would equal a vibration level of 0.004 in/sec PPV at 275 feet. This vibration level is lower than the human annoyance threshold of 0.24 in/sec PPV and the residential damage threshold of 0.4 in./sec. PPV. Therefore, temporary impacts associated with construction would be less than significant.

**Operation**

The proposed project does not include operations with the potential to generate significant vibration during operation, such as manufacturing or heavy equipment. No operational vibration impacts would occur.

Mitigation:

**NOI-1 Car Wash Noise Reduction**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Car wash operations shall be limited to daytime hours of 7:00 a.m. to 10:00 p.m., in accordance with Riverside County set daytime hours for noise. Final project plans shall include the operation hours for the car wash to ensure that measure has been implemented prior to the start of project operation. The significance after mitigation would restrict the car wash hours of operation to daytime hours. During daytime hours, operational noise would not exceed County standards, and impacts would be reduced to less than significant.

Monitoring: County staff shall verify that all applicable measures have been implemented.

**PALEONTOLOGICAL RESOURCES:**

**28. Paleontological Resources**

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

Source(s): Riverside County Map My County; Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Findings of Fact:

**a) Less than Significant with Mitigation Incorporated.** According to the Riverside County Map My County and Riverside County General Plan Figure OS-8 "Paleontological Sensitivity," the project site is in an area of low paleontological sensitivity and undetermined potential for paleontological sensitivity. While the existing level of disturbance in the site suggests there is a low and undetermined potential for encountering intact subsurface paleontological resources, it is possible that unanticipated archaeological deposits and/or human remains could be encountered and damaged during the ground-disturbing activities associated with construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments. Consequently, impacts would be potentially significant. In order to address the potential for project construction to result in significant adverse impacts to unknown paleontological resources, a paleontological resource impact mitigation program (PRIMP) is required (Mitigation Measure PAL-1), which would reduce impacts to a less-than-significant level. With implementation of Mitigation Measure PAL-1, potential impacts to paleontological resources would be less than significant.

Mitigation:

**PAL-1 Paleontological Resource Impact Mitigation Program**

Prior to issuance of grading permits:

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and 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 approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
- b. PRIMP must be accompanied by the final grading plan for the subject project.
- c. Description of the proposed site and planned grading operations.
- d. Description of the level of monitoring required for all earth-moving activities in the project area.
- e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
- f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
- g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
- h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
- i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
- j. Procedures and protocol for collecting and processing samples and specimens.
- k. Fossil identification and curation procedures to be employed.
- l. Identification of the permanent repository to receive any recovered fossil material. \*Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
- m. All pertinent exhibits, maps, and references.
- n. Procedures for reporting of findings.
- o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.
- p. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist (dwalsh@rivco.org) along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter, or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Monitoring: A qualified paleontological monitor shall conduct monitoring on the project site during all earth-moving activities in the project area.

<b>POPULATION AND HOUSING</b> Would the project:				
<b>29. Housing</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, 2010-2021; Riverside County General Plan Housing Element

Findings of Fact:

**a) Less Than Significant Impact.** The project proposes a new business with the construction of a convenience store, restaurant, gas station, and car wash on a vacant lot. The site does not include any residential structures and the proposed project would not include any residential development. It therefore would not directly induce population growth. The proposed commercial development would provide new job opportunities in the French Valley area of Riverside County, which may indirectly induce population growth should employees relocate to the area. The estimated 2021 population of Riverside County is 2,454,453 and the estimated 2021 population in unincorporated Riverside County is 389,905 (California Department of Finance 2021). The Riverside County General Plan estimates a population increase to 2,649,781 by 2035, or an increase of 195,328 residents (County of Riverside 2021). In the unincorporated Southwest Area of Riverside County, the population is projected to increase from 48,801 in 2020 to 58,456 in 2035 for a net increase of 9,655 persons in the area.

Due to the nature of project-related employment opportunities, employees would likely be drawn from the local workforce and would not result in the relocation of any new residents to Riverside County. The project is expected to employ approximately 30 persons. Most employees would likely be drawn from the existing local population. Though the project would include the construction of interior access roadways and new infrastructure related to the commercial development, no displacement of housing or people would occur. Therefore, impacts related to population and housing would be less than significant.

**b) No Impact.** The proposed project involves the construction of a convenience store, restaurant, gas station, and car wash on a vacant lot. The project would not demolish an existing residence, and therefore, would not displace existing housing or people. There would be no impact.

