

Sky Canyon Retail Center Project

Draft Initial Study/
Mitigated Negative Declaration

June 2021 | AVA-01

Prepared for:

AVA Property Investments, LLC

14407 Alondra Boulevard

La Mirada, CA 90638

Prepared by:

HELIX Environmental Planning, Inc.

7578 El Cajon Boulevard

La Mesa, CA 91942

**COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY**

Environmental Assessment (CEQ / EA) Number: 43062

Project Case Type (s) and Number(s): Plot Plan No. 26346; Tentative Parcel Map No. 37398

Lead Agency Name: County of Riverside Planning Department

Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501

Contact Person: Deborah Bradford

Telephone Number: (951) 955-6646

Applicant's Name: AVA Property Investments, LLC

Applicant's Address: 14407 Alondra Boulevard, La Mirada, CA 90638

I. PROJECT INFORMATION

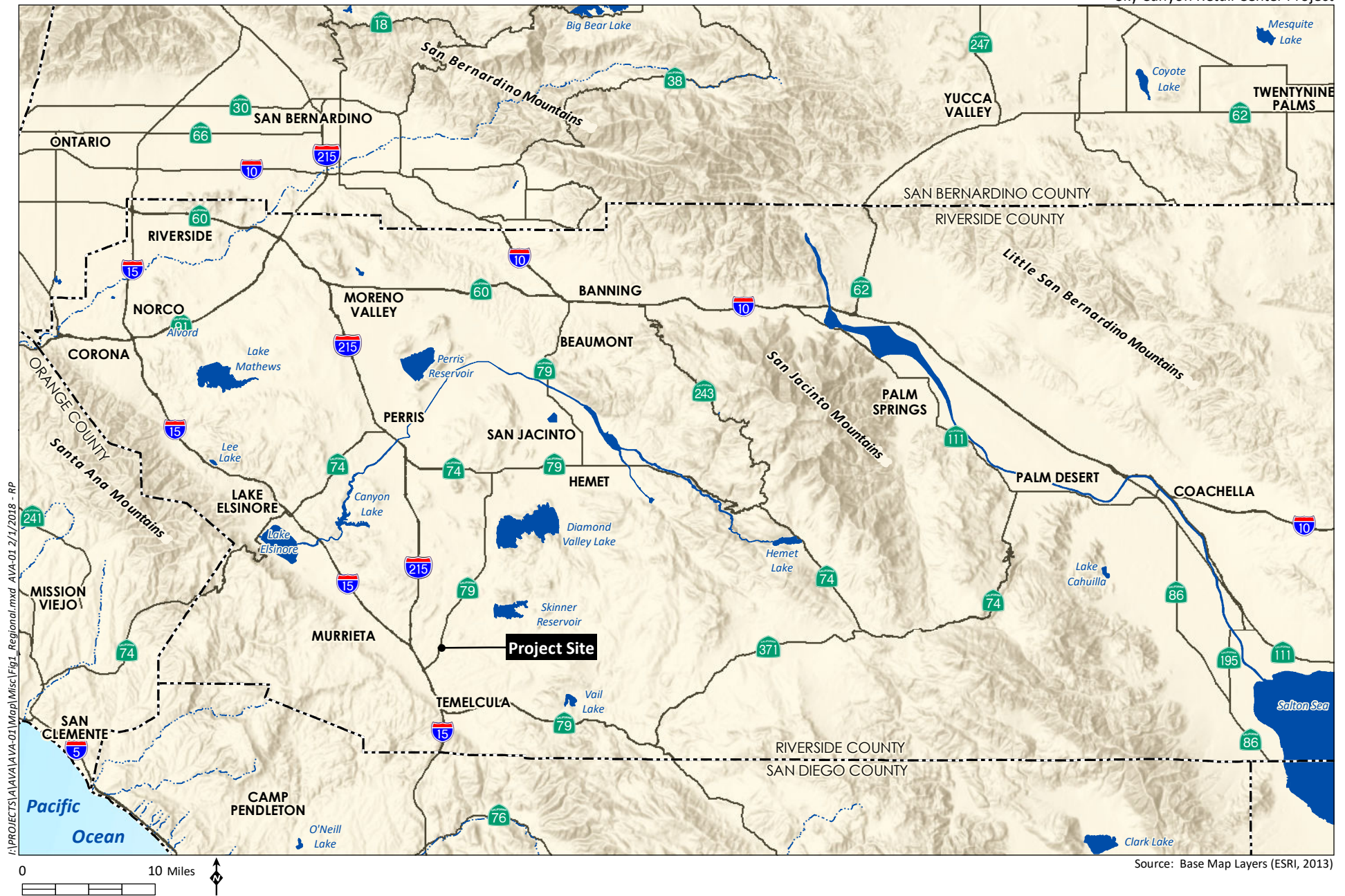
Project Description: The project site is located in the unincorporated County of Riverside (County), adjacent to the City of Temecula limits (see Figure 1, *Regional Location*). The project site is located at the northeast corner of the intersection of Winchester Road (State Route [SR] 79) and Willows Avenue (see Figure 2, *Aerial Photograph*). Tentative Parcel Map No. 37398 is a Schedule 'E' subdivision of two parcels totaling 10.98 gross acres into five (5) commercial lots. The minimum lot size is approximately 0.68 acre (29,620 square feet [sf]). Plot Plan No. 26346 proposes to construct a commercial and retail center comprised of a 31,900-sf grocery store, 10,000-sf retail store, 7,027-sf tire shop, 3,000-sf drive-through restaurant, and 4,133-sf car wash on approximately 7.3 acres (see Figure 3, *Site Plan*).

The site would connect to existing utilities for electricity, water, and sewer within adjacent roadways. The project would also provide two water quality basins, one at the southern edge of the site, and one near the center of the site adjacent to Winchester Road.

The project would build an extension southward of Sky Canyon Drive from its current southern terminus to connect the roadway with Willows Avenue. To avoid impacts to sensitive resources within the adjacent Tualota Creek, the Sky Canyon Drive extension would be constructed using sheet pilings. The sheet pilings would be installed using high frequency vibrators that work above the natural frequency of the existing soil so that only minor negative resonances are generated and therefore reduces disturbance to the surrounding area. Since the high frequency vibrators work at frequencies that are higher than the natural frequencies of the soil, potential damaging resonances to surrounding structures are greatly reduced.

Construction

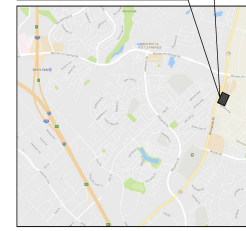
Project construction is assumed to occur over an approximately 21-month period. Construction activities include site preparation, grading, installation of underground utilities and infrastructure, construction of structures, paving of the site, and application of architectural coatings. The project would not require demolition, as the site is currently vacant and undeveloped. Underground utilities installation is anticipated to require approximately two months to complete and would overlap with grading activities for the first month and with construction of structures the second month. During site preparation, approximately 5,600 cubic yards of material would be exported and approximately 27,287 cubic yards of soil would be imported during grading activities, generating approximately 1,285 truck trips over one month. Overall construction is expected to last approximately three years.





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N.E. C OF WINCHESTER ROAD AND
WILLOWS AVENUE
TEMECULA, CALIFORNIA



VICINITY MAP

NOT TO SCALE



SITE DATA

ZONING

PROPOSED USE RETAIL
EXISTING ZONING COMMERCIAL
APN(S) 920-120-034
920-120-035

SITE AREA

SITE AREA (GROSS) ±10.98 AC ±478,097 SF
SITE AREA (NET) ±7.30 AC ±318,056 SF

BUILDING DATA

BUILDING AREA
BUILDING-1 (GROCERY) ±31,900 SF
BUILDING-2 (RETAIL) ±10,000 SF
BUILDING-3 (TIRE SHOP) ±7,027 SF
BUILDING-4 (DRIVE THRU) ±3,000 SF
BUILDING-5 (CARWASH) ±4,133 SF
TOTAL BUILDING AREA ±56,060 SF

NUMBER OF STORIES ONE
F.A.R. 0.17

PARKING DATA

BUILDING-1 (31,900 S.F. @ 5.5/1,000 S.F.) 175.45 STALLS
BUILDING-2 (10,000 S.F. @ 5.5/1,000 S.F.) 55.00 STALLS
BUILDING-3 (7,027 S.F. @ 5.5/1,000 S.F.) 38.64 STALLS
BUILDING-4 (3,000 S.F. @ 5.5/1,000 S.F.) 14.50 STALLS
BUILDING-5 (4,133 S.F. @ 5.5/1,000 S.F.) 22.73 STALLS
TOTAL PARKING REQUIRED 308.3 STALLS

PARKING PROVIDED 308 STALLS

ADA 12 STALLS
STANDARD 252 STALLS
EV ACCESSIBLE 2 STALLS
EV STANDARD 17 STALLS
CLEAN AIR 25 STALLS

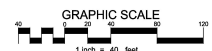
OVERALL PARKING RATIO 5.49 / 1,000 S.F.

