

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Project has a less than significant impact to Air Quality with mitigation incorporated to expose sensitive receptors, located within 1 mile of the Project site, to substantial pollutant concentrations. Mitigation shall include the use of alternative fueled or catalyst equipment diesel construction equipment, minimizing idling to five (5) minutes or less, and limiting hours of operation of heavy-duty equipment during construction. The Project has a less than significant impact to Biological Resources with mitigation incorporated to be consistent with provisions of adopted plans and to not adversely affect any identified species of importance. Mitigation shall include obtained Nation-Wide Permit 39 and pre-construction surveys and consultation for burrowing owls. The Project has a less than significant impact to Archaeological Resources with mitigation incorporated to alter/destroy an archaeological site, adversely affect significance of an archaeological resource, or disturb any human remains. Mitigation shall include proper conduct pursuant to Calif. Pub. Res. Code § 21083.2(b) and 5097.98 as well as California Health and Safety Code Section 7050.5. Please see the Initial Study/Mitigated Negative Declaration environmental assessment document for a complete list of all mitigation measures for potentially significant impacts relating to the KTM North America project. Please refer to the Initial Study/Mitigated Negative Declaration for a complete discussion of summary of impacts and proposed mitigation.

Revised September 2011

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

N/A

Provide a list of the responsible or trustee agencies for the project.

County of Riverside



C harissa Leach, P.E.
Assistant TLMA Director

RIVERSIDE COUNTY

PLANNING DEPARTMENT

Agency Notice of Intent/Availability of a Proposed Initial Study/Mitigated Negative Declaration

DATE: ~~October 3, 2019~~ October 14, 2019

TO: Responsible and Trustee Agencies, Interested Organizations and Individuals

PROJECT CASE NO./TITLE: Environmental Assessment (E.A.) Mitigated Negative Declaration No. CEQ180087 and Plot Plan No. PPT180022

An Environmental Assessment Form: Initial Study and Mitigated Negative Declaration has been prepared for the proposed KTM North America Project and originally submitted to the SCH on October 3, 2019. After submittal of the IS/MND to the SCH on October 3, 2019, the IS/MND was updated based on minor comments received from the County of Riverside. The comments were minor in nature and did not require revisions and/or new mitigation measures. Attached is the updated IS/MND. The Riverside County Planning Department is the local lead agency, pursuant to the California Environmental Quality Act (CEQA,) responsible for preparation of this document.

PROJECT LOCATION: The 56.9-acre project site is located within the unincorporated Riverside community of French Valley, adjacent to the City of Murrieta and north of the City of Temecula. The Project site is bounded by Winchester Road (State Route 79) to the west, Sparkman Way to the north, Sky Canyon Road to the east, and Borel Road to the south. The proposed Project is located in the Southwest Area Plan of western Riverside County, which is governed by the County of Riverside.

PROJECT DESCRIPTION: Plot Plan No. 180022 proposes the development of an office building complex for a KTM headquarters that consists of a main HQ building a motorsport building and storage buildings. The HQ building is 47,675 square feet and approximately 32 feet in height. The Motorsport building is 60,860 square feet and includes office and equipment testing and research and is approximately 26 feet in height. The storage building is 17,917 square feet that includes storage for motorcycles and other equipment, both of which are approximately 26 feet in height. The HQ building would be primarily office space. Between the Motorsport building and storage building is a 26,696 square feet open area for truck parking and an 8,602 square-foot intake area with truck bays that also includes a washing area for motorcycles. The KTM Campus will be closed to the public and will accommodate administrative and operational aspects of the business. Typical business hours will be Monday through Friday, (8:00am - 5:00pm).

LEAD AGENCY:

Riverside County Planning Department
4080 Lemon Street, 12th Floor
P.O. Box 1409
Riverside, CA 92502-1409
Attn: David Alvarez, Project Planner

PROJECT SPONSOR:

Applicant: Pierer Immoreal North
America, LLC
Address: 38429 Innovation Court,
Murrieta, CA 92324

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, River side, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

Summary of Impacts:

For purposes of CEQA compliance, the Riverside County Planning Department is identified as the Lead Agency for this Project. The Lead Agency is responsible for preparing this Initial Study/Mitigated Negative Declaration (IS/MND) in accordance with CEQA and the CEQA Guidelines. As mandated by the CEQA Guidelines, the IS/MND has been subject to the County's internal review process and reflects the Lead Agency's independent review and judgment and objectivity with regard to the scope, content, and adequacy of analysis.

The Project has a less than significant impact to Air Quality with mitigation incorporated to expose sensitive receptors, located within 1 mile of the Project site, to substantial pollutant concentrations. Mitigation shall include the use of alternative fueled or catalyst equipment diesel construction equipment, minimizing idling to five (5) minutes or less, and limiting hours of operation of heavy-duty equipment during construction. The Project has a less than significant impact to Biological Resources with mitigation incorporated to be consistent with provisions of adopted plans and to not adversely affect any identified species of importance. Mitigation shall include obtained Nation-Wide Permit 39 and pre-construction surveys and consultation for burrowing owls. The Project has a less than significant impact to Archaeological Resources with mitigation incorporated to alter/destroy an archaeological site, adversely affect significance of an archaeological resource, or disturb any human remains. Mitigation shall include proper conduct pursuant to Calif. Pub. Res. Code § 21083.2(b) and 5097.98 as well as California Health and Safety Code Section 7050.5. Please see the Initial Study/Mitigated Negative Declaration environmental assessment document for a complete list of all mitigation measures for potentially significant impacts relating to the KTM North America project. Please refer to the Initial Study/Mitigated Negative Declaration for a complete discussion of summary of impacts and proposed mitigation.

Public Comment Period:

The public comment period for this Draft Initial Study/Mitigated Negative Declaration will begin on Friday, October 4, 2019 and end on Monday, November 4, 2019 (comment letters must be postmarked by November 4, 2019).

All reviewers will be provided 30 days to review the Mitigated Negative Declaration submit comments to the County of Riverside Planning Department for consideration and response. The MND is also available for public review at the County's Planning website at <http://planning.rctlma.org> and at the following location during the 30-day review period:


Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

To request additional information or to provide written comments on the Draft Initial Study/Mitigated Negative Declaration, please contact:

David Alvarez, Project Planner
Riverside County Planning Department
P.O. Box 1409
Riverside, CA 92502-1409
Phone: (951) 955-5719
daalvarez@rivco.org

Sincerely,

RIVERSIDE COUNTY PLANNING DEPARTMENT
Charissa Leach, Assistant TLMA Director



David Alvarez, Project Planner

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #**Project Title:** KTM NORTH AMERICA

Lead Agency: Riverside County Planning Department

Contact Person: David Alvarez

Mailing Address: P.O. Box 1409

Phone: (951) 955-5719

City: Riverside

Zip: 92502

County: Riverside

Project Location: County: Riverside City/Nearest Community: Murrieta

Cross Streets: Winchester Road, Sparkman Way, Borel Road, Sky Canyon Drive Zip Code: 92563

Longitude/Latitude (degrees, minutes and seconds): 33 ° 34 ' 25.19" N / 117 ° 08 ' 01.82" W Total Acres: 56.95

Assessor's Parcel No.: 963-030-002, 963-030-003

Section: 7

Twp.: 7S

Range: 2W

Base: SBBM

Within 2 Miles: State Hwy #: SR-79

Waterways: n/a

Airports: French Valley

Railways: n/a

Schools: Monte Vista, Alamos, Bella

Document Type:

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other: ☐
☒ Mit Neg Dec Other: ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☒ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: ☐

Development Type:

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☒ Commercial: Sq.ft. 161,750 Acres 19.61 Employees 150
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational: _____
☐ Recreational: _____
☐ Water Facilities: Type _____ MGD _____
☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ MW
☐ Waste Treatment: Type _____ MGD
☐ Hazardous Waste: Type _____
☐ Other: _____

Project Issues Discussed in Document:

☐ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☒ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☒ Toxic/Hazardous ☐ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: _____

Present Land Use/Zoning/General Plan Designation:

Vacant parcels/ Commercial Retail and Commercial Office/ Specific Plan Designation

Project Description: (please use a separate page if necessary)

See attached

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # <u>8</u>	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # <u>20</u>
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input checked="" type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # <u>6</u>	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input checked="" type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date 10/4/2019

Ending Date 11/4/2019

Lead Agency (Complete if applicable):

Consulting Firm: CASC Engineering and Consulting

Applicant: Pierer Immoreal North America, LLC

Address: 1470 E. Cooley Drive

Address: 38429 Innovation Court

City/State/Zip: Colton, CA 92324

City/State/Zip: Murrieta, CA 92563

Contact: Frank Coyle

Phone: _____

Phone: (909) 783-0101 ext. 5370

Signature of Lead Agency Representative: _____

Date: 10/2/19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Project Description:

Plot Plan No. 180022 proposes the development of an office building complex for a KTM headquarters that consists of a main HQ building a motorsport building and storage buildings. The HQ building is 47,675 square feet and approximately 32 feet in height. The Motorsport building is 60,860 square feet and includes office and equipment testing and research and is approximately 26 feet in height. The storage building is 17,917 square feet that includes storage for motorcycles and other equipment, both of which are approximately 26 feet in height. The HQ building would be primarily office space. Between the Motorsport building and storage building is a 26,696 square feet open area for truck parking and an 8,602 square-foot intake area with truck bays that also includes a washing area for motorcycles. The KTM Campus will be closed to the public and will accommodate administrative and operational aspects of the business. Typical business hours will be Monday through Friday, (8:00am - 5:00pm).

The Project site is located within the French Valley community in unincorporated Riverside County, specifically east of Highway 79 (SR-79), otherwise known as Winchester Road and south of Sparkman Way, north of Borel Road, and west of Sky Canyon Drive on parcel no. 963-030-002. The Project is adjacent to the French Valley Airport and is located within the French Valley Airport Influence Area Zone D and Zone B-2. Surrounding uses include vacant property to the north; the French Valley Airport to the east; vacant property to the south; and single family residential and commercial development to the west. The City of Murrieta is located along the west side of Winchester Road.

The development will provide infrastructure and public improvements on Sky Canyon Drive and portions of Winchester Road, fronting the development. Access to the site will be provided with a right-in/right-out driveway off Winchester Road and a second drive-way off of Sky Canyon Drive. The Sky Canyon and Sparkman Way intersection is proposed to be realigned to adhere to County Transportation intersection standards and to accommodate the existing French Valley Airport driveway along the project's easterly border. This includes realigning the Sky Canyon Drive right-of-way (south of Sparkman Way) to accommodate the Future Sky Canyon Drive which will then align with the existing Sky Canyon Drive north of Sparkman Way. The Sky Canyon Drive right-of-way south of Sparkman Way will then curve easterly to its current location which overlaps the existing Airport driveway. Thus, the Applicant is proposing to incorporate the existing Airport driveway into the Future Sky Canyon Drive south of Sparkman Way. The development area proposes to break ground in December 2019 and begin construction in the 1st Quarter of 2020. As previously noted, the Applicant is not proposing any development on parcel no. 963-030-003.

KTM HEADQUARTERS BUILDING (47,675 sq.ft.)

The Headquarters building will consist of general office functions such as sales and marketing, HR, accounting, graphic design and customer service, which are primarily done over phone and internet. The facility will not be open to the public and will be closed to public access due to proprietary information. Approximately 100 employees will work in the headquarters building.

MOTORSPORT BUILDING (60,860 sq.ft.)

The Motorsport building serves as a training and Research and Development (R&D) facility for the KTM company. Dealer representatives are invited to the facility, where master technicians and mechanics disassemble and reassemble the motorcycles by hand to show the dealer representatives how to repair certain aspects of the motorcycles, as well as show case certain new functions of the motorcycles. These are all done for sales and marketing purposes so that the dealers can have a high level of knowledge over the product to convey to customers. There is no manufacturing or distribution in this facility. There are "Dyno Machine Rooms" to bring the

motorcycle up to speed and test their function. Approximately 50 employees are anticipated to work in this building.

ANCILLARY STORAGE WAREHOUSE (17,917 sq.ft.)

This facility will function as a storage for KTM motocross bikes and trucks. The KTM Motorsport company brings in less than 1% of their total manufactured motorcycles to this facility. The parts are manufactured in Europe, shipped over to Akron, Ohio where the motocross bikes are assembled. Then they are all placed on trucks, and distributed to dealerships across North America (Canada, Mexico, USA). However, a small percentage comes to this facility for testing, marketing, and research and development.

KTM-OWNED TRUCK PARKING (20,696 sq.ft.) AND MAINTENANCE INTAKE AREA (8,602 sq.ft.) The truck parking area is approximately 20,696 sq.ft. and anticipates KTM owned semi-trucks four months out of the year (January to February and November to December). The maintenance intake area is approximately 8,602 sq.ft. is an open area which include wash bays to clean the motocross bikes after each race.

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY
KTM NORTH AMERICA

Environmental Assessment (E.A.) Number: CEQ180087
Project Case Type (s) and Number(s): Plot Plan (PPT180022)
Lead Agency Name: Riverside County Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: David Alvarez
Telephone Number: (951) 955-5719
Applicant's Name: Pierer Immoreal North America, LLC
Applicant's Address: 38429 Innovation Court
Murrieta, CA 92563
Engineer/Rep's Name: CASC Engineering and Consulting, Inc.
Engineer/Rep's Address: 1470 E. Cooley Dr.
Colton, CA 92324

I. PROJECT INFORMATION

Project Description:

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The Project site is located within the French Valley community in unincorporated Riverside County, specifically east of Highway 79 (SR-79), otherwise known as Winchester Road and south of Sparkman Way, north of Borel Road, and west of Sky Canyon Drive on parcel no. 963-030-002. The Project is adjacent to the French Valley Airport and is located within the French Valley Airport Influence Area Zone D and Zone B-2. Surrounding uses include vacant property to the north; the French Valley Airport to the east; vacant property to the south; and single family residential and commercial development to the west. The City of Murrieta is located along the west side of Winchester Road.

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KTM-OWNED TRUCK PARKING (20,696 sq.ft.) AND MAINTENANCE INTAKE AREA (8,602 sq.ft.) The truck parking area is approximately 20,696 sq.ft. and anticipates KTM owned semi-trucks four months out of the year (January to February and November to December). The maintenance intake area is approximately 8,602 sq.ft. is an open area which include wash bays to clean the motocross bikes after each race.

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

B. Total Project Area: 56.95 Acres

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 56.95	Lots: N/A	Sq. Ft. of Bldg. Area: 161,750	Est. No. of Employees: 150 (Projected)
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A

Other:

C. Assessor's Parcel No(s): 963-030-002

Street References: The site is bounded by Winchester Road (State Route 79) on the west, Sky Canyon Drive on the east, and Borel Road to the south. The site is directly adjacent to the west boundary of the French Valley Airport.

D. Section, Township & Range Description or reference/attach a Legal Description:
Section 7, Township 7 South, Range 2 West

E. Brief description of the existing environmental setting of the Project site and its surroundings: The Project is located within the unincorporated community of French Valley, adjacent to the City of Murrieta and north of the City of Temecula. The Project is bounded by Winchester Road (State Route 79) to the west, Sky Canyon Road to the east, and Borel Road to the south. The proposed Project is located in the Southwest Area Plan of western Riverside County, which is governed by the County of Riverside Board of Supervisors.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The proposed Project is consistent with the current land use designation of Commercial Retail (C-R).
- 2. Circulation:** The Project has adequate circulation to the site and is therefore consistent with the Circulation Element of the General Plan. The proposed Project meets all other applicable circulation policies of the General Plan.
- 3. Multipurpose Open Space:** The Multipurpose Open Space Element of the County General Plan outline policies and implementation measures that protects and preserves natural resources, agriculture and open space areas, manages mineral resources, preserves and enhances cultural resources, and provides recreational opportunities for the residents of Riverside County. A total of 0.45 acre of potential jurisdictional Waters of the U.S. and 0.74 acres of waters of the State in the form of ephemeral drainages, intermittent drainage and inundated pond have been identified within the Project area. Thus, the proposed Project will preserve a drainage feature onsite as part of a natural resource mitigation strategy.
- 4. Safety:** The Project site is located in Airport Compatibility Zones B2 and D. The Project is consistent with the standards of the Airport Land Use Plan. The proposed Project is within an area that has a low susceptibility to liquefaction and is not located within any other special hazard zone (including fault zone, high fire hazard zone, etc.)
- 5. Noise:** Based on the Noise Impact Analysis: KTM French Valley, Urban Crossroads, August 15, 2018, no anticipated noise pollution is expected with this Project. The proposed Project meets all other applicable General Plan Noise element policies.
- 6. Housing:** The proposed Project does not include the development of additional housing. It is not expected that the Project will create a demand of housing or affordable housing beyond that Projected by the County's General Plan.
- 7. Air Quality:** The proposed Project is in conformance with the Air Quality Element of the General Plan, as well as the standards set forth by the South Coast Air Quality District (SCAQMD). The proposed Project has been conditioned to control any fugitive dust during grading and construction activities and will be required to meet all other applicable Air Quality Element policies.

8. Healthy Communities: Land use patterns are critical to the health and well-being of residents because they affect such things as levels of physical activity, access to nutritious food, and the creation and exposure to pollutants. Healthy land use patterns can be achieved by encouraging infill focusing development in mixed use districts and along major transit corridors, avoiding leap frog development, constructing a diverse mix of uses throughout Riverside County and encouraging land use patterns that promote walking, bicycling and transit use. The proposed Project is consistent with this element of the General Plan.