**c) No Impact.** No residential uses or other land uses directly impacting population growth are included as part of the project. The temporary construction jobs associated with the project are expected to be fulfilled by the existing local labor pool, and it is not anticipated that the project would result in indirect population growth. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**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):** California Department of Forestry and Fire Protection (CAL FIRE) 2022 Fire Hazard Severity Viewer; Riverside County General Plan Safety Element 2021

Findings of Fact:

**26. Less Than Significant Impact.** The proposed project involves the construction of a convenience store, restaurant, gas station, and car wash on a vacant lot. Since the project site is currently an undeveloped parcel, construction and operation of the proposed project would increase development intensity on the site, which would incrementally increase demand for fire protection services. Efficient response times are critical in addressing fire and medical emergencies. The Riverside County Fire Department (RCFD) and CAL-FIRE currently provide fire protection services for the community of Winchester. Currently there is one fire station staffed for emergency response, at Station 34 Battalion five, which is located at 32655 Haddock Street Winchester, approximately five miles north from the project site (County of Riverside 2021).

The Southwest Area Plan under the Riverside General Plan identifies portions of the Plan area, including the proposed project site that may be subject to wildland fires (County of Riverside 2021a). However, the proposed project is not located in a Very High Fire Hazard Severity Zone (VHSZ) and would not be exposed to an increased risk of wildfires (CAL FIRE 2022). The proposed project would be required to comply with all Fire Code requirements identified in the Ordinance 787.10 and would not place an unanticipated burden on fire protection services and would not affect response times or service ratios such that new or expanded fire facilities would be needed. Furthermore, the project applicant would be required to comply with the provisions of the County’s Development Impact Fee (DIF) Ordinance (Ordinance No. 659), which requires a fee payment to assist the County in providing for public services, including fire protection services. Payment of the DIF would ensure that the project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the project. Therefore, the proposed project would not create the need for new or expanded fire protection facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**31. Sheriff Services**

**Source(s):** Riverside County General Plan 2021

Findings of Fact:



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**27. Less Than Significant Impact.** The community of Winchester (including the project site) is serviced by one sheriff station located at 30755 Auld Road, Murrieta, California 92563, which is approximately three miles southwest from the project site. As previously discussed, the proposed project would not add any new residents to the county population. Furthermore, the project applicant would be required to comply with the provisions of the County’s DIF Ordinance, which requires a fee payment to assist the County in providing for public services, including police protection services. Payment of the DIF would ensure that the project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the project. Therefore, the proposed project would not create the need for new or expanded police protection facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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**32. Schools**

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Source(s): Project Application Materials

Findings of Fact:

**28. No Impact.** The proposed project, which is a non-residential use, would not result in an increase in population or a resulting increase in the need for construction or expansion of school facilities. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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**33. Libraries**

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Source(s): Riverside County Library System 2022

Findings of Fact:

**29. No Impact.** The Riverside County Library System is comprised of 35 libraries and two book mobiles (County of Riverside 2022b). The three libraries closest to the project site are French Valley Library at approximately one and a half miles southwest, Menifee Library at approximately five miles northwest, and Menifee Valley Campus Library at approximately five miles northwest. The proposed project, which is a non-residential use, would not result in an increase in population or a resulting increase in the need for expanded libraries.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>34. Health Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan 2021

Findings of Fact:

**30. No Impact.** Riverside County provides healthcare services through the Riverside University Health System which includes 14 locations for health and behavioral health services throughout the county. In addition, there are a variety of private clinics and medical centers that provide healthcare services to the project area, the two closest medical centers are Loma Linda University Medical Center Murrieta and Riverside Medical Clinic-Murrieta, both located approximately four miles west of the proposed project. The proposed project, which is a non-residential use, would not result in an increase in population or a resulting increase in the need for expanded healthcare services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>RECREATION</b> Would the project:				
<b>35. Parks and Recreation</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

**a-c) No Impact.** The County of Riverside has an array of open space, parks, and recreational areas including national parks and state parks and approximately 35 regional parks over 23,317 acres. Local parks fall under the jurisdiction of Riverside County Recreation Parks District which serve the community of Winchester where the proposed project is located. As discussed in other sections of this IS-MND, the proposed project site is located within the Southwest Area Plan (County of Riverside 2021a). which identifies the different open space and ecological areas that are proximate to the proposed project site. The closest park to the site is Abelia Sports Park located at Abelia Street, Winchester, approximately half a mile southwest of the proposed project site. It is a 17-acre park which includes two baseball fields, one lighted field, one soccer field, two basketball courts, one tennis/pickle ball court, one volleyball court, one play area, fitness trails, picnic areas, and restrooms. Other recreation areas within Riverside County include the Santa Rosa Plateau Ecological Reserve, Vail Lake, the Cleveland National Forest, Lake Skinner and various trails within the Temecula Valley Wine Country Policy Area. The Valley-Wide

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Recreation and Park District provides recreational facilities for the areas of Hemet/San Jacinto, French Valley, Menifee Valley, and Winchester all of which surround the proposed project site.