SITE LAYOUT DATA

MIN. DRIVE AISLE WIDTH 24'-0"
STANDARD PARKING STALL 9'-0" x 18'-0"
END PARKING STALL 11'-0" x 18'-0"
BIKE LOCKERS 8 LOCKERS FOR 16 BIKES
BIKE RACKS 8 RACKS FOR 16 BIKES

PROPOSED SITE PLAN

SCALE: 1" = 40'-0"



PRELIMINARY SITE PLAN SUBJECT TO CHANGE.
PROPERTY LINES ARE BASE ON A.L.T.A. SURVEY PREPARED BY
C&S COMPANIES DATED: MAY 2015
Source: McKently Malak Architects (2018)

KEYNOTES

- ① ACCESSIBLE CURB RAMP. REFER TO CIVIL DRAWINGS.
- ② PROPOSED TRANSFORMER LOCATION, PROVIDE BOLLARDS AS REQUIRED BY POWER COMPANY. REFER TO CIVIL DWGS.
- ③ TRUNCATED DOWNS.
- ④ TRASH ENCLOSURE.
- ⑤ BIKE RACK.
- ⑥ BIKE LOCKER.
- ⑦ PEDESTRIAN PATH OF TRAVEL.
- ⑧ EV STATION (ACCESSIBLE)

- ⑨ EV STATION (STANDARD)
- ⑩ CLEAN AIR STALLS

Additional Construction-Related Project Design Features

The project would implement the following standard construction practices and design features to minimize impacts during construction of the project:

Air Quality

The project would incorporate best management practices (BMPs) during construction to reduce emissions of fugitive dust. This includes implementation of standard dust control measures as required by South Coast Air Quality Management District (SCAQMD) Rule 403, which involves watering two times daily during grading, ensuring that all exposed surfaces maintain a minimum soil moisture of 12 percent, and limiting vehicle speeds on unpaved roads to 15 miles per hour (mph). In addition, the following project design features would be implemented to minimize other construction-related air emissions:

- Off-road construction equipment engines would utilize California Air Resources Board (CARB)/United States Environmental Protection Agency (USEPA) Certification Tier 2 or better engines, or other equivalent methods approved by CARB, to reduce air emissions.
- All construction equipment/vehicles would be maintained properly as per the manufacturers' recommendations.

Hazardous Materials

The following project design features would minimize impacts related to hazardous materials:

- Standard BMPs would be implemented to prevent impacts to the public through the transport, use, or disposal of hazardous materials. Standard industry measures include, but are not limited to:
 1. Hazardous materials used or stored on site would be restricted to areas at least 50 feet from storm drains and watercourses.
 2. All hazardous materials would be covered or kept in enclosed facilities.
 3. A written inventory would be kept of all hazardous materials used or stored on site.
 4. In order to prevent discharge in the event of a spill, berms, ditches, and/or impervious liners (or other applicable methods) would be provided in material storage and vehicle/equipment storage areas to provide a containment volume of 1.5 times the volume of the stored/used materials.
 5. Agency telephone numbers and a summary guide of clean-up procedures would be posted in a conspicuous location at or near the job site trailer during construction.

Water Quality

The contractor would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the State Water Resources Control Board's (SWRCB's) permit for stormwater discharges associated with construction activities. The SWPPP would include BMPs to achieve maximum

sediment removal and represent the best available technology that is economically achievable and may include, but not be limited to, the following:

- Protection of storm drain inlets located within the project impact footprint and in downstream off-site areas with the use of BMPs acceptable to the local jurisdictions and the Regional Water Quality Control Board (RWQCB).
- Sweeping of dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events.
- Proper storage, use, and disposal of construction materials.
- Removal of sediment from surface runoff before it leaves the project site through use of silt fences or other similar devices around the laydown area perimeters.
- Protection of tracking soil off site through use of a gravel strip or wash facilities at exits from project laydown areas.
- Protection or stabilization of stockpiled soils.

The following BMPs would also be implemented for project operation:

- **Area Source Air Pollutant Emission Reductions** - The project would use low volatile organic compound (VOC) coating during operation of the project.
- **Mobile Source Air Pollutant Emission Reductions** - The project would be built in such a way as to include features that work to minimize vehicle miles traveled (VMT). This includes the following measures as described in the California Air Pollution Control Officers Association (CAPCOA; 2010) Quantifying Greenhouse Gas Mitigation Measures:
 - *LUT-3 Increase Diversity of Urban and Suburban Developments (Mixed Use)* - Having different types of land uses in close proximity can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. The project would increase diversity of neighborhood land uses by placing a commercial-retail area within a quarter-mile walking distance and one-mile bicycling distance of single- and multi-family residences.
 - *LUT-5 Increased Transit Accessibility* - Locating a project near transit facilities increase the use of transit by people traveling to or from the project site. The use of transit results in a mode shift and therefore reduced VMT. The project site is near two Riverside Transit stops located on Highway 79: Winchester FS Winchester Creek, located approximately 800 feet northwest of the project site; and Winchester FS Willows, located along the western boundary of the project site; and one Riverside Transit Stop, Murrieta Hot Springs FS Winchester, located approximately 1,500 feet north of the project site at the intersection of Highway 79 and Murrieta Hot Springs Road.
 - *SDT-1 Improve Pedestrian Network* - Providing a pedestrian access network to link areas of the project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. The project would provide a pedestrian

access network that internally links all uses and connects to all existing external streets and pedestrian facilities contiguous with the project site.

- **Water and Waste Related Air Pollutant Emission Reductions** - The project would provide 20 percent water reduction per California Green Building Standards Code (CALGreen). A 25 percent operational solid waste diversion rate was applied to the project to account for 75 percent diversion rate consistent with Assembly Bill (AB) 341 standards.
- **Other Operational Design Features:**
 - Only rain is permitted to enter the storm drain system. Discharges (direct or by conveyance) of trash, debris, vehicle fluids, or wastewater (including washing fluids) to the storm drain system are strictly prohibited.
 - Provide sufficient trash receptacles. Dispose of wastes properly.
 - Sweep or vacuum to clean outdoor areas (trash enclosures, sidewalks, and parking lots). Power washing in outdoor areas is strictly prohibited.
 - Maintain parking lots to be free from trash and petroleum leaks.
 - All dumpsters used by this project shall have lockable lids. All lids on dumpsters shall remain closed while dumpster is not directly in use and locked after business hours. All dumpsters shall be properly stored inside of a building or in a covered trash enclosure.
 - All trash enclosures must be secured, covered with an impervious roof and constructed with a berm or grade-break across the entire entrance.
 - All materials must be stored in a properly covered and contained area that will not be exposed to urban run-on and run-off.
 - Vehicle maintenance activities must be conducted in a covered and contained building that is protected from urban run-on and run-off. Maintenance areas shall drain to a self-contained sump or through an approved pretreatment system, such as a sand and oil separator system, that is connected to the sanitary sewer.

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

B. Total Project Area:

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 7.3	Lots: N/A	Sq. Ft. of Bldg. Area: 56,060	Est. No. of Employees: TBD
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A			

C. Assessor's Parcel No(s): 920-120-034 and 920-120-035

Street References: North of Willows Avenue, south of Murrieta Hot Springs Road, east of Winchester Road and west Sky Canyon Road.

A. Section, Township & Range Description or reference/attach a Legal Description: Section 24, Township 7 South, Range 3 West

B. Brief description of the existing environmental setting of the project site and its surroundings: The approximately 7.3-acre project site is currently undeveloped and supports several types of vegetation. The site is bordered by Winchester Road (SR-79) to the west, a shopping center to the north, Willows Avenue to the south, and Tualal Creek to the east. Tualal Creek is a sandy wash that contains vegetation. Surrounding land uses include single-family and multi-family residential, recreational, commercial (grocery store and restaurants), and open space (see Figure 2). Sky Canyon Drive, which extends south from French Valley Airport, terminates at the northeastern corner of the project site.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use: Policy LU 7.1** – *Require land uses to develop in accordance with the General Plan and area plan to ensure compatibility and minimize impacts.* The project site has a General Plan land use designation of Commercial Retail. The project's proposed use of the site as a commercial retail center would be consistent with the applicable land use designation.