9. Environmental Justice (After Element is Adopted):

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

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

D. Land Use Designation(s): Commercial Retail, as depicted on the Land Use Plan for Specific Plan No. 265 (CR)

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

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

G. Adjacent and Surrounding:

1. Area Plan(s): Southwest Area Plan

2. Foundation Component(s): To the North, East, and South Community Development (CD). To the West is the City of Murrieta.

3. Land Use Designation(s):

North: Commercial Retail (CR), Commercial Office (CO) (as depicted on the Land Use Plan for Specific Plan No. 265)

East: Public Facilities (PF), French Valley Airport

South: Commercial Office (CO), Light Industrial (LI), Business Park (BP) (as depicted on the Land Use Plan for Specific Plan No. 265)

West: City of Murrieta

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

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

H. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any: Borel Airpark Center, Specific Plan No. 265

2. Specific Plan Planning Area, and Policies, if any: Planning Area No. 13

I. Existing Zoning: Specific Plan -- Borel Airpark Center, Specific Plan No. 265

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning:

North: Specific Plan (SP)

East: Manufacturing-Service Commercial (M-SC), French Valley Airport, Commercial Office (C-O).

South: Specific Plan (SP), Light Agriculture (A-1-10)

West: City of Murrieta

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

☐ I find that the proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project, described in this document, have been made or agreed to by the Project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

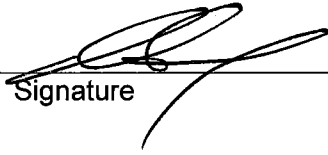
☐ I find that although the proposed Project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed Project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to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

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

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

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative

declaration was adopted, shows any the following:(A) The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the Project on the environment, but the Project proponents decline to adopt the mitigation measures or alternatives.



Signature

David Alvarez

Printed Name

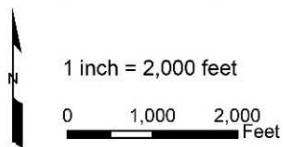
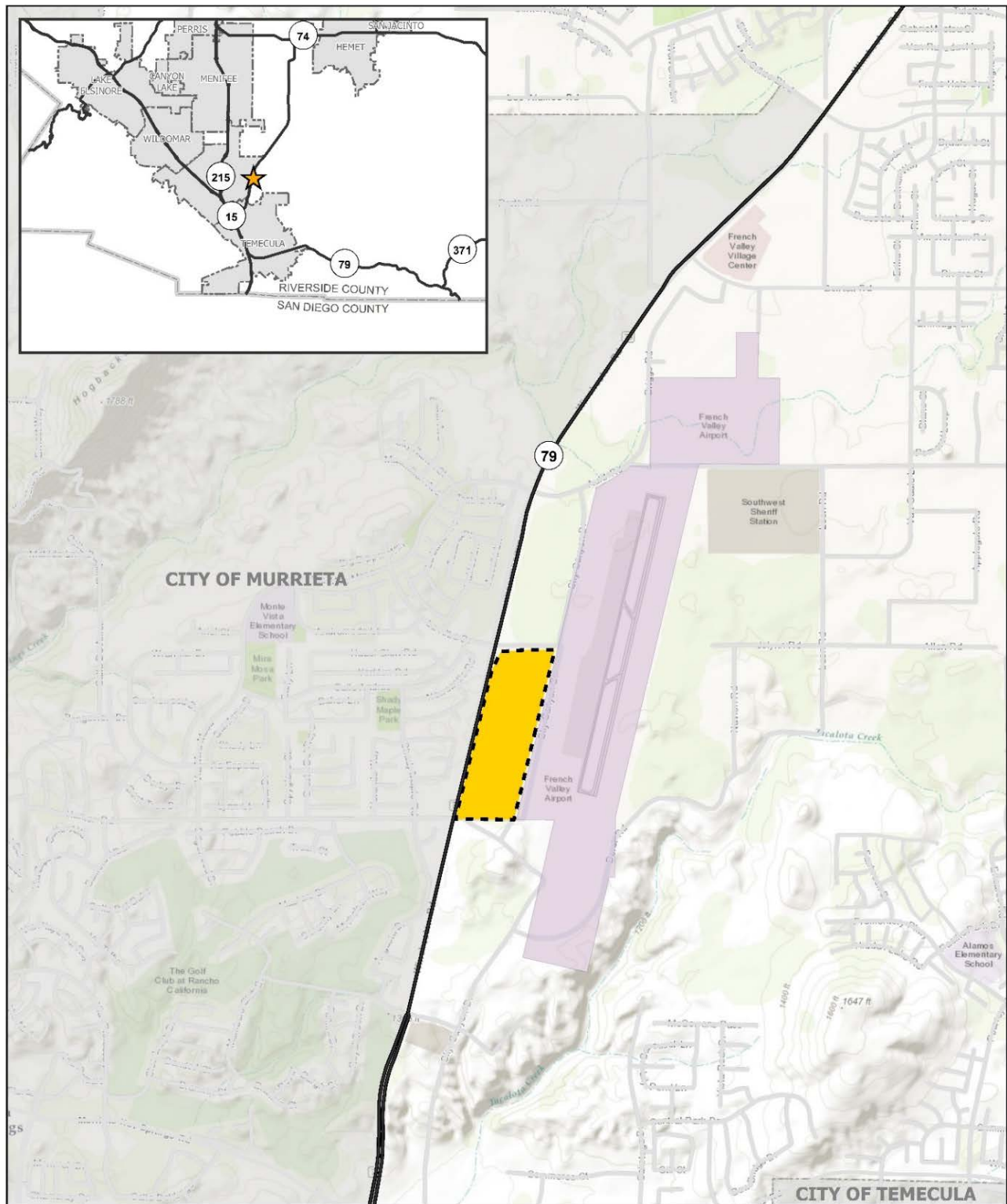
10/2/2019

Date

Project Planner

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.