The proposed project would not result in additional population and therefore would not result in the need for new or expanded parks and recreational areas in the county. Therefore, the proposed project would have no impact related to neighborhood and regional parks and recreational facilities.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County Southwest Area Plan Figure 8 Trails and Bikeway System

Findings of Fact:

**a) No Impact.** According to the Riverside County Southwest Area Plan (Figure 8), there is a planned community trail along the project site's frontage with Pourroy Road and a planned regional trail adjacent southeast of the project site. The project does not include the construction or expansion of a trail system and the proposed street improvements to Pourroy Road and Winchester Road fronting the project site would not interfere with the planned community trail along Pourroy Road or the planned regional trail adjacent to the project site. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>TRANSPORTATION</b> Would the project:				
<b>37. Transportation</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** Vehicle Miles Traveled (VMT) Screening Evaluation May 2023 (Appendix G); Riverside County General Plan; Project Application Materials; Riverside County’s Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled December 2020

**Findings of Fact:**

**a) No Impact.** No sidewalks currently exist on Pourroy Road and Winchester Road on the southeast and southwest boundaries of the project site. However, the proposed project would add sidewalks along Pourroy Road and Winchester Road. The proposed project would also provide bicycle parking spaces in compliance with the California Green Building Standards Code. Public transit provided by the Riverside Transit Agency is available approximately 2,000 feet south of the project site at the Winchester Pourroy Road bus stop. The proposed project would not involve construction or operational activities that would adversely affect public transit, bikeways or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Additionally, the proposed project would comply with all County transportation policies, including those within the Southwest Area Plan (County of Riverside 2021a). Therefore, no impact would occur.

**b) Less Than Significant Impact.** State CEQA Guidelines section 15064.3(b) identifies appropriate criteria for evaluating transportation impacts. It states that land use projects with VMT exceeding an applicable threshold of significance may indicate a significant impact, and that projects that decrease VMT compared to existing conditions should be presumed to have a less than significant transportation impact.

**Construction-Related Traffic**

Construction for the proposed project would involve the use of on- and off-road heavy equipment, including dozers, graders, cranes, and pavers. Maximum daily construction-related trips would be approximately 112 vehicle trips and would occur during the paving phase, as calculated in the CalEEMod (see Table 16).

**Table 16 Construction Phase Vehicle Trips**

Phase	Vendor Trips per Day	Construction Worker Trips per Day	Total Trips per Day
Site Preparation	0	18	18
Grading	0	15	15
Building Construction	26	64	90
Paving	0	112	112
Architectural Coating	0	13	13

Source: Appendix A

**VMT Screening Evaluation**

The VMT Screening Evaluation performed by Urban Crossroads on December 3, 2021, evaluated the project according to available screening criteria based on its location and project type to determine if a presumption of a less than significant transportation impact can be made. The following screening thresholds are listed in the Riverside County Guidelines and those applicable to the proposed project were selected for further review:

- Small Projects
- High Quality Transit Areas (HQTA)
- Local Serving Retail

**Small Projects Screening**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Riverside County Guidelines lists two types of screening criteria that may apply to “small projects.” The first is a vehicle trip threshold of 110 trips per day. Trips anticipated to be generated by the proposed project have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. The proposed project is anticipated to generate vehicle trip-ends (i.e., includes both inbound and outbound trips) per day that would exceed the 110 daily trip threshold. Although the project’s size falls below the square footage that qualifies for a Small Project (less than 3,000 MTCO<sub>2e</sub>), the project’s air quality study estimates the project would exceed a generation of more than 3,000 MTCO<sub>2e</sub> per year. Therefore, the Small Projects screening criteria is not met.

**High Quality Transit Areas (HQTA) Screening**

Projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop” or an existing stop along a “high-quality transit corridor”) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The proposed project is not located within a ½ mile of an existing major transit stop, or along a high-quality transit corridor and therefore HQTA screening criteria is not met.

**Local Serving Retail Screening**

The Riverside County Guidelines identifies that local serving retail projects less than 50,000 sf may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses (e.g., day care centers, non-destination hotels, affordable housing, places of worship, etc.) may also be presumed to have a less than significant impact as their uses are local serving in nature and would tend to shorten vehicle trips. The proposed project, as intended, is to provide retail service that would serve nearby residents and the local community; that would otherwise have to travel further distances to seek the services provided by the proposed project. Therefore, it is determined that the Local Serving Retail screening criteria is met.

In summary, although the proposed project would not meet the Small Projects or HQTA screening criteria, it does meet the Local Serving Retail screening criteria and is therefore presumed to result in a less-than-significant VMT impact. The VMT Screening concluded that no additional VMT analysis is required and as a result the proposed project would be consistent with State CEQA Guidelines section 15064.3, subdivision (b). Therefore, impacts would be less than significant.