Policy LU 11.1 – *Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.* The proposed project would provide local commercial and retail employment opportunities, thereby minimizing long-distance commuting.

- 2. Circulation: Policy C 1.4** – *Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.* The proposed project would extend Sky Canyon Drive from its existing southern terminus to Willows Avenue, therefore utilizing existing infrastructure to efficiently extend infrastructure and provide enhanced circulation in the area.

Policy C 2.4 – *The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.* The proposed project's traffic impacts would be mitigated through improvements recommended in the project's Traffic Impact Analysis and provided in Item 43, below.

- 3. Multipurpose Open Space: Policy OS 4.6** – *Retain storm water at or near the site of generation for percolation into the groundwater.* The proposed project would include on-site water quality basins to collect storm water and allow it to percolate into the groundwater table.

Policy OS 18.1 – Preserve multi-species habitat resources in the County through the enforcement of the provisions of applicable MSHCPs. Through implementation of mitigation measures recommended in the project's General Biological Resources Assessment and provided in Item 7, below, the proposed project would be consistent with the Western Riverside County Multi Species Habitat Conservation Plan.

4. **Safety: Policy S 1.1** – *Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.* Construction of the proposed project would adhere to applicable requirements of the California Building Code and International Building Code, and would incorporate recommendations of the project-specific Geotechnical Investigation, thereby minimizing geology-related hazard impacts.

Policy S 4.10 – *Require all proposed projects anywhere in the County to address and mitigate any adverse impacts that it may have on the carrying capacity of local and regional storm drain systems.* The proposed project would include two on-site water quality basins, which would accommodate storm water runoff and decrease flow rates into off-site storm drain systems, thus reducing adverse impacts on the carrying capacity of the storm drain system.

5. **Noise: Policy N 1.6** – *Minimize noise spillover or encroachment from commercial or industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.* Operation of the project would not generate noise levels in excess of County standards at the nearby residential land uses.

Policy N 3.7 – Encourage noise-tolerant land uses, such as commercial or industrial, to locate in areas already committed to land uses that are noise-producing. The proposed noise-tolerant commercial development would be located adjacent to noise-producing sources, including Winchester Road (SR-79) and the commercial development to the north.

6. **Housing: Not Applicable.** The project is consistent with the site's Commercial retail General Plan Land Use Designation and does not include housing.

7. **Air Quality: Policy AQ 4.8** – *Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.* The project would comply with SCAQMD Rule 403, which involves watering two times daily during grading, ensuring that all exposed surfaces maintain a minimum soil moisture of 12 percent, and limiting vehicle speeds on unpaved roads to 15 mph.

Policy AQ 8.6 – *Encourage employment centers in close proximity to residential uses.* The proposed commercial retail center would provide new job opportunities and would be located in a predominately residential area.

8. **Healthy Communities: Policy HC 6.2** – *Coordinate with transportation service providers and transportation planning entities to address the location of civic uses such as schools and government buildings, commercial corridors, and medical facilities so that they are accessible by public transit.* The proposed project would be accessible via Riverside County Transit Agency bus lines 23 and 79, for which there is a bus stop located along Winchester Road (SR-79) adjacent to the project site.

Policy HC 6.5 – *Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.* The proposed commercial retail center would provide new job opportunities thereby reducing out-of-county job commutes.

9. Environmental Justice (After Element is Adopted): The project site is not located within or in proximity to an area designated as an affected Environmental Justice (EJ) Community according to the Draft EJ Affected Communities Map.

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

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Commercial Retail

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

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

G. Adjacent and Surrounding:

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

2. Foundation Component(s): Community Development to the north, south, and east, except for the creek area, which is identified as Open Space Foundation

3. Land Use Designation(s): North – Commercial Retail; East – Medium-High Density Residential; South – Open Space Conservation

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: Specific Plan No. 213 - Winchester Properties (Silverhawk)

2. Specific Plan Planning Area, and Policies, if any: Planning Area 24

I. Existing Zoning: Specific Plan No. 213 - Winchester Properties (Silverhawk)

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning: North, east, and south: Specific Plan No. 213 - Winchester Properties (Silverhawk)

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input 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

Date

For: John Hildebrand
Planning Director

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): Caltrans list of eligible and officially designated state Scenic Highways; Southwest Area Plan Figure 9, *Southwest Area Plan Scenic Highways*

Findings of Fact: No Impact. The project site is located along SR-79 North, which is neither a designated or eligible scenic highway. A portion of SR-79 South is a County Eligible Scenic Highway but is located over four and a half miles south of the project site. Other highways in the area include Interstate [I-] 15, which is a state Eligible Scenic Highway (Caltrans 2018), and I-215, which is a County Eligible Scenic Highway (County 2017). Both I-15 and I-215 are located over two miles west of the project site. Therefore, implementation of the proposed project would not have a substantial effect upon a scenic highway corridor, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Southwest Area Plan; Specific Plan No. 213 - Winchester Properties (Silverhawk)

Findings of Fact: Less Than Significant Impact. The project site is heavily disturbed and does not contain scenic resources or unique or landmark features. The County's Southwest Area Plan identifies defining physical features of the planning area, which include the Santa Ana Mountains to the west, the Santa Margarita Mountains and Agua Tibia range to the south, and the Black Hills to the east (County 2017a). The project site, however, is not located within the immediate vicinity of the notable mountain features or ridgelines. Public views from the project area and surrounding roadways are limited due to the existing built environment and distance to the nearest scenic vistas. As such, the proposed project would not result in an adverse effect on scenic vistas or resources, and impacts would be less than significant.

The proposed project involves the development of a commercial retail center on an existing undeveloped lot. Although implementation of the proposed project would change the visual character of the site, it would be consistent with the surrounding land uses and visual character. The project site is zoned as Commercial under Specific Plan No. 213, as is the development immediately adjacent to the northern boundary of the project site. Development of the project would follow the same specific plan design guidelines as the existing commercial retail center to the north, and would maintain a similar visual character. Therefore, implementation of the proposed project would not substantially degrade

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Specific Plan No. 213 - Winchester Properties (Silverhawk)

Findings of Fact: Less Than Significant Impact. The project site is located within the boundaries of Specific Plan No. 213 - Winchester Properties (Silverhawk), which designates the project site for commercial uses and also contains various development standards and design guidelines that are applicable to the project design, including Land Use Planning Standards, Site Plan Design Guidelines, Architectural Design Guidelines, and Landscape Design Guidelines. The project would be consistent with the zoning designation for the site and the proposed development would be designed in accordance with the applicable development standards and design guidelines provided by the Specific Plan. The project's consistency with these standards and guidelines would be verified through the plan check process. Given consistency with the Specific Plan standards and guidelines, the proposed development would not conflict with the applicable zoning and other regulations governing scenic quality in the project area, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory

a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Southwest Area Plan Figure 6, *Southwest Area Plan Mt Palomar Night Time Lighting Policy Area*; County Light Pollution Ordinance; County Outdoor Lighting Ordinance

Findings of Fact: Less Than Significant Impact. The most prominent light sources from the proposed project would be interior lighting for the retail uses, parking lot lighting, and exterior landscaping and signage lighting. The project site is within Zone B of the Mt. Palomar Nighttime Lighting Policy Area (County 2017) and would adhere to applicable requirements of the policy, as well as the County Light Pollution Ordinance (County 1988) and Outdoor Lighting Ordinance (County 2011), to limit light leakage

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and spillage that may obstruct or hinder the observatory's view. Such measures include use of dark sky compliance certified lighting, shielded outdoor lighting fixtures, and automatic timing devices to turn lights off. Through adherence to applicable requirements, the project would not interfere with the nighttime use of the Mt. Palomar Observatory, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3. Other Lighting Issues

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): County Light Pollution Ordinance; County Outdoor Lighting Ordinance

Findings of Fact: Less Than Significant Impact. The most prominent light sources from the proposed project would be interior lighting for the retail uses, parking lot lighting, and exterior landscaping and signage lighting. The new lighting would be consistent with the surrounding residential and commercial land uses and would comply with the County Light Pollution Ordinance (County 1988), Outdoor Lighting Ordinance (County 2011), and policies associated with the Mt. Palomar Nighttime Lighting Area, all of which set forth standards and regulations to limit light trespass and glare. Measures included in the policies include use of dark sky compliance certified lighting, shielded outdoor lighting fixtures, and automatic timing devices to turn lights off. In addition, the proposed structures would not include colors and/or finishes that would exhibit reflective properties that could cause adverse glare effects. Glass windows and doors would be non-reflective in nature. Based on these considerations, the project would not contribute a substantial new source of light or glare that would adversely affect day of nighttime views in the area, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): County Light Pollution Ordinance; County Outdoor Lighting Ordinance

Findings of Fact: Less Than Significant Impact. The nearest residential properties to the project site are located across Winchester Road (SR-79) approximately 200 feet to the west of the project site, and across Tualota Creek approximately 700 feet east of the project site. As discussed in Item 3.a, above, the project's lighting would be consistent with the surrounding residential and commercial land uses and would comply with the County Light Pollution Ordinance (County 1988), Outdoor Lighting Ordinance (County 2011), and policies associated with the Mt. Palomar Nighttime Lighting Area, all of which set forth standards and regulations to limit light trespass and glare. Therefore, the project would not expose residential properties to unacceptable light levels, and impacts would be less than significant.