Project Limits



French Valley Airport



Cities

FIGURE 1

Site Location

FRENCH VALLEY • KTM MOTORSPORTS

SOURCE: Esri World Topographic Map, 2017, Riverside County Assessor, RCIT GIS

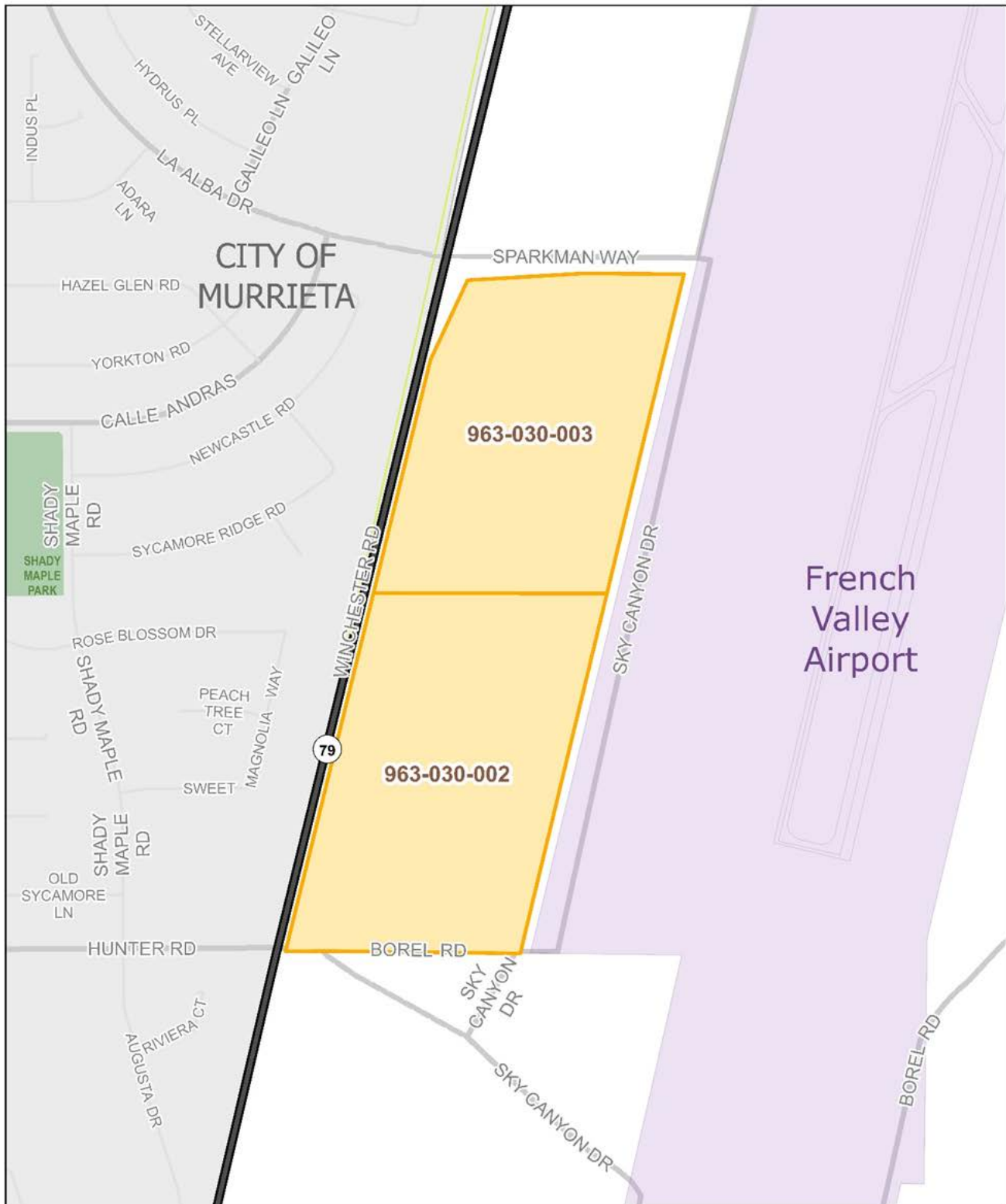


FIGURE 2

Assessor's Parcel Numbers

FRENCH VALLEY • KTM MOTORSPORTS

SOURCE: Riverside County Assessor, RCIT GIS

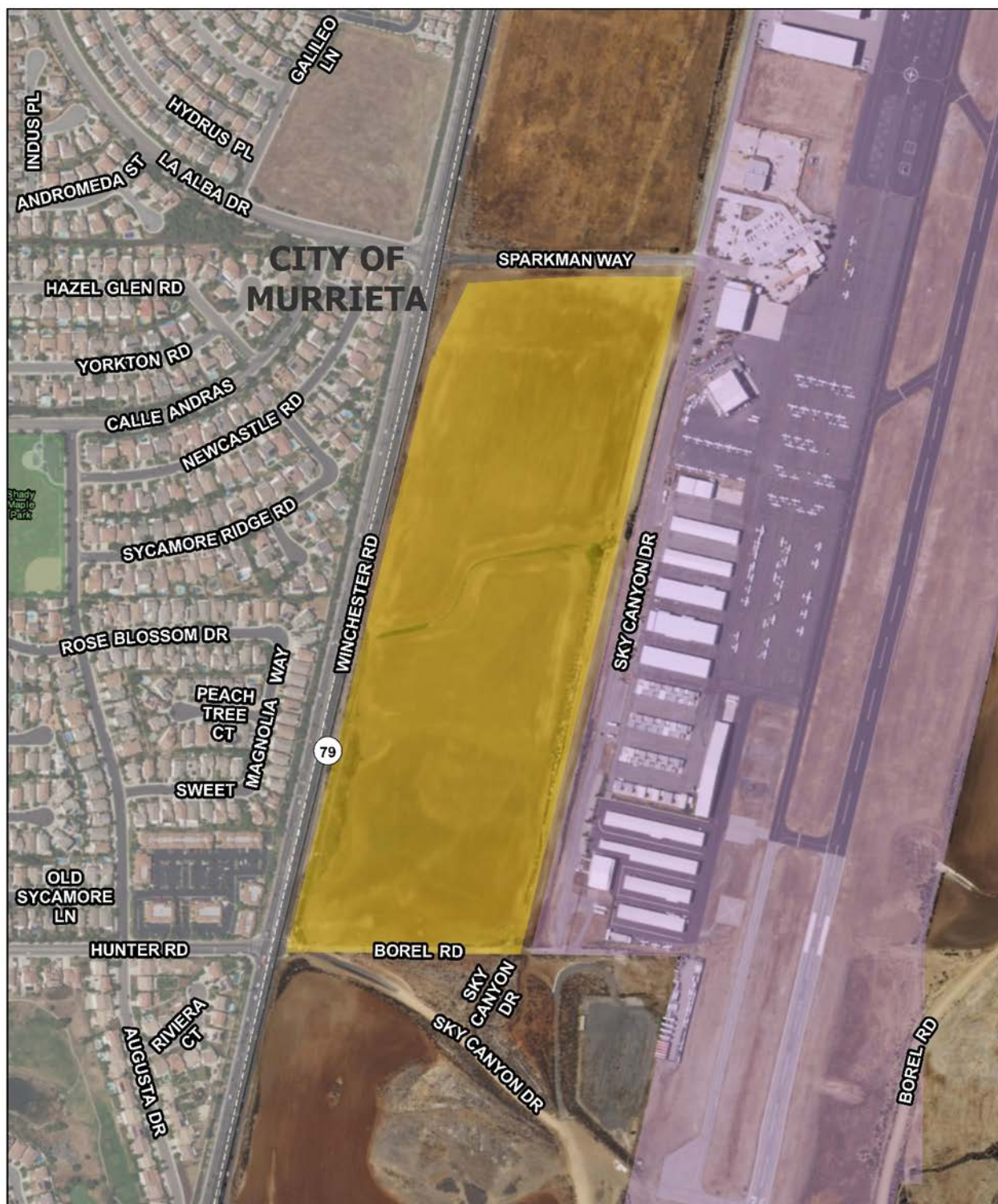


FIGURE 3

Aerial Photograph of Project Site

FRENCH VALLEY • KTM MOTORSPORTS

SOURCE: Riverside County Assessor, RCIT GIS

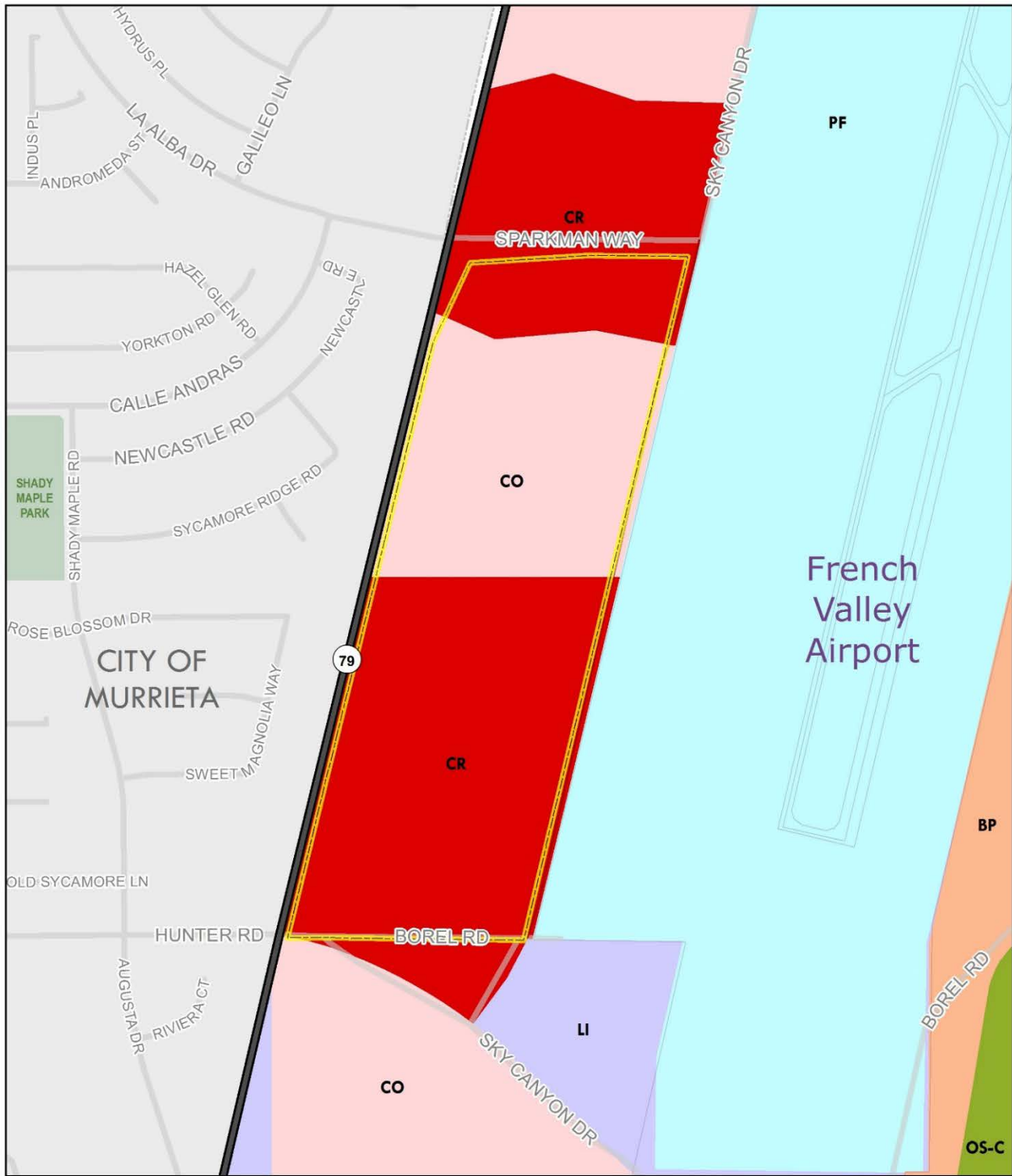
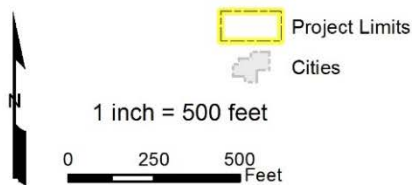
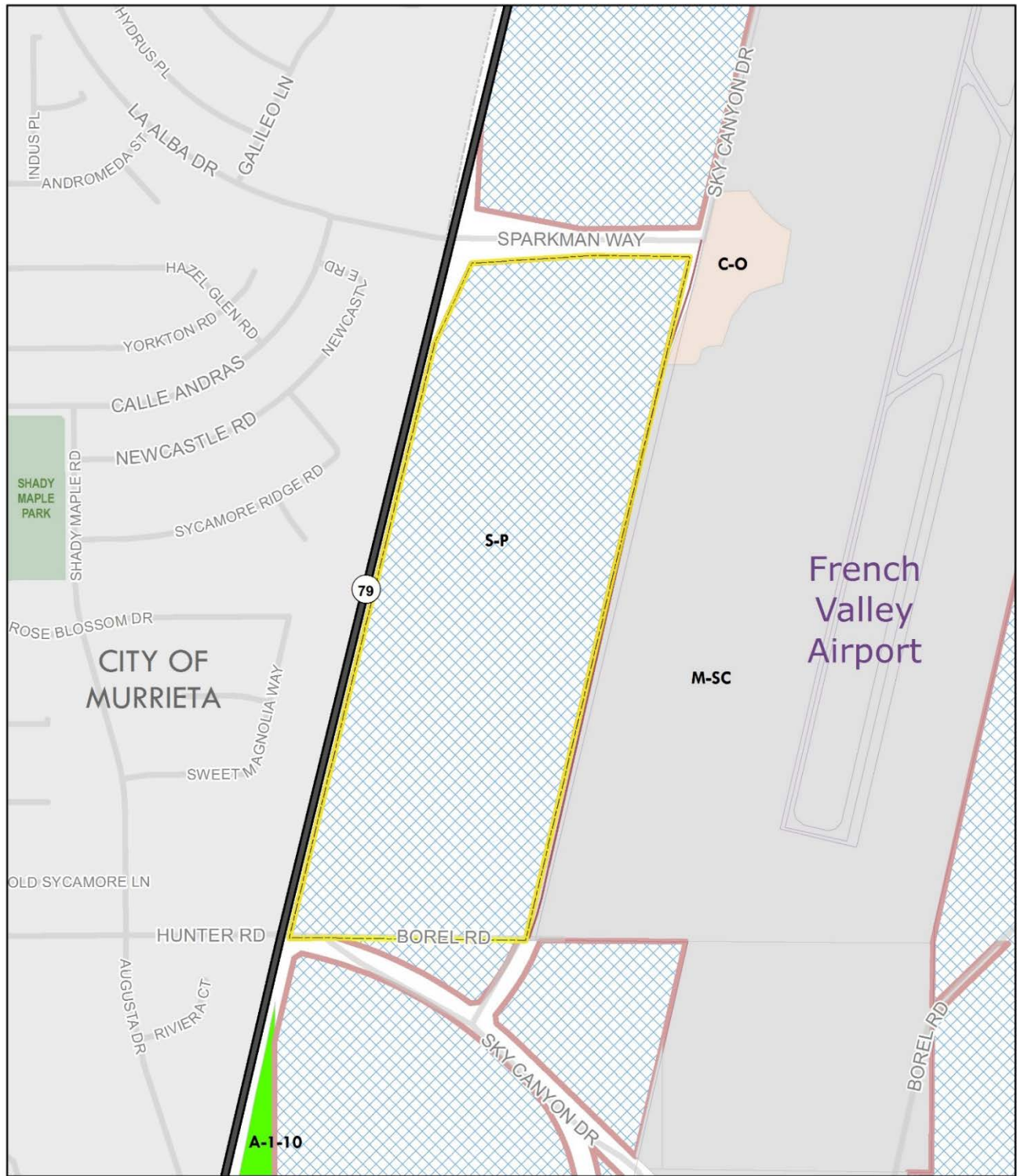


FIGURE 4

Land Use Designation

FRENCH VALLEY • KTM MOTORSPORTS

SOURCE: Riverside County Assessor, RCIT GIS



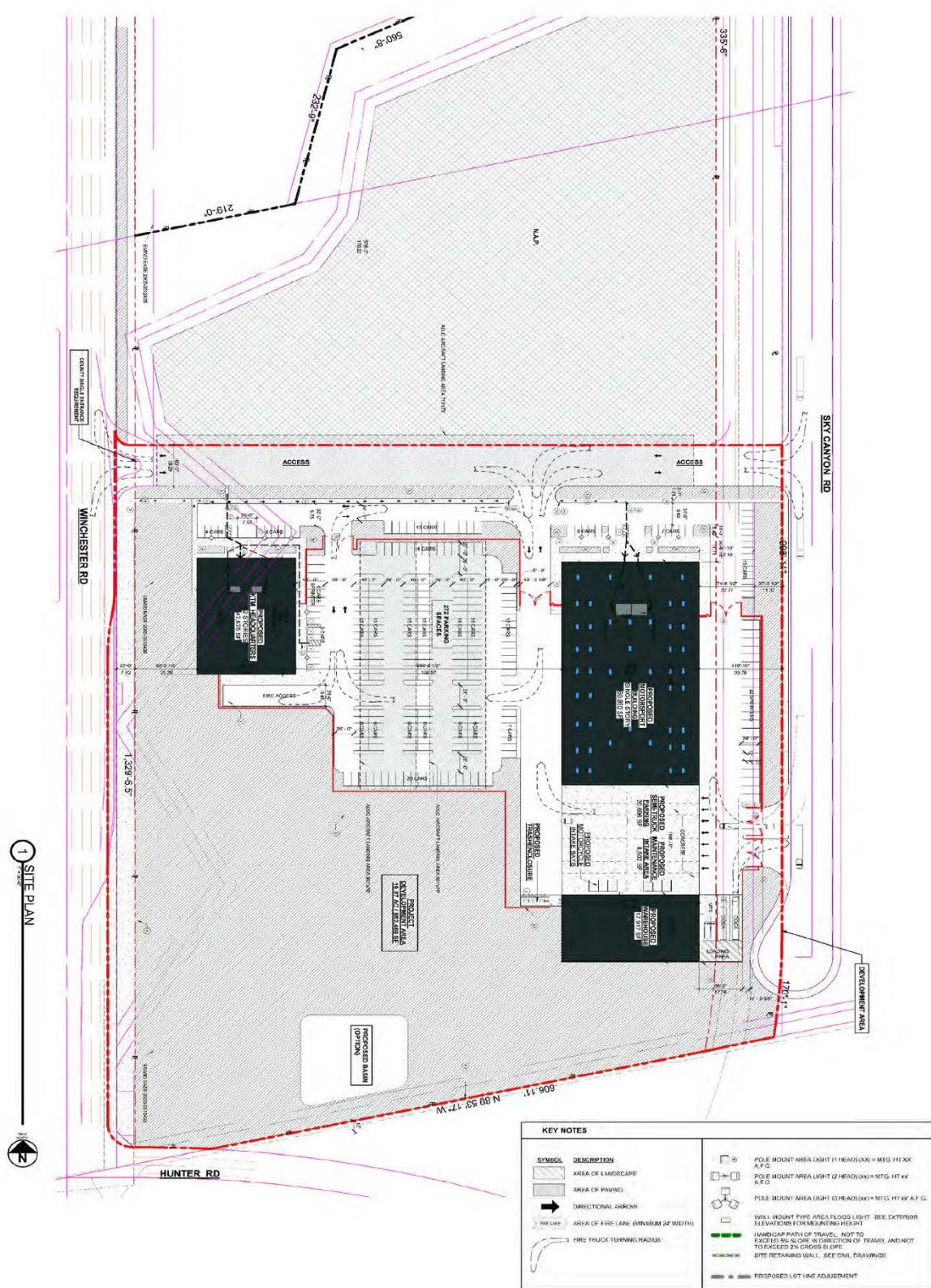
- Project Limits
- Cities
- Specific Plan (S-P)
- Light Agriculture - 10 acre min. (A-1-10)
- Commercial Office (C-O)
- Manufacturing - Service Commercial (M-SC)

FIGURE 5

Zoning Designation

FRENCH VALLEY • KTM MOTORSPORTS

SOURCE: Riverside County Assessor, RCIT GIS



SOURCE: MARCATECTS Architecture 6/2/2019

CASC
Engineering and Consulting
www.cascinc.com



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FIGURE 6
Site Plan
FRENCH VALLEY • KTM MOTORSPORTS

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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AESTHETICS Would the project

1. Scenic Resources

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial effect upon a scenic highway corridor within which it is located? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

Source: Riverside County General Plan Figure C-8: *Scenic Highways*, Southwest Area Plan (SWAP)

Findings of Fact:

- a) Less than Significant Impact. The proposed Project is located along State Route (SR) 79 South within the northern portion of the Southwest Area Plan (SWAP). This section of SR 79 has not been nominated for Scenic Highway Status pursuant to the SWAP. According to the Riverside County General Plan Chapter 4 (*Circulation*), Figure C-8: *Scenic Highways*, the closest County eligible scenic highway is the section of Interstate 215 from Highway 74 south to the city of Temecula, located approximately 2.7 miles west of the Project site. The closest State eligible scenic highway is Highway 74 travelling east-west through the City of Hemet approximately 11.5 miles north of the Project site.

The proposed Project is in a developed area and adjacent to residential land uses to the west, the French Valley Airport to the east, and commercial and industrial uses to the north and south. Development of the Project site will not affect any scenic resources, as adjacent lands have been developed with uses compatible with the proposed Project. Building heights on the entire Project area will not exceed forty-feet in height. A less than significant impact is expected.

- b) No Impact. The proposed Project area does not have significant vegetation on the site and is relatively flat. The proposed Project would not damage scenic resources, including trees, rock outcroppings or unique landmark features, or obstruct a prominent scenic vista or view open to the public because there are none located on site. The Project area contains grass fields with a few bushes that are not representative of a scenic resource. Additionally, the proposed Project will not result in the creation of an aesthetically offensive site open to the public view. The surrounding land uses consist of an airport, residential developments, and commercial and light industrial uses. No impact is expected.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) No Impact. The Project is within a developed area adjacent to the French Valley Airport. Per the discussions above in a) and b), the Project would not conflict with applicable zoning and other regulations governing scenic quality

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

2. Mt. Palomar Observatory

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: GIS database, Ord. No. 655 (Regulating Light Pollution)

Findings of Fact:

- a) Less than Significant Impact. The proposed Project is located 21.34 miles from the Mt. Palomar Observatory and falls within the 45-mile radius designated as Zone B Special Lighting Area. The proposed Project will not interfere with the nighttime use of the Mt. Palomar Observatory as all exterior lighting shall utilize low-pressure sodium lamps and be designed with shields or hoods to orient the light in a downward manner thereby reducing glare and light spillover into the night sky and onto adjacent properties. Furthermore, the applicant is required to adhere to Ordinance No. 655 as it pertains to light pollution. Within the Mt. Palomar Special Lighting Area, as defined in Ordinance No. 655, low pressure sodium vapor lighting or overhead high-pressure sodium vapor lighting with shields or cutoff luminaires, shall be utilized (COA 015). Site specific lighting design details for the proposed buildings, parking lots, etc. will be submitted for review and approval to reduce potential impact to a less than significant level.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

3. Other Lighting Issues

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- b) Expose residential property to unacceptable light levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: On-site Inspection; Project Application Description; Ord. No. 655 (Regulating Light Pollution); Ord. 915 (Regulating Outdoor Lighting); Riverside County General Plan (Southwest Area Plan); Borel Airpark Specific Plan

Findings of Fact:

- a) Less than Significant Impact. The proposed Project is located in a developed area and is surrounded by residential and light industrial land uses as well as SR 79. The development of the site area includes the addition of three new buildings and commercial parking area, which will create a new source of substantial light. Lighting shall be constructed in a manner that prohibits excessive glare and light spill over by utilizing shields or hoods that direct the light in a downward manner. Adherence to Ord. No. 653 that intends to "restrict

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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,” will assure a less than significant impact.

- b) Less than Significant Impact. Residential properties to the west of the Project site across SR 79 are currently shielded by an approximately 30-foot landscaping area from the back of an existing sidewalk to the 6-foot block wall at the back of the existing homes. Lighting from the proposed Project would be constructed in a manner that prohibits excessive glare and light spill over by utilizing shields or hoods that direct the light in a downward manner away from the direction of these homes. The distance, block wall, and existing vegetation and trees that exist between the Project and this residential area will further mitigate any perceived light being produced by the Project. The required compliance with Ord. No. 915, which states that “All outdoor luminaries shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Outdoor luminaries shall not blink, flash, or rotate,” will assure a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AGRICULTURE & FORESTRY RESOURCES Would the project

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the Project:

4. Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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nature, could result in conversion of Farmland, to non-agricultural use?

Source: Riverside County General Plan Figure OS-2: *Agricultural Resources*; GIS database; Project Application Materials; California Department of Conservation Farmland Mapping and Monitoring Program (FMMP).

Findings of Fact:

- b) Less than Significant Impact. The Project site is in an area designated as farmland of local importance. However, the proposed Project does not involve land which is designated as having prime, unique or farmland of statewide importance, nor is the land under a Williamson Act contract or within a Riverside County Agricultural Preserve. The Project area was operated under agricultural uses in the past, however, the conversion of the Project site to a commercial use is not expected to be a significant impact to farmland under CEQA due to its nature as locally important farmland. The nearest property zoned as unique farmland is approximately 1.0 miles east of the Project site. Remaining adjacent properties relating to agriculture are considered land of local importance. The Project will have a less than significant impact to the representation of locally important farmland in the vicinity, as well as farmland of prime, unique or statewide importance.
- c) No Impact. The Project site is not zoned for agricultural use or within land subject to the Williamson Act or a Riverside County Agricultural Preserve. Therefore, the Project will not conflict with existing agricultural zoning or agricultural use.
- d) No Impact. The Project is primarily surrounded by built up residential areas in the City of Murrieta to the West, the French Valley Airport to the East and areas zoned as Commercial Retail and Commercial Office and other zoning standards specified in the Boreal Airpark Specific Plan. There is a strip of 4.22-acre land that is zoned for light agriculture (A-1-10) that is located approximately 300 feet southwest of the Project site; however, the Project does not propose development of non-agricultural uses in this off-site agriculturally zoned area. However, the parcel zoned for light agriculture is currently vacant and does not have a development application proposed for the property. Therefore, this Project will have no impact.
- e) No Impact. The proposed Project does not involve other changes in the existing environment which, due to their location or nature, would result in conversion of Farmland, to non-agricultural use. No impact is expected.

Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring measures are necessary.

5. Forest

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

☐ ☐ ☐ ☒

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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: Riverside County General Plan Figure OS-3a: *Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas*; Figure OS-3b: *Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas*; and Project Application Materials.

Findings of Fact:

- a) No Impact. The Project is not located within the boundaries 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)). Therefore, the proposed Project will not impact land designated as forest land, timberland, or timberland zoned timberland production.
- b) No Impact. According to the General Plan, the Project is not located within forest land and will not result in the loss of forest land or conversion of forest land to non-forest use; therefore, no impact will occur as a result of the proposed Project.
- c) No Impact. The Project will not involve other changes in the existing environment which, due to their location or nature, would result in conversion of forest land to non-forest use.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AIR QUALITY Would the project

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

6. Air Quality Impacts	<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"/>
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"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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"/>
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Sources: County of Riverside Climate Action Plan (CAP) 2015, South Coast Air Quality Management District (SCAQMD) 2016 Air Quality Management Plan and CalEEMod v2016.3.1 (Model ran 07/31/2018)

Regulatory Setting

The Project site is located in the South Coast Air Basin ("SCAB"), within the jurisdiction of SCAQMD. The SCAB incorporates an area of approximately 6,800 square miles with a population of approximately 16 million people in 2015. The SCAB is compiled from jurisdictions including Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. In 1959, California enacted legislation requiring the state Department of Public Health to establish the California Ambient Air Quality Standards (CAAQS), in order to protect sensitive groups from poor air quality. An air quality standard defines the maximum amount of pollutant averaged over a specified period of time that can be present in the atmosphere without presenting harmful effects to individuals and the environment. In 1971, the U.S. EPA set National Air Quality Standards (NAAQS) for six principal pollutants, which are called "criteria pollutants," including Ozone (O₃), Particulate Matter (PM) (including both PM₁₀ and PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause regional and/or localized exceedances of the federal and/or state ambient air quality standards, such as the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Currently, the SCAB is in nonattainment for Ozone (O₃) and Fine Particulate Matter 2.5 micrometers or less in diameter (PM_{2.5}) under state and federal air quality standards, and Inhalable Particulate Matter 10 micrometers or less in diameter (PM₁₀) under state air quality standards. The federal Clean Air Act (CAA) requires areas that are not attaining the NAAQS to develop and implement an emission reduction strategy that will bring the area into attainment in a timely manner. The SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. The most recent AQMP for the SCAB was published in 2016.