**c) No Impact.** The proposed project would not include sharp curves, dangerous intersections, or incompatible uses that would increase hazards. The proposed project would include two driveways that would provide access to the project site from Pourroy Road and they would be designed to meet applicable safety standards and codes and would not cause a safety hazard. The proposed project would also not include any design features that would increase hazards on Pourroy Road or Winchester Road. Additionally, the proposed project would not include any incompatible uses. Therefore, there no impact would occur.

**d) Less than Significant Impact.** The project is estimated to generate additional daily trips above the existing condition. However, as stated above in response b, the project identifies as a local serving retail

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project and would have a less than significant impact related to trip generation as the intended uses are local serving in nature and would therefore shorten local vehicle trips. The project would provide a retail service that would serve nearby residents and the local community; that would otherwise have to travel further distances to seek the services provided by the project. Since the project would have a less than significant impact on trip generation, it would not increase the need for maintenance of this or any other County roadway. A less than significant impact would occur.

**e) No Impact.** The project site is currently vacant, and construction staging, and activities would occur within the project boundaries. The proposed project would include the development of two driveways that provide access to the site from Pourroy Road. The proposed project would not involve construction or operational activities that would adversely affect public transit, bikeways or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, a less than significant impact would occur.

**f) No Impact.** The proposed project would include two driveways that provide access to the site from Pourroy Road. Thus, emergency access to the site would be sufficient with two entry and exit points to the proposed project. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**38. Bike Trails**

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

Source(s): Riverside County General Plan 2015

Findings of Fact:

**a) No Impact.** There are currently no bike lanes or other multi-modal facilities within the proposed project site. Additionally, the proposed project does not include the construction or expansion of a bike system or bike lanes. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**TRIBAL CULTURAL RESOURCES.** Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

**39. Tribal Cultural Resources**

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

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

Source(s): AB 52 Tribal Consultation

Findings of Fact:

**a, b) Less than Significant with Mitigation Incorporated.** Changes in CEQA, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law’s purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, as well as other types of resources including cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with Native American tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on August 23, 2021. No response was received from Ramona Band of Cahuilla Indians, Cahuilla Band of Indians, Colorado River Indian Tribe, Quechan Indian Nation, Santa Rosa Band of Indians. The Pala Band of Mission Indians declined consultation.

Consultation was requested by the Agua Caliente Band of Cahuilla Indians, Pechanga Cultural Resources Department, Rincon Band of Luiseño Indians and the Soboba Band of Mission Indians. The Pechanga Band responded in an emailed letter dated September 10m 2021 stating “The Pechanga Tribe asserts that the Project area is part of 'Ataaxum (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of cultural resources, named places, tóota yixélval (rock art, pictographs, petroglyphs), and an extensive 'Ataaxum artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as our extensive history with the County and other projects within the area.” The project documents were provided to the tribe on January 09, 2021, and May 11, 2021. A meeting was held on May 11, 2021, in which this project was discussed. During this meeting certain information was provided by the tribe regarding a placename that is nearby. The tribe made requests

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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for edits to the conditions of approval which were provided to the tribe on May 16, 2022. A final follow-up email was sent to the tribe on June 21, 2022, which concluded consultation.

The Rincon Band responded in an emailed letter dated September 28, 2021 stating, “The identified location is within the Traditional Use Area (TUA) of the Luiseño people and within the Band’s specific Area of Historic Interest (AHI). As such, Rincon is traditionally and culturally affiliated to the project area. Embedded in the Luiseño territory are Rincon’s history, culture and identity. We kindly ask to be provided with copies of existing documents pertaining to the project such as the cultural survey including the archaeological site records, shape files, archaeological record search results, geotechnical report, and the grading plans. Upon receipt and review, the Band would like to consult on the project in order to learn more about any potential impacts to cultural resources.”

All the project documents were provided to Rincon on May 3, 2022, and consultation was concluded on June 03, 2022. The Soboba Band responded in an emailed letter dated February 10, 2022, stating, “the project area does fall within the bounds of our Tribal Traditional Use Areas. The project area is considered sensitive by the people of Soboba, as there are existing sites in the surrounding areas. An in-house database search identified multiple areas of potential impact. Based on the sensitive nature of the substantial information that will be disclosed by the tribe, specifics will be discussed in a confidential setting, during consultation.” No formal consultation was held with Soboba due to the request being 5 months after the 30-day time frame in which to request consultation. The conditions of approval were provided to them on May 20, 2022, for their files. The Agua Caliente band requested to consult in a letter dated April 28, 2022. The project documents were provided to the tribe and a meeting was held on April 22, 2022. Consultation was concluded by the tribe on April 28, 2022.