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

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:

4. Agriculture

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): California Department of Conservation California Important Farmland Finder

Findings of Fact: **No Impact.** Although the project site is mapped as Farmland of Local Importance by the Farmland Mapping and Monitoring Program (CDC 2016a), it is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the site is not used for agriculture, and implementation of the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): California Department of Conservation Riverside County Williamson Act FY 2015/2016 Sheet

Findings of Fact: **No Impact.** The proposed project would not be located in area that is under a Williamson Act contract (CDC 2016b). The project site has a General Plan land use designation of commercial retail and does not support agricultural uses or an Agricultural Preserve; therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): Riverside County GIS database

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: No Impact. There are not agriculturally zoned properties within 300 feet of the project site. Therefore, the project would not cause development of non-agricultural use within 300 feet of an agriculturally zoned property, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources," Riverside County GIS database

Findings of Fact: No Impact. The project site does not support agricultural, and implementation of the proposed project would not involve changes in the existing environment which would result in conversion of farmland to non-agricultural use. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5. Forest

a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County GIS database

Findings of Fact: No Impact. The project area is not zoned as forest land or timberland, and no related impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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"/>
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Source(s): Riverside County GIS database

Findings of Fact: No Impact. The proposed project is not within or near forest land. Accordingly, project construction and operation would not convert forest land to non-forest use, and no impact would occur.

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

Monitoring: No monitoring is required.

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"/>
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Source(s): Riverside County GIS database

Findings of Fact: No Impact. The project site does not support forestry uses, and implementation of the proposed project would not involve changes in the existing environment which would result in conversion of conversion of forest land to non-forest use. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:

6. Air Quality Impacts				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Air Quality and Greenhouse Gas Emissions Technical Report; South Coast Air Quality Management District Air Quality Management Plan; CEQA Air Quality Handbook

Findings of Fact: No Impact. An Air Quality and Greenhouse Gases Technical Report was prepared for the proposed project (HELIX 2021; refer to Appendix A).

The project site is located within the South Coast Air Basin (SCAB), where air quality is regulated by the SCAQMD. As a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, as well as cooperates actively with applicable federal and state government agencies. SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, economy, community development, and environment. With regard to air quality planning, SCAG has prepared the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), a long-range transportation plan that uses growth forecasts to project trends out over a 20-year period to identify regional transportation strategies to address mobility needs. These growth forecasts form the basis for the land use and transportation control portions of the Air Quality Management Plan (AQMP). These documents are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RTP/SCS and AQMP are based, in part, on projections originating with County and City General Plans.

The proposed project is consistent with the County of Riverside General Plan land use of Commercial Retail (County 2015a). Because the project is consistent with the local general plan, pursuant to SCAQMD guidelines, the proposed project is considered consistent with the region's AQMP. As such, proposed project-related emissions are accounted for in the AQMP, which is crafted to bring the basin

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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into attainment for all criteria pollutants. Accordingly, the proposed project would be consistent with the projections in the AQMP, thus resulting in no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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?

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Source(s): Air Quality and Greenhouse Gas Emissions Technical Report; SCAQMD CEQA Air Quality Handbook

Findings of Fact: Less Than Significant Impact. In accordance with CEQA Guidelines Section 15064(h)(3), the SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. If a project is not consistent with the AQMP, which is intended to bring the SCAB into attainment for all criteria pollutants, that project can be considered cumulatively considerable. Additionally, if the mass regional emissions calculated for a project exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards, that project can be considered cumulatively considerable. The applicable SCAQMD daily significance thresholds established by the SCAQMD are shown below in Table 1, *SCAQMD Thresholds of Significance*.

Table 1 SCAQMD THRESHOLDS OF SIGNIFICANCE		
Mass Daily Thresholds (pounds per day)		
Pollutant	Construction	Operation
VOC	75	55
NO _x	100	55
CO	550	550
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
Lead	3	3
Toxic Air Contaminants		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 1 SCAQMD THRESHOLDS OF SIGNIFICANCE		
Mass Daily Thresholds (pounds per day)		
Pollutant	Construction	Operation
Ambient Air Quality for Criteria Pollutants		
NO ₂	1-hour average ≥ 0.18 ppm Annual average ≥ 0.03 ppm	
CO	1-hour average ≥ 20.0 ppm (state) 8-hour average ≥ 9.0 ppm (state/federal)	
PM ₁₀	24-hour average ≥ 10.4 µg/m ³ (construction) 24-hour average ≥ 2.5 µg/m ³ (operation) Annual average ≥ 1.0 µg/m ³	
PM _{2.5}	24-hour average ≥ 10.4 µg/m ³ (construction) 24-hour average ≥ 2.5 µg/m ³ (operation)	
SO ₂	1-hour average ≥ 0.075 ppm 24-hour average ≥ 0.04 ppm	
Source: HELIX 2021		
lbs/day: pounds per day; VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; PM ₁₀ : respirable particulate matter with a diameter of 10 microns or less; PM _{2.5} : fine particulate matter with a diameter of 2.5 microns or less; SO _x : sulfur oxides; TACs: toxic air contaminants; GHG: greenhouse gas emissions; MT/yr: metric tons per year; CO ₂ e: carbon dioxide equivalent; NO ₂ : nitrogen dioxide; ppm: parts per million; µg/m ³ : micrograms per cubic meter.		

The project would generate criteria pollutants in the short-term during construction and the long-term during operation. The project's emissions were estimated using the California Emissions Estimator Model (CalEEMod) model as described in the Air Quality and Greenhouse Gases Technical Report (HELIX 2021). The results of the calculations for project construction are shown below in Table 2, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for comparison with the SCAQMD thresholds. Emissions of criteria pollutants related to project construction would not exceed the SCAQMD significance thresholds.

Table 2 MAXIMUM DAILY CONSTRUCTION EMISSIONS						
Phase	Pollutant Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	5	53	24	<0.5	11	7
Grading	4	62	22	<0.5	7	4
Underground Utilities/Infrastructure	1	5	7	<0.5	<0.5	<0.5
Building Construction	3	26	22	<0.5	3	2
Paving	2	13	15	<0.5	1	1
Architectural Coating	15	2	2	<0.5	<0.5	<0.5
Maximum Daily Emissions¹	15	67	29	0	11	7
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Significant Impact?	No	No	No	No	No	No
Source: HELIX 2021 ¹ Maximum daily emissions for ROG occur during architectural coating; the maximum daily emissions for NO _x and CO, and SO _x occur when grading and underground utilities phases overlap; and the maximum daily emissions for PM occur during site preparation activities. Note: Totals may not sum due to rounding						

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As detailed below in Table 3, *Maximum Daily Operational Emissions*, operational emissions would not exceed the SCAQMD regional significance thresholds, and would therefore not be cumulatively considerable.

Table 3 MAXIMUM DAILY OPERATIONAL EMISSIONS						
Category	Pollutant Emissions (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	1.28	<0.005	0.03	<0.005	<0.005	<0.005
Energy	<0.005	0.03	0.03	<0.005	<0.005	<0.005
Mobile	6.81	54.79	66.88	0.28	20.39	5.59
Maximum Daily Emissions	8.09	54.82	66.94	0.28	20.39	5.60
<i>SCAQMD Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Significant Impact?	No	No	No	No	No	No
Source: HELIX 2021						
Note: Totals may not sum due to rounding						

For two or more projects within close proximity, that is, 1,640 feet (500 meters) or less from the same sensitive receptor, a local cumulative analysis must be performed. The on-site emissions from the related project must be added to the background concentration, which is then summed with the proposed project emissions for comparison to the SCAQMD localized significance threshold (LSTs) or state and federal Ambient Air Quality Standards (AAQS). If the related projects combine with the proposed project to result in an exceedance of the ambient standards, the project impact is considered cumulatively significant.