The SCAQMD has developed regional and localized significance thresholds (LST) for criteria pollutants, which indicate that any Projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered having an individually and cumulatively significant air quality impact. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the AQMP is affirmed when a Project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.

SCAQMD measures concentrations of air pollutants at 37 permanent monitoring stations in the SCAB and a portion of the Salton Sea Air Basin in Coachella Valley. Relative to the Project site, the nearest long-term monitoring site for Ozone (O₃) is the South Coast Air Quality Management District (SCAQMD) Temecula Valley Monitoring Station, located approximately 3.0 miles east of the Project site. The nearest long-term air quality monitoring site for Nitrogen Dioxide (NO₂), Fine Particulates (PM_{2.5}), Carbon Monoxide (CO) and Inhalable Particulates (PM₁₀) is the SCAQMD

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Lake Elsinore Monitoring Station, located approximately 18 miles northwest of the Project site.

Methodology

The California Emissions Estimator Model (CalEEMod) v2016.3.1 was used to quantify emissions during Project construction and operations (*model ran on 07-31-2018*). The model accounted for up to 200,000 sq.ft. of commercial office building, research and development facility, warehouse, and truck parking and adjacent wash area. The model also quantified results for onsite parking, perimeter streets, and grading of the entire site. Low VOC paint (>50 g/L) will be used on building interiors and exteriors in order to reduce levels of ROG and VOC emissions.

More recently, a revised development plan was prepared by the Applicant and submitted to the County in August 2019, which proposes a reduced building footprint and smaller grading impacts. The new development plan proposes approximately 155,000 sq.ft. of commercial office building, research, and development facility, warehouse, and truck parking, and grading is limited to under 20 acres. Therefore, the impacts considered in the air quality study are much greater than actuality and should be viewed as worst case scenario.

Regional Impacts

Construction

Construction activities associated with the proposed Project will result in limited emission of Reactive Organic Gases (ROGs), Nitrogen Oxide (NO_x), (Carbon Monoxide) CO, Sulfur Oxides (SO_x), and Particulate Matter (PM₁₀, and PM_{2.5}). Based on the results of the CalEEMod as seen on Table 1: Project Construction Emissions, emissions resulting from the Project construction would not exceed numerical thresholds established by the SCAQMD. The Project shall also implement the best available dust control in compliance with SCAQMD Rule 403 to control fugitive dust during the construction phase.

Operations

Operational emissions associate with the proposed Project would be expected from the following primary sources—area source emissions, energy source emissions, and mobile source emissions. Under the assumed scenarios established in the report, emissions resulting from the Project operations would not exceed the numerical thresholds established by the SCAQMD for any criteria pollutant. Therefore, a less than significant impact would occur, and no mitigation is required. See Table 2: Project Operations Emissions.

Table 1: PROJECT CONSTRUCTION EMISSIONS (<i>Unmitigated</i>)			
Pollutant	Daily Maximum Emissions (lbs./day)	South Coast Air Quality Management District Maximum Daily	Exceeds SCAQMD Threshold?

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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		Threshold ¹ (lbs./day)	
Reactive Organic Gas (ROG)	66.43	75	NO
Oxides of Nitrogen (NO _x)	54.59	100	NO
Carbon Monoxide (CO)	39.59	550	NO
Sulfur Dioxide (SO ₂)	0.12	150	NO
Particulate Matter (PM ₁₀)	20.66	150	NO
Particulate Matter (PM _{2.5})	12.18	55	NO

Source: CalEEMod v2016.3.1. Based on highest winter or summer emissions.

Table 2: PROJECT OPERATION EMISSIONS (<i>Unmitigated</i>)			
Pollutant	Daily Maximum Emissions (lbs./day)	South Coast Air Quality Management District Maximum Daily Threshold ² (lbs./day)	Exceeds SCAQMD Threshold?
Reactive Organic Gas (ROG)	6.52	75	NO
Oxides of Nitrogen (NO _x)	13.10	100	NO
Carbon Monoxide (CO)	32.93	550	NO
Sulfur Dioxide (SO ₂)	0.12	150	NO
Particulate Matter (PM ₁₀)	9.42	150	NO
Particulate Matter (PM _{2.5})	2.62	55	NO

¹ SCAQMD Air Quality Significance Thresholds <<http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>>

² Ibid.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: CalEEMod v2016.3.1. Note: Based on highest winter or summer emissions.

Localized Impacts

The SCAQMD established the Localized Significance Thresholds (LSTs) in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a Project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. SCAQMD's Methodology states that off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs.³ Therefore, for purposes of the construction LST analysis only emissions included in the CalEEMod "on-site" emissions outputs were considered. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter ≤ 10 microns (PM₁₀), and particulate matter ≤ 2.5 microns (PM_{2.5}). The SCAQMD produced look-up tables for Projects that disturb less than or equal to 5 acres in size daily during the Construction phase. For this Project, the appropriate Source Receptor Area (SRA) is the SCAQMD Lake Elsinore Monitoring Station, located approximately 18 miles northwest of the Project site.

Construction

The proposed Project will actively disturb approximately 3.5 acres per day during the site preparation and 4.0 acres per day during the grading phase of construction. Sensitive receptors near the Project site include existing residential homes along Winchester Road, a church approximately 500 feet west of the Project site, and an elementary school 0.6 miles away. The closest sensitive receptors are the existing residential homes directly 160 feet west of the Project site. Results of the LST analysis are shown on Table : Localized Significance Threshold Analysis – Site Preparation Emissions (Unmitigated) and Table : Localized Significance Threshold Analysis – Grading Emissions (Unmitigated). Based on results of the LST analysis, localized construction emissions from PM_{2.5} during site preparation would exceed the applicable SCAQMD LST threshold. PM_{2.5} refers to atmospheric particulate matter (PM) that have a diameter of less than 2.5 micrometers, and is produced from the motor vehicles, particularly heavy-duty equipment and trucks, used during construction. As such, mitigation is required to reduce impacts to a less than significant level. Mitigation will include use of alternative fueled or catalyst equipment diesel construction equipment, minimizing idling time, and limiting hours of operation of heavy-duty equipment.

Operations

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed Project if the Project includes stationary sources or attracts mobile sources that may spend long periods quieting and idling at the site. The proposed Project does not include significant stationary source emissions, and no long-term localized significance threshold analysis is needed.

Table 3: Localized Significance Threshold Analysis – Site Preparation Emissions	
	Emissions (pounds per day)

³ SCAQMD Fact Sheet for Applying CalEEMod to Localized Significance Threshold. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf> (Accessed August 16, 2018)

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	NOx	CO	PM10	PM2.5
Maximum Daily Emissions	45.57	22.06	20.46	12.13
SCAQMD Localized Threshold	341	2,128	30	8
Threshold Exceeded?	NO	NO	NO	YES
Table 4: Localized Significance Threshold Analysis – Grading Emissions (Unmitigated)				
On-Site Grading Emissions	Emissions (pounds per day)			
	NOx	CO	PM10	PM2.5
Maximum Daily Emissions	54.52	33.38	11.06	5.79
SCAQMD Localized Threshold	367	2,327	33	9
Threshold Exceeded?	NO	NO	NO	NO

CO “Hot Spot” Analysis

An adverse Carbon Monoxide (CO) concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. According to a Project-specific traffic impact analysis (TIA) dated July 2018 conducted by Urban Crossroads, the Project is anticipated to generate a net total of 1,487 passenger car equivalent (PCE) trip-ends per day with 100 PCE AM peak hour trip and 111 PCE PM peak hour trips. The proposed Project considered herein would not produce the volume of traffic required to generate a CO “hot spot.” Therefore, CO “hot spots” are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Findings of Fact:

- a) Less than Significant Impact. The Project is located within the South Coast Air Basin (SCAB), under the jurisdiction of the South Coast Air Quality Management District, for which the 2016 Air Quality Management Plan (AQMP) has been prepared. The Project is consistent with the Specific Plan zoning designation established by the County of Riverside General Plan. AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant Projects. Significant Projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. The most recent general plan update is consistent with the growth forecast issued by SCAG, and is consistent with the AQMP.⁴ Further, it includes a number of new policies and programs related to greenhouse gas reductions that would also improve air quality for a variety of criteria pollutants addressed in AQMPs. Notwithstanding, as previously evaluated, the Project would not exceed any of the applicable regional emissions thresholds. On the basis of the preceding discussion, the Project will not conflict or obstruct implementation of the AQMP. Less than significant

⁴ Riverside County General Plan 2015. (online)
http://planning.rctlma.org/Portals/0/genplan/general_plan_2014/EnvironmentalImpactReport/04-06_AirQuality_2014-04-15.pdf
 (accessed August 28, 2018)

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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impact is expected.

- b) Less than Significant Impact. Based on the results from CalEEMod, regional emissions resulting from construction and operation of the Project would not exceed numerical thresholds established by the SCAQMD. Furthermore, the analysis assumes that individual Projects that do not generate construction and operation emissions that exceed SCAQMD's recommended regional daily thresholds for Project specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the basin is in nonattainment, and therefore, would not be considered to have a significant, adverse air quality impact. Less than significant impact is expected.
- c) Less than Significant Impact with Mitigation. According to AQMD, a sensitive receptor "is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant." Receptor locations typically include schools, long-term health care facilities, rehabilitation centers, convalescent centers, hospitals, retirement homes, and residences. Sensitive receptors near the Project site include existing residential homes along Winchester Road, a church approximately 500 feet west of the Project site, and an elementary school 0.6 miles west. The closest sensitive receptors are the existing residential homes directly 160 feet west of the Project site. Using the LST methodology, the Project would exceed the local threshold for PM_{2.5} from fugitive dust during construction without mitigation and would temporarily expose sensitive receptors located within 1 mile of the Project site. Mitigation is required in order to reduce impacts to a less than significant impact.
- d) Less than Significant Impact. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Semi-trucks will be parked in the truck parking area and motorcycles will be stored in the storage building. These parking/storage areas are along Sky Canyon Drive next to the Airport and is not adjacent to or nearby any sensitive receptors. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no additional mitigation is required.

Mitigation:

AQ Mitigation Measure #1 (AQ-1): Use of alternative fueled or catalyst equipment diesel construction equipment.

AQ Mitigation Measure #2 (AQ-2): Minimize idling to five (5) minutes or less.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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AQ Mitigation Measure #3 (AQ-3): Limit hours of operation of heavy-duty equipment during construction.

Monitoring: No monitoring measures are required.

BIOLOGICAL RESOURCES Would the Project

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: GIS database; Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP); HANS01482; Preliminary Jurisdictional Delineation (ECORP Consulting, Inc., August 21, 2017), submitted to USACE July 31, 2018; Focused Surveys for Western Burrowing Owl, KTM North America, French Valley Project Site (CASC Engineering and Consulting, October 2, 2018); 90-Day Dry and Wet Season Vernal Pool Brachiopod Survey Results, French Valley Project Site (Rocks Biological Consulting, June 10, 2019).

Findings of Fact:

- a) Less than Significant Impact with Mitigation. The Project site is located within MSHCP Criteria Cell 5969 of Cell Group V within the French Valley/Lower Sedco Hills subunit (SU5), which normally requires any implementing Project to undergo review through the Habitat Assessment Negotiation Strategy (HANS); however, the Project previously was reviewed by the County's Department of Environmental Programs (EPD) and cleared under HANS No. 1482 (dated August 13, 2007). The HANS review indicated that no conservation was required; A formal jurisdictional delineation was prepared and identified a total of 0.45-acre of potential jurisdictional Waters of the US and 0.74-acre of Waters of the State in the form of ephemeral drainages, intermittent drainage, and inundated pond on the Project site. A Nation-Wide Permit #39 from the USACE has been issued for this Project and has authorized permanent impacts to 0.074-acre of jurisdictional non-wetland waters of the US. Coordination with CDFW and SDRWQCB are pending. However, it is anticipated that mitigation at a 2:1 ratio within the Santa Margarita River watershed will provide compensation for impacts to these resources. Incorporation of the proposed mitigation measures will bring impacts to less than significant.
- b) No Impact. The site was assessed for rare plants and endangered species during spring 2018 (CASC 2018). The Project site falls within the Additional Survey Needs and Procedures for Burrowing Owl (MSHCP Section 6.3.2). Focused surveys for Burrowing Owl were conducted during the 2018 breeding season with negative results (CASC 2018). Dry and wet season surveys for vernal pool fairy shrimp were conducted (90-Day Dry and Wet Season Vernal Pool Brachiopod Survey Results, French Valley Project Site, Season Rocks Biological Consulting June 10, 2019). Survey results were negative for fairy shrimp. The Project site was negative for the presence of all threatened, endangered or special-status species. Therefore, the Project will have no impact.
- c) Less than Significant Impact with Mitigation. According to the HANS No. 1482, no burrowing owls were observed during the August 2006 focused surveys for burrowing owl (ECORP 2006). Focused surveys for burrowing owl were repeated during the 2018 breeding season and were also found to be negative (CASC 2018). The 2018 surveys detected no evidence on the property or immediate surrounding areas that burrowing owls were currently inhabiting the Project site. Although no burrowing owls were detected, pellets relatively consistent with those egested by burrowing owls were detected. These pellets are also consistent with the American kestrel, western screech owl, loggerhead shrike, and roadrunner. If the pellets were in fact burrowing owl, then it is possible that the site was utilized as a migratory stopover or for a seasonal use in the winter. Due to this moderate potential for burrowing owls to occur on the Project site, a 30-day pre-construction survey will be required prior to earth-moving activities. Incorporation of the proposed mitigation measures will bring impacts to less than significant.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) No Impact. A persistently flowing watercourse is not present on the Project site; therefore, the Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors or impede the use of native wildlife nursery sites.

- e) Less than Significant Impact with Mitigation. A total of 0.45 acre of potential jurisdictional Waters of the U.S. and 0.74 acres of waters of the State in the form of ephemeral drainages, intermittent drainage and inundated pond have been identified within the Project area. These acreages represent a calculated estimation of the jurisdictional area within the Delineation Area and are subject to modification following the USACE, CDFW, RWQCB review and/or verification process. The potential jurisdictional waters mapped in the Project area are subject to Sections 401 and 404 of the CWA as they contain connectivity with a traditional navigable waters (TNW). Wetlands were not present on site.

The areas mapped would also be considered state jurisdictional, under California Fish and Game Code Section 1600, as ephemeral drainages, intermittent drainage and inundated pond. Alteration of the drainages would necessitate a Lake or Streambed Alteration Agreement with the CDFW. Impacts to on-site jurisdictional features will be mitigated by preservation of 1.48-acres of the main drainage channel which bisects the site. It is likely that the resource agencies will require additional mitigation. If additional mitigation is necessary, coordination with the resource agencies at an off-site location may be necessary. The resource agencies will set the parameters of any additional mitigation.

- f) Less than Significant Impact with Mitigation. A total of 0.45 acres of potential jurisdictional Waters of the U.S. and 0.74 acres of potential Waters of the State, in the form of ephemeral drainages, intermittent drainage and inundated pond have been mapped within the survey area according to the ECORP Consulting, Inc. report submitted August 21, 2017. A small portion (0.01 acres) classified as intermittent drainage, contained emergent riparian vegetation due to manmade flows originating from a nearby culvert. The stream beds have little or no value as wildlife habitat for supporting animals that normally live within the upland or riparian habitat within the region. Similarly, the inundated pond (approximately 0.20 acres) that holds water only during heavy rain events lacked vegetation due to disking and had little value as wildlife habitat for supporting animals that live on-site or in the region. Wet and dry season fairy shrimp surveys conducted during 2018-2019 were negative (Rocks Biological Consulting June 2019) Therefore, the Project will not have a substantial adverse effect on federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Less than significant impact with mitigation is expected.

No Impact. County Ordinance No. 559, which regulates the removal of trees, states that no person shall remove any living native tree on any parcel or property greater than one-half acre in size, located in an area above 5,000 feet in elevation and within the unincorporated area of the County of Riverside, without first obtaining a permit to do so. There are currently no trees present within the Project site that will be impacted by the development; thus, the Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation:

BIO Mitigation Measure #1 (BIO-1): A Nation-Wide Permit 39 was obtained (November 2018) for this Project. Prior to the issuance of a grading permit, the developer/permit holder shall obtain a 1600 streambed alteration agreement with the California Department of Fish and Wildlife (CDFW) and a 401 certification with the Regional Water Quality Control Board (RWQCB). Mitigation will include preservation of 1.48-acres of on-site drainage and likely off-site mitigation in an approved location. The off-site location and ratio will be determined upon permit/resource agency consultation.

BIO Mitigation Measure #2 (BIO-2): Pursuant to Objective 6 and Objective 7 (described below in Table 1: MSHCP Species-Specific Objectives for Burrowing Owl) of the Species Account for Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. If it is determined that the Project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSCHP and the Migratory Bird Treaty Act. However, when the burrowing owl is present, relocation outside of the nesting season (nesting season defined as March 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine the appropriate type of relocation (active or passive) and translocation sites. Coordination and consultation with CDFW and an MOU issued by CDFW will be necessary to relocate burrowing owl Occupation of this species on the Project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated.