Although no specific Tribal Cultural Resources were identified, the consulting tribes expressed concerns that the project has the potential for unidentified subsurface tribal cultural resources. The tribes request that a Native American monitor be present during ground disturbing activities so any unanticipated finds will be handled in a timely and culturally appropriate manner. Based on information provided by the consulting tribes this project will require a Native American Monitor to be present during ground disturbing activities. In addition, conditions of approval that dictate the procedures to be followed should any unanticipated cultural resources or human remains be identified during ground disturbing activities has been placed on this project. With the inclusion of these Conditions of Approval/Mitigation Measures, impacts to any previously unidentified Tribal Cultural Resources would be less than significant.

Mitigation: Mitigation Measure CUL-1 requires Native American monitoring. Mitigation Measure CUL-4 is required in the event unanticipated cultural resources are discovered on-site. Mitigation Measure CUL-7 is required to ensure proper adherence to State laws regarding the discovery of human remains. Refer to Mitigation Measures CUL-1, CUL-4, and CUL-7 above under Section 9, *Archaeological Resources*.

Monitoring: Monitoring is required. Refer to Mitigation Measures CUL-1, CUL-4, and CUL-7 under Section 9, *Archaeological Resources*.

**UTILITIES AND SERVICE SYSTEMS** Would the project:

**40. Water**

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Project Application Materials, Eastern Municipal Water District (EMWD) 2021; 2020 Urban Water Management Plan. 2022; CalEEMod Calculations (Appendix A)

Findings of Fact:

**a) No Impact.** The project site would connect to the existing water, sewer, and stormwater drainage facilities in the Pourroy Road right-of-way. Therefore, no new, expanded, or relocation of existing utilities is necessary. No impact will occur.

**b) Less than Significant**

**Water**

Potable water would be serviced on the site by EMWD. EMWD’s potable water supply is sourced approximately 80 percent from imported water from the Metropolitan Water District, and 20 percent from groundwater wells (EMWD 2022a). In its 2020 Urban Water Management Plan, EMWD provides projections for both water supply and water demand and EMWD is capable of meeting current and projected water demands for the area through 2040 under normal, historic single-dry and historic multiple-dry year conditions. Projections for meeting water demand include population growth projections in EMWD’s service area.

According to CalEEMod calculations the proposed project would create demand for approximately 6,319 gallons per day, or 7.1 acre-feet per year (AFY) (Appendix A). This demand represents much less than one percent of the anticipated 2025 supply of 145,930 AFY (EMWD 2021). EMWD projects its water supply to be in balance with demand through the year 2045 because projections include a steady increase in demand. Since the proposed project would be consistent with the site’s land use designation, the water demand associated with the proposed project is considered in EMWD’s water demand projections. In addition, water used within the proposed car wash facility would be recycled via a trench drain at the exit of the car wash. The water would be pumped through a filtering system within the car wash facility and reused for the washing of vehicles. Periodically this water would be pumped out and taken off-site to an approved waste facility.

The proposed project would also be required to comply with any existing or future regulations on water use that the County implements, including metering and conservation pricing. Therefore, impacts related to water supply would be less than significant.

**Wastewater Treatment**

Local governments and water districts are responsible for complying with federal regulations, both for wastewater plant operation and the collection systems (e.g., sanitary sewers) that convey wastewater to the wastewater treatment facility. Proper operation and maintenance is critical for sewage collection and treatment as impacts from these processes can degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) receive Waste Discharge Requirements (WDRs) to ensure compliance with water quality regulations set forth by the state. WDRs, issued by the state, establish effluent limits on the kinds and quantities of pollutants that POTWs can discharge. These permits also contain pollutant monitoring, recordkeeping, and reporting requirements. POTWs that intend to discharge into the nation’s waters must obtain a WDR prior to initiating discharge.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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EMWD would provide wastewater service to the proposed project site since it provides service to areas in unincorporated Riverside County. EMWD treats approximately 43 million gallons per day (mgd) of wastewater at its four regional water reclamation facilities through 1,813 miles of sewer pipelines (EMWD 2022). Through progressive utilization of wastewater storage and recycling, EMWD reuses 100 percent of the wastewater generated in its service area as recycled water (EMWD 2022b). The reclamation facility serving the proposed project site is the Temecula Valley Regional Water Reclamation Facility, which treats an average of 14 mgd, and has capacity to treat 23 mgd (EMWD 2021). Therefore, available wastewater treatment capacity is approximately 9 mgd.