If approved, the proposed Murrieta Hot Springs Road Improvements Project, located along Murrieta Hot Springs Road, from the intersection of Margarita Road to the intersection of Winchester Road, is anticipated to be constructed from Spring 2021 to Winter 2021. Sensitive receptors that would be within 1,640 feet of both projects are residences located west of the proposed project and south of the easternmost length of the Murrieta Hot Springs Road Improvements Project. If both projects are approved, construction could overlap during the grading, underground utilities installation, and building phases of the proposed project. However, due to the location of the two proposed projects, it would be impossible for the identified sensitive receptors to be downwind of both projects at the same time. That is, to be affected by the proposed project, the wind would have to be blowing from the east, and to be affected by the Murrieta Hot Springs Road Improvements Project, the wind would have to be blowing from the north. Additionally, localized construction emissions for the proposed project would fall below the SCAQMD LSTs. Therefore, emissions would not be cumulatively considerable, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): SCAQMD CEQA Air Quality Handbook; Traffic Impact Analysis

Findings of Fact: Less Than Significant Impact. The SCAQMD describes sensitive receptors as residences, schools, day-care centers, playgrounds, medical facilities, or other facilities that may house individuals with health conditions (medical patients or elderly persons/athletes/students/children) that may be adversely affected by changes in air quality. Impacts to sensitive receptors were analyzed for construction period criteria pollutants and toxic air contaminants (TACs), and for operational CO hot spots and TACs.

Construction

Criteria Pollutants

Project construction emissions would be below the SCAQMD's LSTs. The project, therefore, would not expose sensitive receptors to criteria pollutant emissions that would exceed the ambient air quality standards.

Toxic Air Contaminants

The greatest potential for TAC emissions during construction would be related to diesel particulate matter (DPM) associated with exhaust of off-road, heavy-duty diesel equipment. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Additionally, according to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project.

Construction activities associated with the proposed project would be transitory and short term in nature (i.e., less than two years). Because there would be relatively few pieces of off-road, heavy-duty diesel equipment used during construction, and the construction period would be relatively short, especially when compared to 30 years, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. Combined with the highly dispersive properties of diesel PM, construction-related emissions would not expose sensitive receptors to substantial emissions of TACs. As such, project-related TAC emission impacts during construction would be less than significant.

Operation

Carbon Monoxide Hot Spots

Vehicle exhaust is the primary source of CO. In an urban setting, the highest CO concentrations are generally found within close proximity to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increase. Project-generated traffic has the potential of contributing to localized "hot spots" of CO off-site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil-fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections, where the level of service (LOS) is severely degraded.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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CARB recommends evaluation of the potential for the formation of locally high concentrations of CO, known as CO hot spots. A CO hot spot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards. To verify that the project would not cause or contribute to a violation of the 1-hour and 8-hour CO standards, an evaluation of the potential for CO hot spots at nearby intersections was conducted.

The Traffic Impact Analysis (TIA; LLG 2020) evaluated whether there would be a change in the LOS at the intersections affected by the proposed project. The Transportation Project-Level Carbon Monoxide Protocol (California Department of Transportation 1998) was followed to determine whether a CO hot spot is likely to form due to project-generated traffic, based upon traffic volumes provided by the TIA. In accordance with the Protocol, CO hot spots are typically evaluated when: (a) the LOS of an intersection decreases to a LOS E or worse; (b) signalization and/or channelization is added to an intersection; and (c) sensitive receptors such as residences, schools, hospitals, etc., are located in the vicinity of the affected intersection or roadway segment.

According to the TIA, two of the intersections evaluated would meet these criteria as they exceed the acceptable threshold of LOS D, indicating that there would be a potential CO hotspot and a quantitative screening required. In the *Existing With Ambient Growth With Project With Cumulative Projects* scenario, Winchester Road at Murrieta Hot Springs Road would operate at LOS F in AM and PM peak hours and Winchester Road at Margarita Road would operate at LOS E in the PM peak hour.

Therefore, consistent with the CO Protocol, these findings indicate that further screening is required. Various air quality agencies in California have developed conservative screening methods (SCAQMD has not established a screening method). The screening methods of the Sacramento Metropolitan Air Quality Management District (SMAQMD) are used for this project because ambient CO concentrations within the SMAQMD jurisdiction are higher than for the project area, as measured by CARB, resulting in a more conservative analysis. The SMAQMD states that a project would not result in a significant impact to local CO concentrations if it meets all of the below criteria:

- The affected intersection carries less than 31,600 vehicles per hour;
- The project does not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, below-grade roadway, or other location where horizontal or vertical mixing of air would be substantially limited; and
- The affected intersection, which includes a mix of vehicle types, is not anticipated to be substantially different from the County average, as identified by EMFAC or CalEEMod models (SMAQMD 2009).

As displayed in Table 4, *Proposed Project Traffic Volumes*, the greatest traffic volumes at the affected intersections are estimated to be 8,202 vehicles at the intersection of Winchester Road at Murrieta Hot Springs Road during the PM peak hour; and 7,327 vehicles at the intersection of Winchester Road at Margarita Road during the PM peak hour (LLG 2020). The intersections are not located in a tunnel, urban canyon, or similar area that would limit the mixing of air, nor is the vehicle mix anticipated to be substantially different than the County average. There would be no potential for a CO hot spot or exceedance of state or federal CO ambient air quality standards because the maximum traffic volume would be substantially less than the 31,600 vehicles per hour screening level. In addition, the congested

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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intersection is located where mixing of air would not be limited; and the vehicle mix would not be uncommon. Therefore, impacts from CO hot spots would be less than significant.

Table 4 PROPOSED PROJECT TRAFFIC VOLUMES					
Proposed Project Intersection	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	TOTAL (AM/PM)
<i>Winchester Road at Murrieta Hot Springs Road</i>	909/1,204	1,645/1,939	2,333/1,987	1,942/3,072	6,829/8,202
<i>Winchester Road at Margarita Road</i>	1,483/1,396	631/1,358	2,255/1,730	1,239/2,843	5,608/7,327
Source: LLG 2020 Note: bold and underline = maximum vehicles at specified intersection					

Toxic Air Contaminants

Based on the SCAQMD's "Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis" (SCAQMD 2003), projects that should be analyzed for diesel particulate emissions include truck stops, distribution centers, and transit centers, which could be sources of DPM from heavy-duty diesel trucks.

Additionally, the CARB siting recommendations within the Air Quality and Land Use Handbook suggest a detailed health risk assessment should be conducted for proposed sensitive receptors within 1,000 feet of a warehouse distribution center, 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater), 50 feet of a typical gas dispensing facilities or within 300 feet of a dry cleaning facility that uses perchloroethylene (PCE), among other siting recommendations (CARB 2005).

The project would not develop land uses associated with sensitive air pollutant receptors and would not include uses associated with the requirement for a detailed health risk assessment. Therefore, impacts associated with TACs during operation would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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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Source(s): SCAQMD CEQA Air Quality Handbook

Findings of Fact: Less Than Significant Impact. The project could produce odors during proposed construction activities from construction equipment exhaust and application of asphalt; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, the nearest residences are located approximately 200 feet from the project site, and odors

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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emitted during construction activities would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the activities.

Operation of the commercial and retail center would not include uses that would generate substantial odors, such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. Vehicle exhaust generated by the proposed project may emit odors during operation; however, vehicle exhaust is already prevalent in the area due to its proximity to Winchester Road and I-215. Additionally, solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, construction and operation would not create objectionable odors that would affect a substantial number of people, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:

7. Wildlife & Vegetation

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Source(s): General Biological Resources Assessment; Western Riverside MSHCP

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** The project site is located within the Southwest Area Plan of the MSHCP but is not located within or adjacent to a MSHCP Criteria Area or Conservation Area; therefore, the project is not subject to special conservation requirements that apply to cells. The following sections demonstrate the project's compliance with MSHCP requirements.

Riparian/Riverine and Vernal Pool (MSHCP Section 6.1.2)

Section 6.1.2 of the MSHCP focuses on protection of Riparian/Riverine areas and Vernal Pool habitats capable of supporting MSHCP covered species, particularly within the identified Conservation Area. Implementation of the proposed project would result in permanent impacts to approximately 0.02 acre of MSHCP Riparian/Riverine habitat associated with the southern willow scrub. Direct permanent impacts to southern willow scrub are necessary to complete the extension of Sky Canyon Drive. According to MSHCP Section 7.3, Sky Canyon Drive is a Planned Road and is considered a Covered Activity (Dudek 2003). A Determination of Biologically Equivalent or Superior Preservation (DBESP; HELIX 2019a, included as Appendix C of this Initial Study) was prepared for the project to provide a detailed account of impacts and proposed mitigation. Permanent impacts to the southern willow scrub would be mitigated through the purchase of off-site in-lieu fee credits from Skunk Hollow Mitigation Bank at a ratio of 3:1 (0.06 acre), as detailed in mitigation measure BIO-1.