Table 1: MSHCP Species-Specific Objectives for Burrowing Owl	
Objective 6	Pre-construction presence/absence surveys for burrowing owl within the survey area where suitable Habitat is present will be conducted for all Covered Activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season.
Objective 7	Translocation sites for the burrowing owl will be created in the MSHCP Conservation Area for the establishment of new colonies. Translocation sites will be identified, taking into consideration unoccupied Habitat areas, presence of burrowing mammals to provide suitable burrow sites, existing colonies and effects to other Covered Species. Reserve Managers will consult with the Wildlife Agencies regarding site selection prior to translocation site development.

Source: Multiple Species Habitat Conservation Plan: *Species Specific Objectives*

Monitoring: Monitoring shall be conducted by the Environmental Programs Department.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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CULTURAL RESOURCES Would the project

8. Historic Resources

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Alter or destroy an historic site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Source: On-site Inspection, Project Application Materials, Phase I Cultural Resource Investigation Update (PDA04150R1) prepared by Jean A. Keller Ph.D., dated November 2008.

Findings of Fact:

Per direction from the County Archaeologist, Heather Thomson, the updated Phase I Cultural Resources Assessment of Tentative Parcel Map 35212, prepared by Jean A. Keller, PH.D. in November of 2008, is sufficient for development purposes and no additional analysis is warranted.

- a) Less than Significant Impact. According to the Phase I Cultural Resource Investigation prepared in 2008 the site does not contain any cultural resources of either prehistoric or historic in origin within the boundaries of the property. Therefore, less than significant impact is expected.
- b) Less than Significant Impact. The 2008 Phase I Cultural Resource Investigation reported that the site does not contain any cultural resources of either prehistoric or historic in origin within the boundaries of the property. The proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5, based on information derived from the Phase I Cultural Resource Investigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

9. Archaeological Resources

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

Source: Project Application Materials, EIC Letter, Phase I Cultural Resource Investigation Update (PDA04150R1) prepared by Jean A. Keller Ph.D., dated November 2008

Findings of Fact:

Per direction from the County Archaeologist, Ms. Heather Thomson, the updated Phase I Cultural Resources Assessment of Tentative Parcel Map 35212, prepared by Jean A. Keller, PH.D. in

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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November of 2008, is sufficient for development purposes and will be incorporated by reference for mitigation purposes for this initial study.

According to the letter from the Eastern Information Center (EIC), the Project site has been included in two previous cultural resources studies that included large acreages. The first study, conducted in 1988 by RECON, is entitled "Archaeological Survey of the Winchester Road General Plan Amendment 114-Acre Property" and the second study was conducted in March 1990 by Christopher Drover PhD. entitled "A Cultural Resource Assessment, Airport Business Park French Valley, Riverside County, California." Neither study recorded any cultural resources of either prehistoric, or historic origin within the boundaries of the subject property. Records show that up to fifteen additional cultural studies had been conducted within one-half mile of the subject property. During these studies, seven cultural resource properties were recorded. Reported cultural resources of prehistoric origin included bedrock milling features, a bowl fragment, ground stone tools and tool fragments, and debitage. Cultural resources of historical origin were identified as debris and remains of historical structures.

Per Assembly Bill 52 (AB-52) requirements, the County provided Project notification to California Native American Tribes that have requested notice. Tribes have thirty days to request for consultation, and the County must respond within thirty days of the request. The AB-52 notification process ended on January 2019, in which no requests for consultation were received.

A prior consultation process was conducted on the property by County staff during the entitlement process for the previously approved Tentative Parcel Map No. 35212, in which staff consulted with the Pechanga Band of Luiseño Mission Indian. During this process, it was determined that the Project area is not within the boundaries of the Pechanga Indian Reservation, but it is within their ancestral territory. The Tribe has expressed interest in participating in the Project based upon traditional knowledge of the area and the fact that a previously recorded site (CA- RIV-4662) was thought to possibly be within the Project boundaries. No other tribes requested or were consulted with on this project.

- a-c) Less than Significant Impact with Mitigation. Although no resources were identified on the Project surface, there is a possibility of uncovering archaeological resources and human remains during earth-moving activities. As such, mitigation measures need to be incorporated during the construction phase of the Project.

Mitigation:

- a-b) Archeological Mitigation Measure #1 (ARCH-1):** If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, a qualified archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. The Project archaeologist shall be responsible for determining the significance of the cultural resource and mitigation for such resources. The archeologist shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall consider the religious beliefs, customs, and practices of the Tribe(s).
- c) Archeological Mitigation Measure #2 (ARCH-2):** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) must then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Monitoring:

Prior to issuance of grading permits, the Applicant 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. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. (COA 060).

ENERGY Would the project

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

Source: Riverside County Climate Action Plan (“CAP”); Project Application Materials; California Energy Commission Title 24 Building Energy Efficiency Program; Riverside County General Plan; Southwest Area Plan

Findings of Fact: The proposed development shall comply with Title 24 of the California Building Code. Title 24 is a compilation of standards for new (and altered) residential and commercial buildings that aim to reduce wasteful and unnecessary energy consumption. The California Energy Commission updates the standards every three years. Buildings permitted on or after January 1, 2020 must comply with the new 2019 Standards. Furthermore, in accordance with measure R2-E10 of the County’s Climate Action Plan, the Project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation (COA 080). This can be accommodated through the use of solar panels mounted on the building roof tops.

- a) Less than Significant Impact. Compliance with the standards and practices as outlined in Title 24 of the California Energy Efficiency Program would ensure that the Project does not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Less than Significant Impact. Compliance with the standards and practices as outlined in Title 24 of the California Energy Efficiency Program would ensure that the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Mitigation: No mitigation required.

Monitoring: No monitoring measures are required.

GEOLOGY AND SOILS Would the project directly or indirectly:

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

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

Source: Riverside County General Plan Figure S-2: *Earthquake Fault Study Zones*; GIS database; Geologist Comments; Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033)

Findings of Fact:

- a) Less than Significant Impact. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zone. No active or potentially active faults within the potential for surface fault rupture are known to pass directly beneath the site (Geocon Project No. T2788-22-01). The Project will not expose people or structure to potential substantial adverse effects, including the risk of loss, injury, or death. Adherence to the California Building Code (CBC) will assure a less than significant impact. The nearest active fault to the site is the Elsinore Fault Zone, located approximately 3.8 miles southwest of the site. The maximum earthquake on this fault is estimated to be 6.8 M. Based on site mapping, literature research and aerial photo review, the consultant concluded that the potential for surface fault rupture on this site is considered unlikely.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

12. Liquefaction Potential Zone

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

Source: Riverside County General Plan Figure S-3: *Generalized Liquefaction*; Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033)

Findings of Fact:

- a) No Impact. The Project site is located within an area with low liquefaction potential. The potential for liquefaction to affect this site is considered very low to remote due to the depth to groundwater, the dense nature and grain-size distribution of the deeper onsite soils and the underlying granitic rock. The updated geotechnical report prepared by Geocon on

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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August 18, 2017 concluded that based on the lack of shallow groundwater, the dense consistency of the soils, and granitic bedrock underlying the site, the potential for liquefaction and associated ground deformations beneath the site is nil. (Geocon Project No. T2788-22-01). Therefore, there is low potential for seismic-related ground failure, including liquefaction. Adherence to the California Building Code (CBC) will assure a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

☐
☐
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Source: Riverside County General Plan Figure S-4: *Earthquake-Induced Slope Instability Map*; and Figures S-13 through S-21 (showing General Ground Shaking Risk); Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033)

Findings of Fact:

- c) Less than Significant Impact. Although there is low potential for this site to be affected by surface fault rupture, it lies within a seismically active area of southern California and should be expected to experience strong seismic shaking during the lifetime of the Project. The updated geotechnical report confirms that it is unlikely that this site will be affected by a rupture of a known earthquake fault. California Building Code (CBC) requirements pertaining to development will mitigate the potential impact to less than significant. As CBC requirements are applicable to all development, they are not considered mitigation for CEQA implementation purposes.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are 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?

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Source: On-site Inspection; Riverside County General Plan Figure S-5: *Regions Underlain by Steep Slope*; C Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033)

Findings of Fact: The topography of the Project site is relatively flat with elevations ranging from 1,335 feet above mean sea level in the northern portions of the site to 1,320 feet along the southern boundary to approximately 1,315 feet in the southwestern corner of the site.

- a) No Impact. There are no steep slopes on or adjacent to the site. According to the updated geotechnical report, landslides are not a design consideration for the site (Geocon Project No. T2788-22-01).

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are 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?

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Source: Riverside County General Plan Figure S-7: *Documented Subsidence Areas Map*; Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033) Findings of Fact:

- a) Less than Significant Impact. The Project site is located in an area susceptible to subsidence but not located near any documented areas of subsidence. California Building Code (CBC) requirements pertaining to development, along with recommendations in the approved County Geologic Report GEO No. 180033, will mitigate the potential impact to less than significant. CBC requirements are not considered unique mitigation and therefore are not considered mitigation for CEQA implementation purposes.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

16. Other Geologic Hazards

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

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Source: On-site Inspection; Project Application Materials; Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033); Riverside County General Plan Figure S-9 *Special Flood Hazard Areas*; Riverside County Map My County GIS Parcel Report.

Findings of Fact:

- a) No Impact. The proposed Project is not within a 100-yr flood zone according to the Riverside County General Plan and Map My County. Skinner Reservoir is the nearest lake to the Project site and is located approximately 3.5 miles east. The site is not located within the flood plain of the reservoir, therefore a seiche emanating from the reservoir is unlikely (Geocon Project No. T2788-22-01). The site does not include steep slopes which could generate a mudflow. There are no volcanoes in the proposed Project site vicinity. Therefore, impacts associated with a seiche, mudflow, or volcano are not anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

17. Slopes

- a) Change topography or ground surface relief features?
- b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

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ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) Result in grading that affects or negates subsurface sewage disposal systems?

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Source: Project Application Materials; Ord. 457 (Building Codes & Fees), EA No. 40193; Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033)

Findings of Fact:

- a) Less than Significant Impact. The topography of the Project site is relatively flat with elevations ranging from 1,335 feet above mean sea level in the northern portions of the site to 1,320 feet along the southern boundary to approximately 1,315 feet in the southwestern corner of the site. The elevation of the Project site will not be significantly modified as a result of the Project. Minor surface grading and leveling will be required. No cut or fill slopes greater than 2:1 or higher than 10 feet will be created. Compliance with the Riverside County Building and Safety Ordinance No. 457 will assure cut or fill slopes are manufactured appropriately. Prior to the issuance of grading permits the County of Riverside requires Building and Safety review of the grading plans to assure the grading plans will not affect or negate subsurface sewage plans. Compliance with Ordinance No. 457 and the CBC will reduce potential impacts due to changes in topography and cut and fill slopes. The impact will be less than significant.
- b) Less than Significant Impact. According to the updated Geotechnical Investigation No. T2788-22-01, based upon current site topography and surrounding grades, site grades are anticipated to be changed from 5 to 15 feet to provide level building pads for the proposed development. It is anticipated that grading will incorporate a bedrock cut slope up to approximately 15 feet in height descending to the site from the southern boundary. Fill slopes may also be created during grading and are anticipated to be 15 feet or less in height with a gradient of 2:1 or flatter. A slope stability report shall be submitted and approved by the County Geologist for all proposed cut or fill slopes greater than 2:1 or over 30 feet in vertical height. Based on cut and fill and overall Project design potential impact will be less than significant.
- c) Less than Significant Impact. There are no subsurface sewage facilities proposed onsite or within the Project vicinity. The Project will connect to existing sewer infrastructure within adjacent right-of-way. The impact will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

18. Soils

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

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- b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?

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- c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water

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ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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disposal systems where sewers are not available for the disposal of waste water?

Source: Project Application Materials; On-site Inspection; Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033)

Findings of Fact:

- a) Less than Significant Impact. Topsoil may be lost during grading activities. A National Pollution Discharge System (NPDES) General Construction Permit will be required in order to minimize discharge into downstream waters of the U.S however, this potential loss is not anticipated to be in a manner that would result in significant amounts of soil erosion. Implementation of required Best Management Practices (BMPs) would prevent this impact from rising to a level of significance.
- b) Less than Significant Impact. According to the Updated Geotechnical Report No. T2788-22-01, site soils generally possess a medium expansion potential and are considered "expansive" as defined by 2016 California Building Code (CBC) Section 1803.5.3. Per the Updated Geotechnical Investigation No. T2788-22-01, site grading should include the placement of soils with an expansion index of 60 or less within the upper 4 feet of building pad areas. Soils with an expansion index greater than 60 should not be placed within 4 feet of the proposed foundations, flatwork or paving improvements. The Project shall include additional testing for expansion potential during grading, once final grades are achieved, and should adhere to the recommendations stated in the approved County Geologic Report GEO No. 180033., October 16, 2018. Impacts as a result of the Project is expected to be less than significant.
- c) No Impact. The proposed Project is located within the Eastern Municipal Water District (EMWD) sewer services area. Currently, there are no existing septic tanks or alternative waste water disposal systems on site. The proposed Project will connect with the existing EMWD sewer services located along Winchester Road and does not necessitate soils capable of adequately supporting septic tanks or alternative water disposal systems.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

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

- a) Be impacted by or result in an increase in wind erosion and blow sand, either on or off site? ☐ ☐ ☒ ☐

Source: Riverside County General Plan Figure S-8: *Wind Erosion Susceptibility Map*; Ord. No. 460, Article XV & Ord. No. 484; Updated Geotechnical Investigation (Aug 2017), Geocon West, Inc. No. T2788-22-01 (County Geologic Report (GEO) No. 180033)

Findings of Fact:

- a) Less than Significant Impact. The Project site lies within a moderate area of wind erosion as shown on the Riverside County General Plan Safety Element Figure S-8, Wind Erosion Susceptibility Areas map. The Project will decrease the amount of exposed dirt, which is subject to wind erosion, with the incorporation of concrete, asphalt, and landscaping. The

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project shall adhere to the recommendations stated in the Geotechnical Investigation No. T2788-22-01 to reduce the potential for and prevention of surface erosion. No changes will be made on adjacent properties that would increase wind erosion offsite that would impact this Project. Current levels of wind erosion on adjacent properties that would impact this site are considered less than significant. As discussed in the Air Quality section of this report, dust control measures are being implemented to reduce potential impacts associated with wind erosion to less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GREENHOUSE GAS EMISSIONS Would the project

20. Greenhouse Gas Emissions

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: County of Riverside General Plan, Updated 2015; County of Riverside Climate Action Plan (CAP), 2015; South Coast Air Quality Management District (SCAQMD); CalEEMod v2016.3.1 (Model ran 07/31/2018); and California Air Resources Board (CARB) Scoping Plan

Background on Climate Change

Global climate change refers to changes in average climatic conditions on earth as a whole, including temperature, wind patterns, precipitation and storms. Global warming, a related concept, is the observed increase in average temperature of the earth's surface and atmosphere. The six major greenhouse gases (GHGs) identified by the Kyoto Protocol are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). GHGs absorb longwave radiant energy reflected by the earth, which warms the atmosphere. GHGs also radiate long wave radiation both upward to space and back down toward the surface of the earth. The downward part of this longwave radiation absorbed by the atmosphere is known as the "greenhouse effect." The potential effects of global climate change may include rising surface temperatures, loss in snow pack, sea level rise, more extreme heat days per year, and more drought years.

CO₂ is an odorless, colorless natural GHG. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of CO₂ are from burning coal, oil, natural gas, wood, butane, propane, etc. CH₄ is a flammable gas and is the main component of natural gas. N₂O, also known as laughing gas, is a colorless GHG. Some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of GHGs. HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (whose production was stopped as required by the Montreal Protocol) for automobile air conditioners and refrigerants. The two main sources of PFCs are primary aluminum production and semiconductor manufacture. SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF₆ is used for insulation in electric

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have heavily contributed to the increase in atmospheric levels of GHGs. An air quality analysis of GHGs is a much different analysis than the analysis of criteria pollutants for the following reasons. Four criteria pollutants significance thresholds are based on daily emissions because attainment or non-attainment is based on daily exceedances of applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects on human health, e.g., one-hour and eight-hour. Since the half-life of CO₂ in the atmosphere is approximately 100 years, for example, the effects of GHGs are longer-term, affecting global climate over a relatively long period. As a result, the SCAQMD's current position is to evaluate GHG effects over a longer timeframe than a single day.

Regulatory Setting

The Project is located in unincorporated Riverside County, within the South Coast Air Basin, under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Project would be required to comply with regulations imposed by the State of California and the South Coast Air Quality Management District aimed at the reduction of air pollutant emissions. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of greenhouse gas emissions include:

- **Global Warming Solutions Act of 2006 (AB32).** AB 32 is applicable to the Project because, as a development Project, the KTM North America HQ Campus will need to meet 2020 GHG reduction goals set forth in AB 32. AB 32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms to reduce California's greenhouse gas emissions to 1990 levels by the year of 2020. Many of the GHG reduction measures outlined in AB 32 (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted over the last five years and implementation activities are ongoing.
- **Pavley Fuel Efficiency Standards (AB1493).** AB 1493 (Pavley) establishes fuel efficiency ratings for new vehicles and for model year 2009-2016 passenger cars and light trucks. AB 1493 is applicable to the Project because model year 2009-2016 passenger cars and light duty truck vehicles traveling to and from the Project site are required by the State of California to implement GHG emission reduction standards related to fuel efficiency. The CARB anticipates that implementation of the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 30 percent in 2016 compared to emissions that occurred prior to 2009 when AB 1492 was enacted.
- **Title 24 California Code of Regulations (California Building Code).** Establishes energy efficiency requirements for new construction. Title 24 energy standards address the energy efficiency of new (and altered) homes and commercial buildings. Because energy efficiency reduces energy costs, increases reliability and availability of electricity, improves building occupant comfort, and reduces impacts to the environment, standards are important and necessary for California's energy future. Therefore, a new development such as the KTM North America HQ Campus is required to comply with Title 24 Code of Regulations and would therefore increase the Project's energy efficiency and reduce its environmental impact.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- **Title 17 California Code of Regulations (Low Carbon Fuel Standard or LCFS).** Requires carbon content of fuel sold in California to be 10% less by 2020. Because the LCFS applies to any transportation fuel that is sold, supplied, or offered for sale in California, and to any person who, as a regulated party, is responsible for a transportation fuel in a calendar year, all vehicles accessing the site will be required to comply with LCFS. Implementation of such a standard will reduce greenhouse gas emissions by reducing the full fuel-cycle, carbon intensity of the transportation fuel pool used in California.
- **California Water Conservation in Landscaping Act of 2006 (AB1881).** Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes. As a new development Project within the State of California, the Project is required to comply with the County of Riverside's adopted water efficient landscape requirements and would therefore be consistent with the requirements of AB1881 in order to help conserve California's water resources and to promote efficient water use.
- **Senate Bill 32 (SB 32).** Requires the state to reduce statewide greenhouse gas emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050.