According to CalEEMod calculations, the commercial uses proposed by the proposed project would create demand for an estimated 6,319 gallons of water per day or 0.006 mgd. Conservatively estimating that wastewater generation would be 80 percent of water demand, the proposed project would generate approximately 0.005 mgd (5,055 gallons of wastewater per day). This increase would demand approximately 0.02 percent of the available daily capacity at Temecula Valley Regional Water Reclamation Facility (EMWD 2021). Expected wastewater flow from the proposed project would not exceed the capabilities of the serving treatment plant. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**41. Sewer**

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source(s): Department of Environmental Health Review; Eastern Municipal Water District (EMWD) Will Serve Letter December 2021; CalEEMod Calculations (Appendix A)

Findings of Fact:

**a) No Impact.** As stated above in Section 36, *Water*, EMWD would provide wastewater service to the proposed project site. Existing connects are located in the Pourroy Road right-of-way. EMWD provides service to areas in unincorporated Riverside County, including the project site. EMWD signed a Will Serve letter for the project site, dated December 1, 2021, as such, no impact would occur.

**b) Less than Significant Impact.** According to the CalEEMod calculations, the commercial uses proposed by the proposed project would create demand for an estimated 6,319 gallons of water per day or 0.006 mgd. Conservatively estimating that wastewater generation would be 80 percent of water demand, the proposed project would generate approximately 0.005 mgd (5,055 gallons of wastewater per day). This increase in demand would be approximately .02 percent of the available daily capacity at Temecula Valley Regional Water Reclamation Facility (EMWD 2021). Additionally, EMWD has signed a Will Serve letter for the project. A less than significant impact would occur.

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

Monitoring: No monitoring is required.

42. Solid Waste	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; Riverside County Waste Management District correspondence; County of Riverside Department of Environmental Health 2022; California Department of Resources Recycling and Recovery (CalRecycle) 2022a Badlands Sanitary Landfill; CalRecycle 2022b El Sobrante Landfill; CalEEMod Calculations (Appendix A)

Setting:

The proposed project site is served by the hauler Waste Management of the Inland Empire through a contract with the County (County of Riverside Department of Environmental Health 2022). The landfills serving the project site are El Sobrante Landfill (El Sobrante), and Badlands Sanitary Landfill (Badlands). El Sobrante Landfill has a permitted capacity of 16,054 tons per day while Badlands facility has a permitted capacity of 4,800 tons per day. The Badlands facility has an estimated closure date of 2026 while the El Sobrante site has an estimated closure date of 2051 (CalRecycle 2022a, CalRecycle 2022b).

AB 939 requires all cities and counties to divert a minimum of 50 percent of all solid waste from landfills. AB 341, passed in 2011, sets a statewide goal for 75 percent disposal reduction by the year 2020. In addition, SB 1383 of 2016 established the following goals: a 50-percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2020, and a 75-percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2025.

Findings of Fact:

**a) and b) Less Than Significant Impact.** The project has two components, construction, and operation, that would result in the generation of solid waste. The handling of all debris and waste generated during construction of the project would be subject to the California Integrated Waste Management Act of 1989 (AB 939) requirements for salvaging, recycling, and reuse of materials from construction activities. The project’s construction phase would generate waste. However, the generation of construction waste would be temporary, lasting for approximately 12 months.

Operation of the proposed project would generate approximately 36,680 pounds (18.34 tons) of solid waste per year based on proposed project estimated CalEEMod operational waste generation (Appendix A). This equates to approximately 100 pounds per day. Assuming a 50 percent diversion rate (per AB 939), an estimated 50 pounds per day would go to a landfill. This would represent less than one percent of the remaining daily capacity of both the Badlands facility and El Sobrante facility. If the project were instead served by the El Sobrante Landfill, in the event of the closure of Badlands Sanitary

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Landfill, project-generated waste would likewise account for less than point one percent of the remaining capacity. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**43. Utilities**

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

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

Source(s): Project Application Materials; SoCalGas Natural Gas Pipeline Map 2022; County of Riverside/State of California Road Improvement Standards & Specifications Ordinance No. 461 adopted December 2007, Riverside County Library System 2022; CalEEMod Calculations (Appendix A)

Findings of Fact:

**a) Less than Significant Impact.** The proposed project would increase demand for electric power at the currently vacant project site. As shown in Table 17, the proposed project would increase electricity demand by approximately 515,637 kilowatt hours (kWh) per year.

**Table 17 Estimated Electric Power Demand**

Land Use	Electricity Demand (kWh/year)
Automobile Care Center (Car Wash)	389,424
Convenience Market with Gas Pumps	117,673
Parking Lot	8,540
<b>Total Increase in Electricity Demand</b>	<b>515,637</b>

Source: CalEEMod Calculations (Appendix A)

The project site is in the electric power service area of SCE which provides electrical service to customers within a 50,000-square mile area of central, coastal, and southern California, including western Riverside County. The proposed project may require modification of existing electrical transmission and distribution systems in order to connect to the new developments (gas station, convenience store, restaurant, car wash and offices) at the project site. Energy demands associated with the proposed project are discussed in Section 6, *Energy*. As infill development, the proposed project would not require SCE to expand its service area. Service would be provided in accordance with the rules and regulations of SCE on file with and approved by the California Public Utilities Commission (CPUC). Impacts related to electric power facilities would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**b) Less than Significant Impact.** Natural gas service in unincorporated Winchester is provided by the Southern California Gas Company (SoCal Gas). The proposed project would increase demand for natural gas at the site. As shown in Table 18, the project would increase electricity demand by approximately 1.3 million kilo-British thermal units (kBTU) per year.