The study area does not support suitable habitat for 11 of the 12 identified Riparian/Riverine or Vernal Pool animal species. Least Bell's vireo (*Vireo bellii pusillus*) was not observed in the study area during

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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focused surveys, although two pairs were observed within Tualota Creek to the south of the study area. Indirect impacts to least Bell's vireo species during the nesting season (March 1 through August 31) would be a potentially significant. To avoid potential indirect impacts to least Bell's vireo, mitigation measure BIO-2 would be implemented.

With implementation of mitigation measures BIO-1 and BIO-2, the project would be consistent with MSHCP Section 6.1.2.

Narrow Endemic Plant Species (MSHCP Section 6.1.3)

The study area is not located within a NEPSSA; therefore, no focused surveys are required and the project would be consistent with MSHCP Section 6.1.3.

Urban/Wildlands Interface (MSHCP Section 6.1.4)

Proposed developments adjacent to MSHCP Conservation Areas may create edge effects than can impact conserved biological resources. The MSHCP provides several guidelines that address potential indirect effects from proposed developments that are in proximity to MSHCP Conservation Areas. These guidelines include measures addressing quantity and quality of runoff generated by the development (i.e., drainage and toxics), night lighting, noise, non-native invasive plant species, barriers to humans and animal predators, and grading/land development encroachment.

The study area does not occur adjacent to land targeted for conservation or existing MSHCP Conservation Areas. The nearest MSHCP Conservation Area is Proposed Core 2, which is approximately 0.15 mile to the northeast of the study area. Existing development separates much of the study area from Proposed Core 2; however, Tualota Creek is adjacent to the eastern study area boundary. Tualota Creek runs through Proposed Core 2 to the northeast of the study area. Through compliance with the following Urban/Wildland Interface Guidelines, the project would be consistent with MSHCP Section 6.1.4.

- **Drainage:** The study area does not support any drainages; however, the project would incorporate measures to avoid discharge of untreated surface runoff into downstream waters. Measures would include those required for construction pursuant to the State Water Resources Control Board (SWRCB) General Construction Stormwater Permit and those required post-construction pursuant to the National Pollutant Discharge Elimination System (NPDES) and Municipal Storm Drain requirements. As such, the project would be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes downstream from the study area.
- **Toxic Materials:** Land uses proposed by the project that use chemicals or generate bio-products that are potentially toxic or may adversely affect wildlife species, habitat, or water quality would incorporate measures to ensure that application of such chemicals does not result in discharge into downstream waters. Measures such as those employed to address drainage issues would be implemented by the proposed project to avoid the potential impacts of toxics.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- **Lighting:** Temporary construction lighting and ambient lighting from the proposed development would be required to be selectively placed, directed, and shielded away from the MSHCP Conservation Area. In addition, large spotlight-type lighting directed into conserved habitat would be prohibited.
- **Noise:** Temporary increases in noise could occur during construction that would cause potentially significant indirect impacts to burrowing owls (*Athene cunicularia*), least Bell's vireo, and nesting birds. Implementation of mitigation measures BIO-2, BIO-3, and BIO-4 would ensure that the appropriate avoidance measures are in place to protect the species if present.
- **Invasive Species:** No species listed in Table 6-2, *Plants that Should Be Avoided Adjacent to the MSHCP Conservation Area*, of the MSHCP would be used in the project landscape plans (including hydroseed mix used for interim erosion control).
- **Barriers:** Because the study area is not directly adjacent to the MSHCP Conservation Area, barriers or signage are not necessary.
- **Grading/Land Development:** The project is not adjacent to an existing or proposed MSHCP Conservation Areas. Therefore, manufactured slopes associated with proposed site development would not extend into a MSHCP Conservation Area.

Additional Surveys (MSHCP Section 6.3.2)

The study area is not within a Criteria Area Species Survey Area (CASSA) or an amphibian or mammal survey area. No impacts to CASSA species or sensitive amphibian or mammal species are anticipated.

The study area is within the MSHCP Burrowing Owl Survey Area and supports suitable burrowing owl habitat. A focused survey was conducted in accordance with the County's survey protocol. No burrowing owls or burrowing owl signs were observed during the focused survey; however, due to the presence of suitable habitat, a pre-construction survey is required within 30 days of ground disturbance pursuant to the MSHCP, as detailed in mitigation measure BIO-3. Therefore, the project would be consistent with MSHCP Section 6.3.2.

Fuel Management (MSHCP Section 6.4)

The property is not adjacent to a MSHCP Conservation Area; therefore, fuel modification impacts would not extend into a conservation area. The project would be consistent with MSHCP Section 6.4.

Local Development Mitigation Fee and Stephens' Kangaroo Rat Fees

To comply with the MSHCP, the project applicant is required to pay the MSHCP LDMF and the Stephens' Kangaroo Rat Habitat Conservation Plan Fee, which will be paid prior to issuance of any grading permit. With payment of these fees, the project would be consistent with the MSHCP.

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

BIO-1

Sensitive Riparian Habitat: Prior to issuance of a grading permit for impacts to the manmade basin, the project Applicant shall obtain a Section 1602 Streambed Alteration Agreement from the CDFW. Compensatory mitigation for permanent impacts to CDFW jurisdiction shall be required as part of subsequent Section 1602 permitting requirements. Permanent impacts to CDFW jurisdiction shall be mitigated through the purchase of off-site in-lieu fee credits from Skunk Hollow Mitigation Bank at a ratio of 3:1 (0.06 acre). The following minimization measures will be implemented during construction:

1. Use of standard BMPs to minimize the impacts during construction.
2. Prior to construction, silt fencing shall be installed adjacent to Tualota Creek along the eastern perimeter of the study area to avoid discharge of sediment.
3. Construction-related equipment will be stored in upland areas, outside of drainages except as required by project design (restoration, trash removal, etc.).
4. Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Source control BMPs include landscape planning, roof runoff controls, trash storage areas, use of alternative building materials, and education of future tenants and residents. Treatment control BMPs include detention basins, vegetated swales (bio-swales), drain inlets, and vegetated buffers. Water quality BMPs will be implemented throughout the project to capture and treat contaminants.
5. To avoid attracting predators during construction, the project shall be kept clean of debris to the extent possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from site.
6. Employees shall strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.
7. Construction limits shall be fenced with orange snow screen and exclusion fencing should be maintained until the completion of construction activities.

BIO-2

Least Bell's vireo: Due to presence of LBVI in the vicinity of the study area, the following avoidance and minimization measures shall be implemented to avoid potential impacts:

1. To the extent feasible, construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the nesting season for LBVI (September 1 through March 14). All pile driving activities required for the Sky Canyon Drive extension shall be conducted outside of the LBVI nesting season.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. If construction activities are proposed within the LBVI nesting season (March 15 through August 31), the following measures (a. through g.) shall be implemented to avoid potential indirect impacts. Pile driving activities shall not be conducted in the LBVI nesting season.
 - a. Prior to initiation of construction activities, a qualified biological monitor shall clearly delineate a 300-foot avoidance buffer around suitable habitat. The 300-foot avoidance buffer shall be clearly marked with flags and/or fencing prior to commencement of construction. No construction activities shall occur within the 300-foot buffer during the nesting season without the presence of a biological monitor.
 - b. If construction activities (e.g., ground disturbance and canopy trimming) are planned within 300 feet of suitable habitat, the following measures shall be implemented:
 - i. A biological monitor shall be present to perform daily surveys for LBVI and monitor construction activities. The biological monitor shall have the authority to stop work and notify the construction supervisor if the construction activities appear to be altering the birds' normal behavior. The activities shall cease until additional minimization measures have been determined through coordination with CDFW and/or USFWS.
 - ii. A qualified acoustician shall also be retained to determine ambient noise levels and construction-related noise levels at the edge of suitable habitat. Noise levels at the edge of the suitable habitat shall not exceed an hourly average of 60 dBA, or an hourly average increase of 3 dBA if existing ambient noise levels exceed 60 dBA. If project-related noise levels exceed the threshold described above, construction activities shall cease until additional minimization measures are taken to reduce project-related noise levels to below an hourly average of 60 dBA, or below an hourly average increase of 3 dBA if existing ambient noise levels exceed 60 dBA. If additional measures do not decrease project-related noise levels below the thresholds described above, construction activities shall cease until CDFW and/or USFWS are contacted to discuss alternative methods.
 - c. All project personnel shall attend a Workers Environmental Awareness Program training presented by a qualified biologist prior to construction activities. The training program will inform project personnel about the life history of LBVI and all avoidance and minimization measures.
 - d. The construction contractor shall only allow construction activities to occur during daylight hours.
 - e. The construction contractor shall require functional mufflers on all construction equipment (stationery or mobile) used within or immediately adjacent to any 300-foot avoidance buffers to reduce construction equipment noise. Stationary

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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equipment shall be situated so that noise generated from the equipment is not directed towards any suitable habitat for the LBVI.