Riverside County Climate Action Plan

On December 8, 2015, Riverside County adopted a Climate Action Plan (CAP) that outlines policies and goals that guide land use decisions in an effort to reduce the County's Greenhouse Gas (GHG) emissions. The CAP coincides with Riverside County's general plan update, which has set a goal to reduce emissions back to 1990 levels by the year 2020 per the state's adopted AB 32 GHG reduction target. An essential part of the CAP is the GHG emissions inventory, which contains GHG emissions of community-wide and municipal sources based on the most recent data available for the year 2008. Sources of emissions include transportation, electricity and natural gas use, landscaping, water and wastewater pumping and treatment, and decomposition of solid waste. Riverside County's 2008 inventory amounted to 7,012,938 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) community wide and 226,753 MT CO₂e from municipal operations. The County of Riverside plans to reduce GHG emissions by 5 MTCO₂e per capita per year to reach the total modified forecast of 359,358 MT CO₂e per year by 2035.

The County of Riverside has adopted a screening threshold of 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) per year on new development Projects to determine level of significance. Projects that exceed this threshold will be required to use Screening Tables or a Project-specific technical analysis to quantify and mitigate Project emissions.⁵ This approach is a widely acceptable screening threshold used by the County of Riverside and various other cities

⁵ Riverside County Climate Action Plan – CEQA Thresholds and Screening Tables (Appendix F) Online. http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/climate_action_plan/Appendix%20F.pdf?ver=2016-04-01-101218-630 (Accessed August 28, 2018).

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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in the South Coast Air Basin, as provided by the CARB AB 32 Scoping Plan, where the South Coast Air Quality Management District is the lead agency.

Findings of Fact:

As discussed in the Air Quality section, the California Emissions Estimator Model (CalEEMod) v2016.3.1 was used to quantify emissions during Project construction and operations (*model ran on 07-31-2018*). The annual GHG emissions associated with the construction and operation of the proposed Project are estimated to be 2,421.93 MTCO₂e as summarized in Table 2: *Annual Project GHG Emissions (Unmitigated)*. Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends amortizing construction emissions over a 30-year operational lifetime. Direct and indirect operational emissions associated with the Project are compared with the SCAQMD threshold of significance for small land use Projects, which is 3,000 MTCO₂e per year. As shown, the proposed Project would result in a less than significant impact with respect to GHG emissions.

Table 2: Annual Project GHG Emissions (Unmitigated)				
Emission Source	Emissions (metric tons per year)			
	CO2	CH4	N2O	Total CO2E
Annual construction-related emissions amortized over 30 years	870.28	1.10E-01	0.00	873.15
Area	3.25E-02	9.00E-05	0.00	3.46E-02
Energy	573.88	0.02	6.18E-03	576.24
Mobile Source	1,456.02	0.07	0.00	1,457.81
Waste	19.47	1.15	0.00	48.24
Water Usage	255.74	1.69	4.18E-02	310.50
Total CO₂E (All Sources)	2,421.9			
SCAQMD Threshold	3,000			
Significant?	NO			

- a) Less than Significant Impact. The proposed Project would generate GHG emissions from construction activities and operational activities, primarily from energy use and mobile sources. The analysis undertaken, utilizing the CalEEMod program, reveals that the proposed Project will generate approximately 2,421.93 MTCO₂e per year. The total increase of GHG emissions on-site from the Project would not exceed SCAQMD's threshold of 3,000 MTCO₂e/year or have a significant cumulative contribution to GHG emissions. Therefore, greenhouse gas emissions as a result of the Project, either directly or indirectly, will have a less than significant impact on the environment.
- b) Less than Significant Impact. The Project is consistent with the County's General Plan, which was updated in 2015 (GPA No. 960), and is consistent with the goals and objectives

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of the 2016 Air Quality Management Plan (AQMP). The AQMP incorporates the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy. The County's Climate Action Plan coincides with the general plan update, which has set a goal to reduce emissions back to 1990 levels by the year 2020 per the state's adopted AB 32 GHG reduction target. As such, the Project complies with regulations imposed by the State of California and the SCAQMD, aimed at the reduction of air pollutant emissions. Those regulations that are directly and indirectly applicable to the Project and that would assist in the reduction of GHG emissions include the Global Warming Solutions Act of 2006 (AB32) and Senate Bill 32 (SB 32). Many of the GHG reduction measures outlined in AB32 have been adopted over the last five years and implementation activities are on-going. SB32 requires the state to reduce statewide greenhouse gas emissions to 40% below 1990 levels by 2030. The proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

HAZARDS AND HAZARDOUS MATERIALS Would the project

21. Hazards and Hazardous Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Phase I Environmental Site Assessment, Hillman Consulting, June 12, 2018; Project Application Materials; County of Riverside Ord. 348; French Valley Airport Master Plan, 2009;

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Final French Valley Airport Initial Study, 2010; United States Environmental Protection Agency (US EPA), *Enviromapper*

Findings of Fact:

Hillmann Consulting performed a Phase I Environmental Site Assessment of the Project site in accordance with the scope and limitations of ASTM Practice E 1527-13. This assessment has revealed no evidence of recognized environmental conditions in connection with the Property except that the Property was historically utilized as agricultural land from approximately 1938 to 1996. There is the potential for soil contamination due to historic applications of pesticides. This is considered to be a REC in connection with the Property, therefore it is recommended that a Limited Phase II Subsurface Investigation be conducted.

- a-b) Less than Significant Impact. Although use and disposal of construction materials and substances such as cleaning products, fertilizers, pesticides, etc. are expected during the construction phase of the proposed Project, there is limited potential for accidental release of construction-related products in sufficient quantity to pose a significant hazard to people and the environment. In addition, once operational, the proposed Project buildings are to be used for commercial/retail uses under the proposed Commercial-Retail zoning. This zoning classification allows certain land uses which might use hazardous materials. Such uses would be subject to standard County Department of Environmental Health, California Department of Toxic Substance Control, Regional Water Quality Control Board and County Fire Department policies and permitting procedures. Therefore, impacts are considered less than significant.
- c) Less than Significant Impact. The developers of the proposed Project will be required to design, construct, and maintain structures, roadways, and facilities that comply with applicable local, regional, state and/or federal requirements related to emergency access and evacuation plans. Construction activities which may temporarily restrict vehicular traffic will be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles. Less than significant impact is expected.
- d) Less than Significant Impact. The proposed Project is not within one-quarter mile of an existing or proposed school. The Murrieta Valley Unified School District and Temecula Valley Unified School District surround the Project site. Monte Vista Elementary School within the Murrieta Valley Unified School District located, 0.6 miles west of the Project site, is the closest school. Impacts associated with this issue are considered to be less than significant.
- e) Less than Significant Impact with Mitigation. According to the US EPA *Enviromapper*, no sources of health hazards are known to exist on or within a mile of the Project site. In addition, the Project site is not listed as a hazardous materials site. However, the historic usage of the site for agriculture, creates the potential for soil contamination due to the use of pesticides. Therefore, a Limited Phase II Subsurface Investigation to mitigate any potential impact is recommended.

Mitigation:

- e) Hazards Mitigation Measure #1: (HHM-1):** Prior to issuance of a grading permit, a Limited Phase II Subsurface Investigation shall be prepared and submitted to the County of Riverside (and relevant reviewing agencies) for review and approval (COA 060).

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: Monitoring shall be conducted by Building and Safety Department and the Planning Department.

22. Airports

a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two 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 checked="" type="checkbox"/>	<input 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: Riverside County General Plan Figure S-20: *Airport Locations*; GIS database; Riverside County Airport Land Use Compatibility Plan Policy; French Valley Airport Master Plan, 2009; Final French Valley Airport Initial Study, 2010

Findings of Fact:

- a-c) Less than Significant Impact. The 56.95-acre property lies directly adjacent to the west side of the French Valley Airport separated only by Sky Canyon Drive. The Project site is located within Airport Compatibility Zones B2 and D. The French Valley Airport Master Plan dictates that all nonresidential buildings in Compatibility Zone B2 may have up to three aboveground habitable floors, provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with FAR Part 77. For non-residential uses in Compatibility Zone D compliance with Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) would be required. The Riverside County Airport Land Use Commission (ALUC) has established policies which would lead to compatible land uses on the Project site, thereby reducing the impacts associated with the safety of people residing or working in the Project area to a less than significant level. The Project went through ALUC review and was originally determined to be consistent with the French Valley Airport Land Use Compatibility Plan on November 15, 2018, however after changes to the Project design the Project was reviewed again by ALUC and found to be consistent with the French Valley Airport Land Use Compatibility Plan on June 13, 2019. The Project shall meet the Conditions of Approval from ALUC in order to be in compliance with ALUC design guidelines.
- d) No Impact. The Project is not within the vicinity of a private airstrip, or heliport and would not result in a safety hazard for people residing or working in the Project area.

Mitigation: No mitigation measures required

Monitoring: No monitoring measures required

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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HYDROLOGY AND WATER QUALITY Would the project:

23. Water Quality Impacts

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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: Riverside County Flood Control District Flood Hazard Report/Condition; Updated Geotechnical Investigation, No. T2788-22-01; Preliminary Drainage Report (CASC Engineering and Consulting 2019); Preliminary Project Specific Water Quality Management Plan (CASC Engineering and Consulting 2019); 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

Findings of Fact: The project is located in the Santa Margarita watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit (COA 060). A preliminary WQMP was submitted to and accepted by the County for the proposed development. Furthermore, The NPDES regulations at Title 40 of the Code of Federal Regulations (CFR) 122.21(a) require that any person, except persons covered by general

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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permits under § 122.28, who discharges pollutants or proposes to discharge pollutants to waters of the United States must apply for a permit. Lastly, the Project shall prepare a Stormwater Pollution Prevention Plan as part of the process of obtaining an NPDES permit.

- a) Less than Significant Impact. Best Management Practices (BMPs) will assure that the Project will not violate any water quality standards or waste discharge requirements. The Project has also been conditioned to comply with standard water quality conditions of approval (COA 060). BMPs defined in 40 CFR 122.2 as schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the United States. BMPs also include treatment requirements, operating procedures and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage. In the case of municipal storm water permits, BMPs are typically used in place of numeric effluent limits. The impact is less than significant.
- b) Less than Significant Impact. The proposed Project will not violate any water quality standards or waste discharge requirements and shall not substantially deplete or degrade groundwater supplies or interfere substantially with groundwater recharge through the implementation of the storm drain infrastructure recommended in the Preliminary Drainage report (CASC Engineering and Consulting 2019) submitted to the County. The Preliminary Drainage report determined the required on-site infrastructure necessary to protect the proposed grading and site improvements from the 100-year storm event. The impact is less than significant.
- c) Less than Significant Impact. The existing drainage pattern is being preserved according to the P-WQMP prepared by CASC Engineering. The Project has two drainage areas that discharge into two existing storm drain outlets located along Winchester Road. The northern portion of the site drains southwest into an existing depression where a 36" RCP is located approximately 900 feet south of Sparkman Way (see node 108 on Exhibit B of Drainage Report). The southern portion of the site drains to the southwest corner of the site into an existing depression where a 78" RCP outlet is located (see node 226 on Exhibit B of Drainage Report). The proposed drainage pattern preserves these drainage areas and discharge points.
- d) Less than Significant Impact with Mitigation. The development of this site will increase peak flow rates on downstream properties, which could result in erosion or siltation, and mitigation measure HYD-1 is required to ensure impacts are less than significant. Thus, upon development, on-site storm drain infrastructure will be required to convey on-site peak 100-year flow rates and discharge them into the existing 78" RCP storm drain located at the intersection of Winchester Road and Hunter Road. All off-site flows will bypass the proposed development via the proposed storm drain infrastructure, and no on-site treatment will be required. It is concluded that implementation of the proposed storm drain facilities will provide protection of the proposed development from the 100-year storm event without adversely impacting the existing downstream drainage conditions.
- e) Less than Significant Impact with Mitigation. The addition of impervious surfaces on site would create increased surface runoff; however, proposed BMPs, schedules of activities, prohibitions of practices, maintenance procedures, and other management practices will prevent on or offsite flooding that could be caused by implementation of the Project. The

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PWQMP prepared by CASC Engineering, 2019, discusses the required infrastructure and management practices to regulate runoff from impervious or partially pervious areas to prevent on-site and off-site flooding. Additionally, implementation of the proposed storm drain facilities will provide protection of the Project site from the 100-year storm event without adversely impacting the existing downstream drainage conditions (Preliminary Drainage Report, CASC 2019).

- f) Less than Significant Impact with Mitigation. BMPs defined in 40 CFR 122.2 as schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the United States. BMPs also include treatment requirements, operating procedures and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage. In the case of municipal storm water permits, BMPs are typically used in place of numeric effluent limits. Accordingly, the proposed Project will not violate any water quality standards or waste discharge requirements and it will not substantially deplete or degrade groundwater supplies or interfere substantially with groundwater recharge. Impacts are considered less than significant with mitigation measure HYD-I incorporated.
- g) Less than Significant Impact. The existing drainage pattern is being preserved according to the P-WQMP prepared by CASC Engineering. The proposed drainage pattern preserves these drainage areas and discharge points and would not impede or redirect flows. The impact is less than significant.
- h) No Impact. The site is located 3.5 miles west of Lake Skinner dam, however the Project site is not located within a Lake Skinner inundation area. Therefore, inundation due to dam failure is not a design consideration (Geocon Project No. T2788-22-01). The Project site is not in a flood hazard zone according to the Riverside County General Plan Safety Element *Figure S-9 Special Flood Hazard Areas* and is more than 30 miles from the coastal threat of tsunamis. Flooding due to tsunamis, seiche, or inundation is unlikely. No impacts are anticipated.
- i) Less than Significant Impact: Best Management Practices (BMPs) defined in 40 CFR 122.2 as schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the United States. These BMPs will assure that the Project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan or violate any water quality standards or waste discharge requirements. The Project has also been conditioned to comply with standard water quality conditions of approval. The impact is less than significant.

Mitigation:

- d - f) Hydrology Mitigation Measure #1 (HYD-1):** The Project shall incorporate the proposed storm drain infrastructure as recommended in the Preliminary Drainage Report (CASC Engineering and Consulting 2019) submitted to the County. Furthermore, the proposed Project shall submit a copy of the proposed improvement plans, grading plans, Project list of Best Management Practices to be implemented, and any other necessary documentation to the Riverside County Flood Control District for review and approval prior to the issuance of grading and building permits. The developer must pay all associated fees that will be requested by the Flood Control District.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: Monitoring shall be conducted by the Riverside County Flood Control District and by the Department of Building and Safety plan check process.

LAND USE/PLANNING Would the project

24. Land Use

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

☐ ☐ ☐ ☒

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

☐ ☐ ☐ ☒

Source: Riverside County General Plan; GIS database; Borel Airpark Specific Plan 265; Project Application Materials

Findings of Fact:

- a) No Impact. The Project is consistent with the site's existing zoning and land use designations. The existing land use for the proposed Project is designated as Commercial Retail as designated in the Borel Airpark Specific Plan 265A1. The Commercial land use designation allows the development of commercial retail uses at neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses. The land use designation allows for a variety of office uses, including financial institutions, legal services, insurance services, and other office and support services. The proposed Project consists of developing commercial office space with ancillary uses including incidental storage warehousing, storage and retail space, which is consistent with the existing land use designation and zoning classification. The storage is a related component to the equipment testing and per the zone only if outdoor storage greater than 200 square feet is proposed would a Conditional Use Permit be required. The proposed Project is compatible with the planned and existing land uses in the area, which primarily consist of airport uses, residential uses, industrial uses, and agricultural uses. The Project does not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.
- b) No Impact. The proposed Project does not include any new physical barriers (bridges, roadways, utilities, channels) that would not disrupt or divide the physical arrangement of the French Valley Community. Conceptual plans and architectural renderings have been reviewed by the County in order to achieve compliance with the design guidelines set forth in the County's Municipal Code. No Impact is expected.

Mitigation: No mitigation measures required.