**Table 18 Estimated Natural Gas Demand**

Land Use	Natural Gas Demand (kBTU/year)
Automobile Care Center (Car Wash)	1,263,360
Convenience Market with Gas Pumps	21,324.6
Parking Lot	0
<b>Total Increase in Natural Gas Demand</b>	<b>1,284,685</b>

Source: CalEEMod Calculations (Appendix A)

A large-diameter gas transmission pipeline runs north-south, approximately 1.75 miles west of the proposed project site (SoCal Gas 2022). As infill development, the proposed project would be located near existing natural gas distribution infrastructure. The proposed project may require modification of existing natural gas pipelines near the site in order to connect to new developments at the project site. However, service to the site would be provided in accordance with the rules and regulations of SoCal Gas on file with and approved by the CPUC. Impacts related to natural gas would be less than significant.

**c) Less than Significant Impact.** In unincorporated Winchester, telecommunications services are provided by Frontier and Spectrum. The proposed project may require modification of existing telecommunications lines near the project site in order to connect to the new development. As infill development, since the proposed project is located near existing telecommunications infrastructure, impacts related to telecommunications would be less than significant.

**d) Less than Significant Impact.** There are streetlights located at the Pourroy Road/Winchester Road intersection. Any new proposed streetlights related to project implementation would be in conformance with the standards outlined in the County of Riverside/State of California Road Improvement Standards & Specifications Ordinance No. 461 adopted December 2007, and reviewed by the County Transportation Department prior to construction. As such, a less than significant will occur.

**e) Less than Significant Impact.** Implementation of the project does require updates to the existing roadway. Access to the project site would be provided via two ingress/egress driveways off Pourroy Road, with interconnecting roads (Drive Aisles A, B through C) between the gas station and the car wash areas on the site. The main access would be from Drive Aisle A, with secondary access available from Drive Aisle B (which would also connect to Drive Aisles A, B and C). The proposed project would improve SR 79/Winchester Road adjacent to the site, Pourroy Road from SR 79 to just north of Drive Aisle B, and a portion of Pat Road, adjacent to Pourroy Road. The project would require a Caltrans encroachment permit for proposed improvements to Winchester Road. As such, prior to construction, the project applicant shall obtain all of the required design review and building permits which would be in accordance with current California Building Codes, Caltrans roadway specifications, and County of Riverside Ordinances including Ordinance No. 461 for roadway specifications. With the applicable permits, impacts would be less than significant.

**f) No Impact.** Park facilities are further addressed in Section 31, *Recreation*. The Riverside County Library System is comprised of 35 libraries and two book mobiles (County of Riverside 2022). The three libraries closest to the project site are French Valley Library at approximately one and a half miles southwest, Menifee Library at approximately five miles northwest, and Menifee Valley Campus Library

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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at approximately five miles northwest. The nearest airport to the project site is the French Valley Airport located approximately more than two southwest of the proposed project. The second closest airport is Hemet Ryan Airport found at approximately 8.5 miles northeast of the proposed project site. Riverside County provides healthcare services through the Riverside University Health System which includes 14 locations for health and behavioral health services throughout the county. In addition, there are a variety of private clinics and medical centers that provide healthcare services to the project area, the two closest medical centers are Loma Linda University Medical Center Murrieta and Riverside Medical Clinic- Murrieta, both located approximately four miles west of the proposed project. The implementation of the proposed project would therefore not result in an increase in local population nor the demand any new governmental services. There would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**44. Wildfire Impacts**

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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): Riverside County General Plan Figure S-11 “Wildfire Susceptibility”; County of Riverside General Plan Safety Element, GIS database; Project Application Materials; California Department of Forestry and Fire Protection (CAL FIRE) 2022 Fire Hazard Severity Viewer

Findings of Fact:

**a) Less than Significant Impact.** The project site is in an area designated as a Moderate Fire Hazard Servility Zone (FHSZ) in a State Responsibility Area (SRA) for fire protection but is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) in a Local Responsibility Area (LRA). However, a LRA with a VHFHSZ does exist approximately 300 feet of the project site (CAL FIRE 2022). As described in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Section 33, *Transportation*, the project would provide emergency access with new internal roads and drive aisles and would not result in significant impacts to the circulation system. Additionally, the Riverside County Station 34 Battalion 5 is located approximately five miles north from the proposed project site. The proposed project would also be required to comply with the Safety Element of the Riverside County General Plan. As described in Policy S.4.1 of the General Plan, "All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with [building code and performance standard] requirements before the issuance of any building permits." These requirements include adherence to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions. The proposed project would not block access to nearby properties or impede evacuation routes. Notification of emergency personnel of impending blockages, detour signs, and a construction plan for traffic would ensure that there would be no impact in the case of emergency evacuation during project construction. Since the project is not in a very high fire hazard severity zone and would not adversely affect emergency response or evacuation, this impact would be less than significant.