- f. The construction contractor shall place staging areas as far as possible from any suitable habitat for the LBVI.
- g. The biological monitor shall prepare written documentation of all monitoring activities at the completion of construction activities, which shall be submitted to CDFW and/or USFWS.

BIO-3

Burrowing Owl: In compliance with the MSHCP, a pre-construction survey shall be conducted on the study area within 30 days prior to ground disturbance to determine presence of burrowing owl. If the pre-construction survey is negative and burrowing owl is confirmed absent, then ground-disturbing activities shall be allowed to commence and no further mitigation would be required.

If burrowing owl is observed during the pre-construction survey, active burrows shall be avoided by the project in accordance with the California Department of Fish and Wildlife's (CDFW) *Staff Report on Burrowing Owl Mitigation* (2012) or CDFW's most recent guidelines. The project proponent shall immediately inform the Western Riverside County Regional Conservation Authority (RCA) of burrowing owl observations. A Burrowing Owl Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by RCA prior to initiating ground disturbance. The RCA will coordinate directly with CDFW as needed to ensure that the plan is consistent with the MSHCP and CDFW guidelines. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur outside of the nesting season (September 1 through January 31). The RCA may require translocation sites to be created within the MSHCP Conservation Area for the establishment of new colonies. If required, the translocation sites must take into consideration unoccupied habitat areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP Covered Species in order to successfully create suitable habitat for burrowing owl. The translocation sites must be developed in consultation with RCA. If required, translocation sites would also be described in the agency-approved plan.

BIO-4

Nesting Birds: No grubbing, clearing, or grading shall occur during the general songbird and raptor nesting season, which is generally January 15 to August 31. All grading permits, improvement plans, and the final map shall state the same.

If grubbing, clearing, or grading is proposed to occur during the general bird nesting season, a pre-construction survey within all suitable habitat shall be conducted by a qualified biologist to determine if active bird nests are present within the disturbance area. If there are no nesting birds (includes nest building or other breeding/nesting behavior) within the disturbance area, clearing, grubbing, and grading shall be allowed to proceed. If active nests or nesting birds are observed within the disturbance area, the biologist shall delineate a buffer of 300 feet (500 feet for raptors) around each nest. Construction activities within the buffer shall not be permitted until nesting behavior

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
has ceased, nests have failed, or young have fledged. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.				
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): General Biological Resources Assessment; Western Riverside MSHCP

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** A General Biological Resources Assessment was prepared for the proposed project (HELIX 2020; refer to Appendix B). Potential impacts to sensitive species within the project site and vicinity as determined in the assessment are presented below.

Special Status Plant Species

A total of 22 of the 23 special status plant species recorded in the California Natural Diversity Database (CNDDB) and California Native Plant Survey (CNPS) within the vicinity of the project study area were determined to have no potential to occur within the study area based on geographic range, elevation range, and/or lack of suitable habitat or substrate. One species (San Diego ambrosia [*Ambrosia pumila*]) was determined to have a low potential to occur within the study area based on mapped sandy soils and the species' affinity for disturbance. This species is conditionally covered under the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP; Dudek 2003) and is a federally endangered species. Because San Diego ambrosia is conditionally covered under the MSHCP and because the study area is not located within a Narrow Endemic Plant Species Survey Area (NEPSSA), focused surveys were not warranted. Therefore, significant impacts to sensitive plant species as a result of project implementation are not anticipated.

Sensitive Animal Species

A total of 10 of the 25 special status animal species recorded in the CNDDB within the project study area were determined to have no potential to occur due to a lack of suitable habitat. Two species, golden eagle (*Aquila chrysaetos*) and Swainson's hawk (*Buteo swainsoni*), are not expected to occur due to lack of suitable habitat for residence and/or breeding, but may disperse through or across the project study area.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Low Potential Species

Seven species were determined to have a low potential to occur in the study area based on the presence of low-quality habitat, limited acreage of habitat, and lack of recent observations within the immediate vicinity of the study area. These species include California glossy snake (*Arizona elegans occidentalis*), coast horned lizard (*Phrynosoma blainvillii*), Dulzura pocket mouse (*Chaetodipus californicus femoralis*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), red diamond rattlesnake (*Crotalus ruber*), western mastiff bat (*Eumops perotis californicus*; foraging only), and white-tailed kite (*Elanus leucurus*).

Coast horned lizard, northwestern San Diego pocket mouse, red diamond rattlesnake, and white-tailed kite are fully covered under the MSHCP. Because the project is within an area participating in the MSHCP, the project applicant is required to pay a Local Development Mitigation Fee (LDMF) to finance the acquisitions of conservation areas to provide habitat for MSHCP covered species. Therefore, with payment to the LDMF, impacts to sensitive natural communities would be less than significant.

Although California glossy snake, Dulzura pocket mouse, and western mastiff bat are not MSHCP covered species, these species are listed as species of special concern by CDFW and do not carry a federal or state listing as threatened or endangered. California glossy snake has a potential to occur on the study area based on the presence of a small area of non-native vegetation/buckwheat scrub and sandy soils, although the habitat is considered low quality based on the high level of existing disturbance and limited size of habitat. This species was only recorded once within the Murrieta quadrangle on CNDDDB, which was in 1946 approximately 4.3 miles to the west of the study area (CDFW 2018). Dulzura pocket mouse has a potential to occur on the study area based on the presence of non-native/ buckwheat scrub, although the habitat is considered low quality based on the high level of existing disturbance and limited size of habitat. Additionally, the study area does not support its preferred habitat type (mature chaparral). This species was only recorded once within the Murrieta quadrangle on CNDDDB, which was in 2005 approximately 2.2 miles to the west of the study area (CDFW 2018). The study area does not support suitable roosting habitat for western mastiff bat. There is some potential for foraging habitat on the study area, although the habitat is considered low quality based on the high level of existing disturbance. This species was only recorded once within the Murrieta quadrangle on CNDDDB, which was in 1991 approximately 2.9 miles to the southwest of the study area (CDFW 2018). Based on the presence of low-quality habitat, lack of recent observations, and absence of suitable roosting habitat for western mastiff bat, no significant impacts to these sensitive wildlife species from implementation of the project are anticipated.

Moderate Potential Species

Two species were determined to have a moderate potential to occur in the study area based on the presence of some habitat (although disturbed) and/or small extent of habitat. These species include Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) and Stephens' kangaroo rat. Both of these species are fully covered under the MSHCP. Therefore, the project applicant is required to pay the MSHCP LDMF. In addition, the project study area is located within the Stephens' Kangaroo Rat Habitat Conservation Plan and would be required to pay a Stephens' kangaroo rat mitigation fee for incidental take authorization. With payment of the required fees, impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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High Potential Species

Two species (coastal California gnatcatcher [*Poliophtila californica californica*] and San Diego black-tailed jackrabbit [*Lepus californicus bennettii*]) were determined to have a high potential to occur on the study area. One adult and two juvenile coastal California gnatcatchers were observed approximately 50 feet to the southeast of the Sky Canyon Drive extension area on the slopes of Tualota Creek. Coastal California gnatcatcher and San Diego black-tailed jackrabbit are fully covered species under the MSHCP. Therefore, the project applicant is required to pay the MSHCP LDMF. With payment of the LDMF, impacts would be less than significant.

Presumed Absent Species

A focused survey for burrowing owl was conducted in accordance with the County's survey protocol. No burrowing owls or burrowing owl signs were observed within the survey area. Therefore, the study area does not currently support burrowing owls. However, burrowing owl may be present at the site at the time of construction and impacts would be potentially significant. Therefore, mitigation measure BIO-3, which requires a preconstruction survey and avoidance of active nests and/or relocation of burrowing owl, would be implemented.