Monitoring: No monitoring measures required.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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: Riverside County General Plan Figure OS-6: *Mineral Resources Areas*

Findings of Fact:

- a) No Impact. The Project site does not contain known mineral resources. According to Figure OS-6 of the Riverside County General Plan, the Project site lies in an area classified as "MRZ-3", which is defined as areas where available geologic information indicates that mineral deposits are likely to exist, however, the significant of the deposit is undetermined. The site has not been designated for mineral resources related uses and no existing or abandoned quarries or mines exist in the Project vicinity. The Project will not result in the permanent loss of significant mineral resources. No impacts are anticipated.
- b) No Impact. The Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No mining sites are located within the vicinity of the Project site. No impacts are anticipated.
- c) No Impact. The Project site is not located in close proximity to proposed, existing, or abandoned quarries or mines; therefore, Project development would not expose people or property to mining hazards. No impacts are expected.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

NOISE Would the project result in:

26. Airport Noise

a) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) For a Project 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"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Riverside County General Plan Figure S-20 *Airport Locations*; County of Riverside Airport Facilities Map; Borel Airpark Center Specific Plan; Noise Impact Analysis: KTM French Valley, Urban Crossroads, August 15, 2018; Riverside County Airport Land Use Compatibility Plan, Map FV-3

Findings of Fact: Urban Crossroads prepared a Noise Impact Analysis for the KTM French Valley Project in order to assess the area noise levels resulting from the Project as well as noise levels the Project will be exposed to. The proposed Project is directly adjacent to the west boundary of the French Valley Airport and would be exposed to noise created by the airports use. Policy N.4.1 of the Riverside County General Plan prohibits facility related noise received by any sensitive use from exceeding;

- a. 45 dBA⁶ CNEL⁷ between 10:00 p.m. and 7:00 a.m.
- b. 65 dBA CNEL between 7:00 a.m. and 10:00 p.m.

According to the French Valley Airport Land Use Compatibility Plan, the Federal Aviation Administration (FAA), Environmental Protection Agency (EPA), and Housing and Urban Development (HUD) have identified that 65 dBA CNEL is the threshold of incompatibility. Noise contours are used to overlay on maps of existing and planned land uses to determine areas that may be affected by aircraft noise at or above 65 dBA CNEL. Accordingly, there were no contours above the threshold of 65 dBA CNEL that affected the Project area. For the Project, noise attenuation measures shall be incorporated into the office areas of future buildings located wholly or partially within Compatibility Zone B2 to ensure a minimum exterior-to-interior noise level reduction of 25 dB, so as to reduce interior noise level from aircraft operations to 45 CNEL or below. This is a standard condition of approval and pursuant to CEQA is not considered mitigation.

- a) Less than Significant Impact. The proposed Project is directly adjacent to and west of the French Valley Airport between Winchester Rd (HWY 79), which is the boundary for the City of Murrieta on the west side of the Project area, and Sky Canyon Drive forming the boundary between the Project and the French Valley Airport to the east. According to the Noise Impact Analysis prepared by Urban Crossroads, and unmitigated noise level contours obtained from the Riverside County Airport Land Use Compatibility Plan Map FV-3, noise levels range from approximately 50 dBA CNEL on the Winchester Rd side of the Project area to 65 dBA CNEL on the eastern boundary of the Project or Sky Canyon Drive. The airport would not expose people residing or working in the area to excessive noise levels and the impact would be less than significant.
- b) No Impact. The Project is not within the vicinity of a private airstrip and would therefore not expose people residing or working in the area from excessive noise levels from such use.

Mitigation: No mitigation measures are required

Monitoring: No monitoring measures are required

⁶ A-weighted decibel; Measurement of sound levels that account for the relative loudness perceived by the human ear.

⁷ Community Noise Equivalent Level: The average equivalent A-weighted sound level during a 24-hour day.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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27. Noise Effects on or by the Project

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

Source: Riverside County General Plan, Table N-1 (*Land Use Compatibility for Community Noise Exposure*); Borel Airpark Center Specific Plan; Noise Impact Analysis: KTM French Valley, Urban Crossroads, August 15, 2018; Project Application Materials

Findings of Fact:

Noise sources pertaining to the temporary construction and operational noise have been assessed by Urban Crossroads in the Noise Impact Analysis prepared for this Project. The analysis also addressed ground vibration that may result from the temporary construction or operation of the Project.

Construction Noise Impacts

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. The construction noise analysis shows that the highest construction noise levels will occur when equipment is operating at the closest point to each receiver location. The unmitigated construction noise levels experienced at nearby sensitive receiver locations (single family residential) are expected to range from 52.5 to 66.1 dBA L_{max}^8 for mobile equipment, and between 52.8 to 55.9 dBA L_{max} for stationary equipment at the sensitive receiver locations. These projections include the ambient noise levels, including that of noise emitted from the adjacent airport. According to the Noise Impact Analysis the noise level thresholds will not be exceeded for either mobile or stationary equipment, therefore, impacts from temporary construction activities will be less than significant.

Further, since the nearest sensitive receptors to the Project are across Winchester Rd in the City of Murrieta, noise thresholds from the City's Municipal Code were used in order to determine impacts on those receivers. The results of the construction noise analysis show that the unmitigated construction noise levels will satisfy the City of Murrieta Municipal Code construction noise level standards of 75 dBA L_{max} for mobile equipment, and 60 dBA L_{max} for stationary equipment. Therefore, the construction of the Project will result in a less than significant noise impact.

⁸ L_{max} : Maximum level measured over a specified time interval

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operational Noise Impacts

Operational noise such as roof-top air conditioning units, pressure washing activity, parking lot vehicle movements, motorcycle safety course activity, idling trucks, backup alarms, as well as trailer movement and storage activity were evaluated against standards established under the General Plan operational noise standards for the County of Riverside, and the Municipal Code for the City of Murrieta. Exterior operational noise level standards (measured in dBA) are between 45 dBA nighttime, and 65 dBA daytime for the county of Riverside, and between 50 dBA nighttime, and 70 dBA daytime for the City of Murrieta. These projections include the ambient noise levels, including that of noise emitted from the adjacent airport. The analysis demonstrates that the Project will contribute a less than significant long-term operational noise level impact to the existing ambient noise environment at all of the nearby sensitive receiver locations.

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. At distances ranging from 186 to 264 feet from the location of primary construction activities, construction vibration velocity levels are expected to approach 0.003 in/sec (RMS) at the nearby receiver locations, and will remain below the County of Riverside and City of Murrieta vibration thresholds of 0.01 in/sec RMS. Further, the vibration levels due to Project construction do not represent vibration levels capable of causing building damage to nearby residential homes. As such, the Project-related vibration impacts will be less than significant during the construction activities at the Project site.

Operational Vibration Impacts

Ground vibration as a result of the Project is considered as part of the temporary construction process as it is associated with the mobile and stationary equipment such as trucks and dozers that may cause temporarily perceived vibration and is discussed above.

- a) Less than Significant Impact. According to the Noise Impact Analysis prepared by Urban Crossroads, the Project will incrementally increase traffic noise under three analyzed scenarios, 1. Existing with/without the Project 2. Existing plus ambient growth to 2020 with/without the Project, and 3. Existing, plus ambient growth to 2020, plus cumulatively with any reasonably foreseeable future Projects. As outlined in Section 4 of the Noise Impact Analysis, only a substantial permanent increase in traffic noise due to a Project's implementation would be considered significant. The Project would increase existing noise levels up to 2.0 dBA in non-sensitive commercial areas within the Project area, and up to 0.5 dBA in nearby residential areas. Therefore, less than significant impacts will occur as a result of the Project. Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach temporary higher levels of perceived noise. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. The construction noise analysis shows that the highest construction noise levels will occur when equipment is operating at the closest point to each receiver location. As discussed in the construction impacts of the Project, the noise level thresholds will not be exceeded for either mobile or

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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stationary equipment, therefore, impacts from temporary construction activities will be less than significant.

Noise standards established for the County of Riverside, and the Municipal Code for the City of Murrieta are between 45 dBA nighttime, and 65 dBA daytime for the county of Riverside, and between 50 dBA nighttime, and 70 dBA daytime for the City of Murrieta. While the CEQA Guidelines and the County of Riverside General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts under CEQA Guideline A, they do not define the levels at which increases are considered substantial for use under Guidelines B, C, and D. CEQA Guidelines E and F apply to nearby public and private airports, if any, and the Project's land use compatibility. The outdoor activities at the Project site will be minimal, with most activity occurring within the proposed office uses at the Project site. Therefore, while some aircraft noise levels will be heard, the noise due to aircraft flyovers represents a less than significant noise level impact at the Project site. The noise analysis accounts for the ambient noise levels at the Project site, which includes ambient noise levels caused by the airport in the nearby vicinity. The noise analysis demonstrates that the Project will contribute a less than significant long-term noise level impact to the existing ambient noise environment and would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- b) Less than Significant Impact. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. At distances ranging from 186 to 264 feet from the location of primary construction activities, construction vibration velocity levels are expected to approach 0.003 in/sec (RMS) at the nearby receiver locations, and will remain below the County of Riverside and City of Murrieta vibration thresholds of 0.01 in/sec RMS. The Project would not result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

28. Paleontological Resources

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

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Source: Riverside County General Plan Figure OS-8: *Paleontological Sensitivity*

Findings of Fact:

According to the Riverside County General Plan, the Project site is located within areas of both low and high paleontological sensitivity. The area identified with low sensitivity lies on the north end of the Project site. The area identified with high sensitivity (High A) lies on the south end and encompasses all of parcel 963-030-002 and the southeast corner of parcel 963-030-003.

In accordance with OS 19.6, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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taken to mitigate impacts to paleontological resources. Therefore, this Project will have less than significant impact with mitigation incorporated on potential paleontological resources, sites, or unique geologic features.

- a) Less than Significant Impact with Mitigation. No paleontological resource assessment was conducted for the proposed Project. According to Figure OS-8, the Project site is located within a High Potential/Sensitivity (High A) area, which suggests there is a high potential for unearthing paleontological resources. Pursuant to Mitigation Measure Paleo-1, the developer shall retain a qualified paleontologist for consultation and comment of the proposed grading with respect to potential impacts to sub-surface cultural resources. Therefore, with required mitigation the impact will be reduced to less than significant.

Mitigation:

- a) **Paleo Mitigation Measure #1 (Paleo-1)** Prior to the issuance of a grading permit, the permit holder shall retain a qualified paleontologist for onsite consultation and comment on the proposed grading with respect to potential paleontological impacts. The developer shall submit the name, telephone number and address of the retained, qualified paleontologist to the Planning Department and the Department of Building and Safety. The paleontologist shall submit in writing to the Planning Department – Development Review Division the results of the initial consultation, and the paleontologist shall include details of the fossil recovery plan, if recovery is deemed necessary. Should the paleontologist find the potential is high for impact to significant resources, a pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, in the professional opinion of the retained paleontologist (and/or as determined by the Planning Director), the paleontologist or representative shall have the authority to monitor actively all Project related grading and construction and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of paleontological resources.

Monitoring: A qualified paleontologist will have the authorization to monitor grading activities if required.

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

Source: Project Application Materials; GIS database; Riverside County General Plan Housing Element

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

- a) No Impact. The Project site is currently vacant. Therefore, the Project will not displace a substantial number of people, necessitating the construction of replacement housing elsewhere. No impact will occur.
- b) Less Than Significant Impact. The proposed Project could create a demand for additional housing due to the new jobs that would be created with the KTM facilities; however, any demand will be accommodated by the housing market and development of the General Plan. There is vacant land located within the Project vicinity designated as residential to accommodate any potential housing need generated by the Project. This includes the Adobe Springs Specific Plan located north of the Project off of Winchester Rd. and Benton Rd. in the City of Murrieta. This housing development project was approved by the City of Murrieta in 2017 and includes construction of up to 283 residential units. Furthermore, it is important to note that the majority of employees who will be working in the new KTM development are already existing employees in the current headquarters located in Murrieta, CA (approximately <1 mi south of the Project site). Therefore, impacts are considered less than significant.
- c) Less Than Significant Impact. The Project does not propose construction of residential dwelling units. The project would have the potential to create new jobs in the area that could induce minimal population growth. Impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

PUBLIC SERVICES

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

30. Fire Services ☐ ☐ ☒ ☐

Source: Riverside County General Plan Safety Element

Findings of Fact:

- a) Less than Significant Impact. The payment of applicable development impact fees, the implementation of fire suppression measures in compliance with the Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Master Plan will ensure that impacts to fire safety service will be less than significant. The nearest fire station is Fire Station #83 (French Valley), located less than 0.1 miles from the Project site at 37500 Sky Canyon Dr., Murrieta, CA 92563. The Project shall comply with County Ordinance No. 659 to mitigate the potential effects to fire services. This is a standard condition of approval and pursuant to CEQA is not considered mitigation.

Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring measures are necessary.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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31. Sheriff Services

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Source: Riverside County General Plan; RCIP

Findings of Fact:

- a) Less than Significant Impact. The proposed Project is serviced by the Riverside County Sheriff's Department is located approximately 0.75 miles northeast of the Project site. The Project would have an incremental effect on the level of sheriff services provided in the vicinity of the Project area. The payment of applicable development impacts fees, implementation of safety, lighting and defensible space measures will ensure that impacts to police protection services will be less than significant. The nearest police station is the Temecula Police Department, located at 30755 Auld Rd., Murrieta, CA 92563, approximately a mile and a half to the northeast of the Project site. Compliance with County Ordinance No. 659 as it pertains to the payment of Development Impact Fees to prevent potential effects to Sheriff services. As such no mitigation is warranted and impacts are considered less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring measures are necessary.

32. Schools

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Source: Temecula Valley Unified School District correspondence, GIS database

Findings of Fact:

- a) Less than Significant Impact. The proposed Project is located within the Temecula Unified School District, which subjects the Project to pay school impact mitigation fees at the fee rate established by the District. Additionally, the Project will not result in substantial adverse physical impacts associated with the new provision of new or physically altered government facilities or the need for new or physically alter governmental facilities. As such, this Project will not cause the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations and performance objectives for schools in the District.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

33. Libraries

☐
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☒

Source: Riverside County General Plan

Findings of Fact:

- a) No Impact. The proposed Project could create a demand for additional library services due to the new jobs that would be created with the KTM facilities; however, most employees who will be working in the new KTM development are already existing employees in the current headquarters located in Murrieta, CA (approximately <1 mi south of the Project site). Therefore, the Project is not expected to have a significant increase in

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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demand for library facilities, and any increase caused by new residents to the area will be accommodated by the current library facilities and development of the General Plan.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

34. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan; RCIP

Findings of Fact:

- a) Less than Significant Impact. The use of the proposed Project would not impact health services. The site is located within the service parameters of County Health Services and within the service area of several health care facilities. In the event of an emergency, employees of the proposed Project may access several hospitals located approximately six miles to the southwest, west and northwest of the Project site. Since the Project involves business development, the demand for health services will remain relatively constant over time. The business development will include the extended parking of motocross bikes and trucks, which will not pose a significant impact to health services because they will not be operated regularly on-site besides transporting them between locations. All research and development involved with the motocross bikes and trucks is limited to the dismantling and reconfiguration of parts for demonstration, which is performed by master technicians and mechanics. As the Project's operation is private, quality control and safety assurance are maintained through internal employee training and routine safety precautions involving business operation. Impacts are considered less than significant.

Mitigation: No mitigation measures required.

Monitoring: No monitoring measures required.

RECREATION Would the project

35. Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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: GIS database; Ord. No. 460, Section 10.35 (*Regulating the Division of Land – Park and Recreation Fees and Dedications*); Ord. No. 659 (*Establishing Development Impact Fees*); Parks & Open Space Department Review

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

- a) No Impact. Since the proposed commercial/retail Project will not involve residential development or be required to construct or expand recreational facilities, the proposed Project is considered to have no impact on parks and recreation.
- b) No Impact. The proposed Project does not include the use of existing neighborhood or regional parks or other recreational facilities. Therefore, the Project will have no impact on the physical deterioration of any park or recreational facilities.
- c) No Impact. The proposed Project is not located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees). No impact is expected.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

36. Recreational Trails

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Include the construction or expansion of a trail system? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
-

Source: Open Space and Conservation Map for Western County Trail Alignments; Riverside County General Plan, SWAP Fig. 8: *Trails and Bikeway System*

Findings of Fact:

- a) No Impact. According to Fig. 8: *Trails and Bikeway System* of the Southwest Area Plan, there are no regional, community, or private trails located within the vicinity of the Project site. Therefore, the proposed Project will have no impact on existing recreational trails.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

TRANSPORTATION Would the project

25. Circulation

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
-

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan; Southwest Area Plan (SWAP); KTM French Valley Traffic Impact Analysis, Urban Crossroads July 13, 2018

Findings of Fact:

A recent development plan (Figure 6 – Site Plan) was submitted by the Applicant on August 2019, which shows a reduced building footprint. The new development plan proposes approximately 155,000 sq.ft. of commercial office building, research, and development facility, warehouse, and truck parking. The traffic study prepared by Urban Crossroads in 2018 was based upon a much larger development (200,000 s.f. of building footprint). Therefore, the impacts considered in the traffic study are much greater than actuality and should be viewed as worst case scenario.

Existing peak hour traffic operations have been evaluated by Urban Crossroads in their Traffic Impact Analysis for the study area intersections. The intersection operations analysis results indicate that all of the existing study area intersections are currently operating at an acceptable Level of Service (LOS) during the peak hours, with the exception of the intersection of Winchester Road (SR 79) and Murrieta Hot Springs Road. A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of Project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F).