**b) and c) Less than Significant Impact.** The project site is relatively flat and there are no steep slopes immediately adjacent to the site such that high winds could exacerbate wildfire risks. Development of the 6.81 -acre project site would not substantially change the existing fire hazards in the area. While there is a VHFHSZ site in proximity to the project site, there are no wildlands with flammable brush located within the immediate vicinity of the site. Also, since the proposed project would require new roads and utilities, it would also require the installation of fire safety apparatus and would connect to existing utilities and service system infrastructure. Additionally, Riverside County Fire Station 34 Battalion five, located approximately five miles north from the project site (County of Riverside 2021b). Fire risks would not be exacerbated from those that may already exist on the site or in the surrounding areas and impacts would therefore be less than significant.

**d and e) Less than Significant Impact.** Though the proposed project site is not in a VHFHSZ, it is in an SRA and identified as a Moderate FHSZ. However, the site is relatively flat and there no water bodies located on, or near the site. Also, as described in Section 7 through 15 regarding geological conditions, soils and slopes, and Section 19, *Hydrology and Water Quality*, there are no substantial hazards related to landslides or flooding in the vicinity of the project site. The proposed 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. Additionally, drainage patterns would not be altered, and stormwater would continue to be conveyed through existing channels. Furthermore, the project is not expected to increase population or density and does not involve the development of residential units. Thus, the project would not expose people or structures either directly or indirectly to threat of wildfire. And impacts related to post-fire flooding or landslide risks due to run-off, drainage changes or post-fire slope instability would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

<b>MANDATORY FINDINGS OF SIGNIFICANCE. Does the Project:</b>				
<b>45.</b> 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	<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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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): Project Application Materials

Findings of Fact:

**47. Less than Significant with Mitigation Incorporated.** As discussed in Section 7, *Biological Resources*, the project site does not include any mapped essential habitat connectivity areas in the immediate vicinity of the proposed project site. Regional wildlife movement is restricted due to the urbanized nature of Beaumont. As such, no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on the proposed project site. Furthermore, there is little suitable habitat for special-status species on the site, except for potential burrowing owl and nesting bird habitat. As noted under Section 7, *Biological Resources*, there are no burrowing owls present on the site; however, the proposed project may affect nesting birds and has potential habitat for burrowing owls. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce impacts to a less than significant level by requiring nesting bird and burrowing owl surveys. As noted under Section 8, *Cultural Resources*, there are no structures on the site. Therefore, there would be no impact related to the elimination of important examples of California history.

**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): Project Application Materials

Findings of Fact:

**46. Less than Significant with Mitigation Incorporated.** As described in the discussion of environmental checklist throughout this document, the proposed project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues. Cumulative impacts of several resource areas have been addressed in the individual resource sections above: air quality, GHG emissions, and transportation (see CEQA Guidelines Section 15064(h)(3)). The closest projects to the site are approximately 1,200 feet east of the project site. Therefore, these projects are not close enough to the site to result in cumulative impacts from impacts such as noise and hydrology. CalEEMod was utilized to assess the air quality and GHG emissions resulting from the project, concluding that the impacts associated with these two issues were less than significant impacts. As discussed in Section 33, *Transportation*, the proposed project would meet the 3,000 MTCO<sub>2</sub>e small project and local serving screening criteria and is therefore presumed to result in a less than significant VMT impact. Additionally, the proposed project would not create a cumulatively considerable contribution to the cumulative traffic for the area. Other resource areas



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(agricultural and mineral) were determined to have no impact. Therefore, the project would not contribute to cumulative impacts related to these issues. Several resource issues (e.g., geology, hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. As such, cumulative impacts would be less than significant with mitigation incorporated.

<b>47.</b> Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Project Application Materials

Findings of Fact:

**47. Less Than Significant Impact.** In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Section 17, *Hazards and Hazardous Materials*, Section 6, *Air Quality* and Section 22, *Noise*, the proposed project would not result, either directly or indirectly, in adverse hazards related to hazardous materials, air quality or noise. Compliance with applicable rules and regulations would reduce potential impacts on human beings to a less than significant level.

**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: N/A

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

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

Revised: 8/15/2023 10:01 AM  
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