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. The County of Riverside require signalized intersection operations analysis based on the methodology described in the Highway Capacity Manual (HCM) 6th Edition. Intersection LOS operations are based on an intersection average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 3 below describes the levels of service at signalized intersections.

Table 3: SIGNALIZED INTERSECTION DESCRIPTION OF LEVEL OF SERVICE (LOS)		
Description	Average Control Delay (Seconds)	Level of Service
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.00 and up	F

Source HCM 6th Edition

The proposed Project with other reasonably foreseeable developments in the area would cause a deficiency in LOS to three (3) additional intersections along Winchester Road. See Table 4 for unacceptable Project intersection impact data. The intersection analysis in Table 5 demonstrates that with recommended improvements, LOS can be mitigated to an acceptable level at these intersections.

Table 4: UNACCEPTABLE PROJECT INTERSECTION IMPACTS						
Project Intersections	Existing Conditions		With Project		Project with Ambient Growth and Cumulative Projects	
	Level of Service					
	AM	PM	AM	PM	AM	PM
Winchester Road (SR 79) & Murrieta Hot Springs Road	E	F	E	F	F	F
Winchester Road (SR 79) & Via Mira Mosa/Auld Road	C	C	D	D	F	F
Winchester Road (SR 79) & La Alba Drive/Sparkman Way	C	B	C	C	E	F
Winchester Road (SR 79) & Hunter Road	C	B	D	C	E	F

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 5: INTERSECTION ANALYSIS FOR PROJECT PLUS CUMULATIVE CONDITIONS WITH IMPROVEMENTS

Intersection	Delay (Seconds)		Level of Service	
	AM	PM	AM	PM
Winchester Road (SR 79) & Murrieta Hot Springs Road				
Without Improvements	68.7	93.2	E	F
With Improvements	34.2	54.9	C	D
Winchester Road (SR 79) & Via Mira Mosa/Auld Road				
Without Improvements	83.7	>200.0	F	F
With Improvements	23.3	45.1	C	D
Winchester Road (SR 79) & La Alba Drive/Sparkman Way				
Without Improvements	66.5	>200.0	E	F
With Improvements	24.4	50.9	C	D
Winchester Road (SR 79) & Hunter Road				
Without Improvements	77.1	87.1	E	F
With Improvements	16.1	18.2	B	B

Additionally, the study area is currently served by the Riverside Transit Agency (RTA) with bus services along Winchester Road (SR-79) Scott Road via Route 79 and Route 217. Both existing routes could potentially serve the proposed Project. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Field observations conducted in May 2018 indicate nominal pedestrian and bicycle activity within the study area. Existing pedestrian facilities currently exist along portions of Murrieta Hot Springs Road and Winchester Road (SR-79).

- a) Less than Significant Impact. The proposed Project will not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system according to the Traffic Impact Analysis prepared by Urban Crossroads July 2018. The Project shall dedicate right-way and construct the agreed-upon improvements on Winchester Road and Sky Canyon Drive in order to be in compliance with transportation, and circulation policies and goals of the Riverside County General Plan (Southwest Area Plan), the Borel Airpark Specific Plan, and Airport Land Use Compatibility Plan for the French Valley Airport. Impact would be less than significant.
- b) Less than Significant Impact with Mitigation. The intersection operations analysis results indicate that all of the existing study area intersections are currently operating at an acceptable Level of Service (LOS) during the peak hours, with the exception of the intersection of Winchester Road (SR 79) and Murrieta Hot Springs Road. Further, Project impacts cumulatively with reasonably foreseeable developments along with ambient Projected growth results in the LOS at three (3) additional intersections to be reduced to

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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unacceptable levels in the future. As such mitigation in the form of an In Lieu of Fee/Bond is warranted to reduce the multi-jurisdictional intersections potential impact to less than significance. As stated in Mitigation Measures TRA-1 and TRA-1, payment of the aforementioned fees and ultimate construction of the recommended improvements to the impacted intersections by the Urban Crossroads Traffic Analysis will result in a less than significant impact with mitigation incorporated. Table 3 above shows the LOS with and without these measures.

- c) Less than Significant Impact. There will not be an increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment) of the proposed Project because it will be designed in compliance with acceptable standards and regulations. Circulation plan will be reviewed and approved by County. Any deterioration to LOS at intersections previously discussed would be reduced to a less than significant impact.
- d) Less than Significant Impact. Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following: (1) Landscaping. (2) Streetlights. (3) Graffiti abatement of walls and other permanent structure. (4) Street sweeping. (5) Swales and/or fossil filters (COA 080). Compliance with the above requirement will create a less than significant effect upon, or a need for new or altered maintenance of roads.
- e) Less than Significant Impact. The Project would not cause an effect upon circulation during the Project's construction. There would be intermittent entering and exiting of trucks onto the site during construction, but with the location of the two proposed driveways; one off of Sky Canyon Drive and the other exiting towards the north onto an access road that will connect to both Winchester Road or Sky Canyon Drive there would be a less than significant impact to either roadway. Therefore, less than significant impacts are anticipated.
- f) Less than Significant Impact. The Project would not result in inadequate emergency access or access to nearby uses. Two adequate entrances to the property will be provided that will be designed and constructed in compliance with regulations that accommodate emergency vehicles and public vehicular access. One leading out to Sky Canyon Drive, and one leading to an access road bisecting the property that will lead to both Winchester Road or Sky Canyon Drive on the west or east (respectively) side of the Project site per the site plan included herein. The payment of applicable development impact fees, the implementation of fire suppression measures in compliance with the Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Master Plan will ensure that impacts to fire safety service will be less than significant. The nearest fire station is Fire Station #83 (French Valley), located at 37500 Sky Canyon Dr., Murrieta, CA 92563, which is adjacent to the Project site to the northeast. Compliance with County

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Ordinance No. 659 mitigates potential effects to fire services. Thus, impacts are considered less than significant.

Field observations conducted in May 2018 indicate nominal pedestrian and bicycle activity within the study area. Existing pedestrian facilities currently exist along portions of Murrieta Hot Springs Road and Winchester Road (SR-79). There would be a less than significant impact upon the Project's implementation.

Mitigation:

- b. Traffic Mitigation Measure #1 (TRA-1):** Street Improvements shall be constructed on Winchester Road and Sky Canyon Drive, as conditioned by the County Transportation Department. The applicant shall participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of Western Riverside County TUMF, DIF, RBBD, or a fair share contribution as directed by the County. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the Projected population increases.

Monitoring: Riverside County Transportation Department will be responsible for verifying that these measures are incorporated.

26. Bike Trails

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

Source: Riverside County General Plan, SWAP Fig. 8: *Trails and Bikeway System*

Findings of Fact:

- a) No Impact. According to Figure 8: *Trails and Bikeway System* of the Southwest Area Plan, there are no designated bike trails on the Project site or in the Project vicinity. Development of the Project will not require the installation of trails or bikeway system. Therefore, the proposed Project will have no impact on existing bike trails.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

TRIBAL CULTURAL RESOURCES Would the project: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, 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:

25. 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 ☐ ☒ ☐ ☐

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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: Department of Environmental Health Review; Tribal Consultation with the Pechanga Band of Luiseño Indians; Riverside County General Plan; Per direction from the County Archaeologist, Ms. Heather Thomson, the updated Phase I Cultural Resources Assessment of Tentative Parcel Map 35212, prepared by Jean A. Keller, PH.D. in November of 2008.

Findings of Fact:

During consultation with the Pechanga Band of Luiseno Mission Indians during the entitlement process associated with TPM 35212, it was determined that the Project area is not within the boundaries of the Pechanga Indian Reservation, but it is within their ancestral territory. The Tribe has expressed interest in participating in the Project based upon traditional knowledge of the area and the fact that a previously recorded site (CA- RIV-4662) was thought to potentially be within the Project boundaries. It should be noted that the referenced archaeological site is shown on Eastern Information Center site maps as being located hundreds of feet outside of the Project site. More recently, the County provided Project notification of Plot Plan No. 180022 to California Native American Tribes that have requested notice. Tribes have thirty days to request for consultation, and the County must respond within thirty days of the request. The AB-52 notification process ended on January 2019, in which no requests for consultation were received.

- a) Less than Significant Impact. According to the Phase I Cultural Resource Investigation prepared in 2008 the site does not contain any cultural resources of either prehistoric or historic in origin within the boundaries of the project development area. Therefore, the proposed Project will not alter or destroy a historic site. The subject property has been included in two previous cultural resources studies. The first in 1988 by RECON, and the second conducted in March of 1990 by Christopher E. Drover, Ph.D. Neither study recorded any cultural resources of either prehistoric or historic origin within the boundaries of the Project site.
- b) Less than Significant Impact with Mitigation. According to the Phase I Cultural Resource Investigation, a request for a Sacred Lands File (SLF) search was submitted to the Native American Heritage Commission (NAHC) on October 16, 2008. It was determined at that time that the SLF failed to indicate the presence of Native American cultural resources in the immediate Project area. This does not guarantee the absence of Native American cultural resources, therefore; mitigation is warranted to reduce potential impacts to less than significant.

Mitigation:

- b) **Tribal Cultural Resources Mitigation Measure #1 (TCR-1):** Prior to the issuance of a grading permit the developer/permit holder shall enter into an agreement with, and retain a qualified Project Archaeologist and monitors designated by the Pechanga Band of Luiseño Indians. This group shall be known as the Tribal Monitors for this Project. The

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Pechanga Tribe agreement shall address the treatment and ultimate disposition of cultural resources that may be discovered during construction grading activities, which may include repatriation and/or curation in a Riverside County approved curation facility.

The Tribal Monitors 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, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Tribal Monitors shall have the limited authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the required Project Archaeologist.

The developer/permit holder shall submit a fully executed copy of the Pechanga Tribe monitoring agreement and an agreement that a qualified archaeologist has been retained to the Riverside County Planning Department prior to the issuance of a grading permit.

Monitoring:

As a result of the information submitted by the Pechanga Band of Luiseño Indians, tribal monitoring shall be required.

NOTE:

- 1) The Cultural Resources Professional is responsible for implementing mitigation and standard professional practices for cultural resources. The Professional shall consult with the County, developer/permit holder and special interest group monitor throughout the process.
- 2) Tribal monitoring does not replace any required Cultural Resources monitoring, but rather serves as a supplement for consultation and advisory purposes for tribal interests only.
- 3) This agreement shall not modify any approved condition of approval or mitigation measure.
- 4) The developer/permit holder shall contact the Planning Director for consideration of this condition after forty-five (45) days if an agreement with the Pechanga Tribe has not been met.

UTILITY AND SERVICE SYSTEMS Would the project

26. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

☐ ☐ ☒ ☐

b) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

☐ ☐ ☒ ☐

Source: Department of Environmental Health Review; Riverside County General Plan; Southwest Area Plan

ISSUES (AND SUPPORTING INFORMATION SOURCES)	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. The property is served by the Eastern Municipal Water District for potable water and sanitary sewer facilities. There is currently an existing twenty-four (24")-inch recycled water pipe located within the Right-of-way of Winchester Road (SR-79).
- b) Less than Significant Impact. The proposed Project is located within the Eastern Municipal Water District (EMWD) water services area. To meet the needs of the growing population, EMWD has developed a plan to supply water using imported water, local groundwater and recycled water. EMWD's 2015 Urban Water Management Plan (UWMP) is an update to the 2010 UWMP and was prepared in response to Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act. Included in the plan is detailed information about EMWD's water demand, supply and reliability for the next 25 years. Based on the information provided in MWD's 2015 UWMP, MWD has sufficient supply capabilities to meet the expected demands of its member agencies from 2020 through 2040 under normal, historic single-dry and historic multiple-dry year conditions. Therefore, the Project will not physically alter existing facilities or result in the construction of new or physically altered facilities. Thus, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

27. Sewer

- a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which 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: Department of Environmental Health Review; Riverside County General Plan; Southwest Area Plan

Findings of Fact:

- a-b) Less than Significant Impact. The proposed (development) facility shall obtain potable water and sanitary sewer service from Eastern Municipal Water District (EMWD). The District currently has capacity for the existing demands of the commercial development. Prior to building permit issuance, applicant shall submit an original documentation that establishes water and sewer service to DEH for review and record keeping (COA 015). Compliance with EMWD sewer service requirements, as well as other applicable agencies, will assure that construction or expansion of sewer facilities will comply with necessary requirements to reduce environmental effects and that there will be adequate capacity to serve the Project. The impact will be less than significant.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

28. Solid Waste

a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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☐

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)?

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☐
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Source: Riverside County General Plan; Southwest Area Plan; Riverside County Waste Management District correspondence

Findings of Fact:

- a) Less than Significant Impact. The Riverside County Department of Waste Resources operates six landfills that serve Riverside County Residents. The Project will not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. The proposed Project shall coordinate with the Riverside County Department of Waste Resources to ensure that the Department's planned and proposed waste management activities and projects are in compliance with applicable Federal, State and local land use and environmental laws, regulations, and ordinances. The impact will be less than significant.
- b) Less than Significant Impact. The Project shall comply with federal, state, and local statutes and regulations related to solid wastes. AB 1826 (effective April 1, 2016) requires businesses that generate 8 cubic yards or more of organic waste per week to arrange for organic waste recycling services. The threshold amount of organic waste generated requiring compliance by businesses is reduced in subsequent years. Businesses subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal: 1) Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility; 2) Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826. Less than Significant impact is expected.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

29. Utilities

Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?

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☐
☒
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b) Natural gas?

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ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County Integrated Project (RCIP); Riverside County General Plan; Southwest Area Plan

Findings of Fact:

- a-f) Less than Significant Impact. Implementation of the Project will result in an incremental system capacity demand for energy systems, communication systems, storm water drainage systems, street lighting systems, maintenance of public facilities, including roads and potentially other governmental services. Each of the utility systems, including collection of solid waste, is available at the Project site and lines will have to be extended onto the site, which will already be disturbed by grading and other construction activities. These impacts are considered less than significant based on the availability of existing public facilities that support local systems.

Compliance with the requirements of the Southern California Edison, Eastern Municipal Water District, Verizon, Riverside County Flood Control and Riverside County Transportation Department will ensure that potential impacts to utility systems do not rise to a level of significance.

Based on data available at this time, no offsite utility improvements will be required to support this Project, other than improvement of local roadways. Therefore, the impact on public utilities is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are 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:

30. Wildfire Impacts

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources:

Riverside County General Plan, Chapter 6: Safety Element, *Figure S-11-Wildfire Susceptibility*,
Riverside County General Plan; Southwest Area Plan

Findings of Fact:

The proposed Project is not within a wildland severity zone according to the Riverside County General Plan, Chapter 6: Safety Element, *Figure S-11-Wildfire Susceptibility*. The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

- a) No Impact. The Project site would provide adequate circulation for emergency vehicles and personnel as approved by Riverside County Fire personnel. The project site does not contain any emergency facilities and would not serve as an evacuation route. The project shall design off-site street improvements that comply with County standards, and would impair an emergency response or evacuation plan. Thus, no impact is expected.
- b) No Impact. The Project site does not propose steep slopes and is surrounded by vacant areas to the north and south. Furthermore, the area is served by Fire Station #83 (French Valley), located less than 0.1 miles from the Project site at 37500 Sky Canyon Dr., Murrieta, CA 92563. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction (COA 080). Thus, Implementation of the proposed Project will not cause a significant impact due to slope, prevailing winds, and other factors, exacerbate wildfire risks, or expose Project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire.
- c) Less than Significant Impact. The Project will provide access roadway and interior site circulation, parking facilities, and fire hydrants. The project will not be installing power lines or other utilities that would have the potential to exacerbate fire risks. Less than Significant impact is expected.
- d) No Impact. As stated above, the proposed Project is not within a wildland severity zone according to the Riverside County General Plan, Chapter 6: Safety Element, *Figure S-11-Wildfire Susceptibility*. The Project site is not located in an area that would have topographic features (slopes, hills, etc.) that would expose people or structures to significant risks regarding fire, flooding, landslides, post-fire slope erosion/instability or that would cause drainage changes. Thus, no impact is expected.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) No Impact. The proposed Project site is not located in a high fire hazard zone and will comply with the local, state, and federal standards and regulations that address fire safety. Thus, the Project will not expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Mitigation: No mitigation required.

Monitoring: No monitoring required.

MANDATORY FINDINGS OF SIGNIFICANCE

31. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review; Project Application Materials; Riverside County General Plan; Southwest Area Plan; Reports and Studies prepared and submitted for the Project

Findings of Fact:

Less than Significant Impact with Mitigation Incorporated. Implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The Project shall comply with the mitigation measures and monitoring plan set forth in the Biology, Archeology, Paleontology, and Tribal Resources sections in order to reduce impacts to a less than significant level.

32. Does the Project 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review; Project Application Materials

Findings of Fact:

Less than Significant Impact with Mitigation. The Project does have impacts which are individually limited, but cumulatively considerable, specifically regarding impacts to

ISSUES (AND SUPPORTING INFORMATION SOURCES)	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation/Traffic as discussed in the corresponding section above. With mitigation measures implemented as outlined, impacts will be reduced to less than significant.

33. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review; Project Application Materials

Findings of Fact:

Less than Significant Impact with Mitigation Incorporated. The proposed Project does have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly; thus, is subject to mitigation. Therefore, the Project shall comply with the mitigation measures and monitoring plan set forth in the Air Quality, Hazards and Hazardous Materials, and Hydrology sections in order to reduce impacts 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:

Environmental Assessment 41093

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

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505