A focused survey for least Bell's vireo was conducted in accordance with U.S. Fish and Wildlife Service (USFWS) survey protocol. The study area supports a very small area of suitable habitat (0.02 acre), which lacks a dense understory usually preferred by nesting least Bell's vireo. No least Bell's vireo was observed within suitable habitat in the study area, and therefore this species is currently presumed absent from the study area. Habitat observed directly adjacent to the study area within Tualota Creek comprises a sandy wash with mule fat (*Baccharis salicifolia*) scrub along the banks of creek. Higher quality southern riparian forest was observed within Tualota Creek to the south of the study area and Willows Avenue, which comprises dense canopies of Fremont cottonwood (*Populus fremontii*) and willows and a dense understory of mule fat, smaller willows, and herbaceous species. Two pairs of least Bell's vireo were observed off-site during the focused survey within the southern riparian forest associated with Tualota Creek, approximately 175 feet and 400 feet to the south of the study area. Since least Bell's vireo were observed within the vicinity of the study area, project construction could have indirect impacts to least Bell's vireo occupying habitat to the south of the Willows Avenue. Therefore, mitigation measure BIO-2 would be implemented to avoid potential impacts to this species during construction.

Car Wash Noise Impacts to Biologically Sensitive Habitat

Some studies, such as that completed by the Bioacoustics Research Team (1997), have concluded that 60 dBA is a criterion to use as a starting point for passerine impacts until more specific research is done. Associated guidelines produced by the USFWS require that project noise be limited to a level not to exceed 60 dBA L_{EQ} or, if the existing ambient noise level is above 60 dBA L_{EQ} , increase the ambient noise level by 3 dBA L_{EQ} at the edge of occupied habitat during the avian species breeding season.

The project's proposed car wash would be located at the southern portion of the project site. Operation of the car wash would require the use of equipment within the car wash structure. This equipment would generate elevated noise levels emanating from the car wash entrance and exit. A biologically sensitive habitat is located south of the project across Willows Avenue, where two pairs of least Bell's

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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vireo were identified in the project's General Biological Resources Assessment (HELIX 2020; Appendix B). The sensitive habitat would be located approximately 175 feet from the car wash. Analysis of the car wash noise determined that car wash noise levels at the habitat would range between 40.3 to 43.7 dBA L_{EQ} (see Appendix I of Appendix B). In addition, existing noise levels at the habitat were estimated to be 61.9 dBA L_{EQ} to 67.2 dBA L_{EQ} due to existing traffic. Therefore, the addition of a car wash would not generate a significant noise increase of 3 dBA, impacts to sensitive species would be less than significant.

The nearest residences would be located approximately 250 feet to the west of the car wash. Noise levels from the car wash would be lower than the estimated noise levels at the sensitive habitat due to the increased distance; in addition, greater attenuation would occur as the car wash is oriented in a north-to-south direction and equipment generating noise would not directly face the nearest residences. Therefore, noise from the car wash would be consistent with the County Noise Ordinance and impacts would be less than significant.

Mitigation/Monitoring: With implementation of mitigation measures BIO-2 and BIO-3, impacts to sensitive animal species would be less than significant.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): General Biological Resources Assessment; Western Riverside MSHCP

Findings of Fact: **Less Than Significant with Mitigation Incorporated.**

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. The study area does not directly connect to large blocks of habitat, as it is bounded by Winchester Road to the west, a shopping center to the north, and Willows Avenue to the south. Tualota Creek is located to the east of the study area, which likely facilitates wildlife movement through the area. Some wildlife moving through Tualota Creek may use the study area for foraging and/or nesting, but use of the study area would be restricted due to limited vegetative cover and disturbance from surrounding human development.

The study area is not located within any MSHCP Linkages, which are areas within the Plan Area that are identified as having the potential to facilitate wildlife movement. The nearest linkage to the study area is Constrained Linkage A, which is approximately 1.2 miles to the northeast of the study area and consists of lands within the Skunk Hollow conservation easement (Dudek 2003). The study area also is not located within any linkages recognized by the South Coast Missing Linkages report. The nearest linkage described by the South Coast Missing Linkages report is the Palomar–San Jacinto–Santa Rosa Connection located approximately 8.3 miles to the southeast of the study area (South Coast Wildlands 2008).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Although the study area does not function as a wildlife corridor, it does support some shrubs, herbaceous ground cover, and trees that may provide limited opportunities for local wildlife movement or wildlife moving through Tualota Creek. Smaller mammals and reptiles that are adapted to human disturbance may use the study area for foraging and/or cover, while bird species may fly over existing development to access the study area for foraging and/or nesting; however, the project does not propose direct impacts to Tualota Creek and potential indirect effects would be minimized through implementing urban/wildlands interface guidelines, as discussed in Section IV.f, below. Therefore, because the project study area does not function as a wildlife corridor and because the project would not directly impact Tualota Creek, impacts to wildlife movement would be less than significant.

Migratory Species

The study area supports ornamental and riparian trees that have the potential to provide nesting habitat for bird species protected under the Migratory Bird Species Act (MBTA). Because these trees would be impacted, development of the proposed project could disturb or destroy active migratory bird nests, including eggs and young. Disturbance to or destruction of migratory bird eggs, young, or adults would be in violation of the MBTA and is considered a potentially significant impact. To avoid impacts to protected migratory bird species, mitigation measure BIO-4 would be implemented.

Mitigation/Monitoring: With implementation of mitigation measure BIO-4, impacts to protected migratory bird species would be less than significant.

e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): General Biological Resources Assessment; Western Riverside MSHCP

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** Five vegetation communities occur within the project study area, including southern willow scrub, non-native vegetation, non-native vegetation/buckwheat scrub, ornamental, and disturbed (refer to Figure 5, *Vegetation*, of the GBRA attached to this Initial Study as Appendix B). One of the five vegetation communities, southern willow scrub, is considered a sensitive natural community by CDFW.

Southern willow scrub consists of dense, broad-leaved, winter-deciduous stands of trees dominated by shrubby willows (*Salix* spp.) in association with mule fat and scattered Fremont cottonwoods and western sycamores (*Platanus racemosa*). This vegetation community occurs on loose, sandy or fine gravelly alluvium deposited near stream channels during flood flows. A small patch of southern willow scrub occurs in the southeast corner of the Sky Canyon Drive extension area, which totals 0.02 acre. The southern willow scrub is associated with a small manmade basin located between the study area and Tualota Creek. The majority of the basin is located outside of the study area, although a small portion of the southern willow scrub canopy extends into the Sky Canyon Drive extension area. The southern willow scrub is dominated by Goodding's black willow (*Salix gooddingii*). Other species include coyote brush (*Baccharis pilularis*), Fremont cottonwood, mule fat, and tamarisk (*Tamarix* sp.). No southern willow scrub was observed on the project site.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project would result in permanent impacts to 0.02 acre of southern willow scrub in order to complete the extension of Sky Canyon Drive, which is considered a Planned Road under the policies of Section 7.3 of the MSHCP and is therefore a MSHCP Covered Activity (Dudek 2003). Permanent impacts to southern willow scrub would be considered significant and would require compensatory mitigation as part of the California Fish and Game Code Section 1602 permitting requirements. Therefore, mitigation measure BIO-1 would be implemented. In addition, sheet pilings will be installed as part of the Sky Canyon Drive extension to avoid impacts to adjacent Tualota Creek. Standard construction and post-construction BMPs will be required to avoid permanent and/or temporary impacts to Tualota Creek. Silt fencing will be installed adjacent to Tualota Creek along the eastern perimeter of the study area to avoid discharge of sediment.

Mitigation/Monitoring: With implementation of mitigation measure BIO-1, impacts to sensitive vegetation communities would be less than significant.

f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): General Biological Resources Assessment

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** The jurisdictional delineation conducted as part of the General Biological Resources Assessment (HELIX 2020; Appendix B) determined that drainage features, wetlands, or other special aquatic sites under the jurisdiction of USACE/RWQCB do not occur within the project study area. Therefore, no impacts to federally protected wetlands would occur. However, as discussed above, the off-site area, which would be impacted by the implementation of the project, supports a total of 0.02 acre of CDFW jurisdiction. As such, implementation of mitigation measure BIO-1 is required to address impacts to State-protected wetlands. With implementation of mitigation measure BIO-1 impacts in this regard would be less than significant

Mitigation/Monitoring: With implementation of mitigation measure BIO-1, impacts to CDFW jurisdiction (State wetlands) would be less than significant.

g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): County Ordinance Number 559

Findings of Fact: **No Impact.** The County of Riverside Ordinance Number 559 regulates the removal of trees within the County to protect and preserve timberlands. The ordinance states that it is unlawful for any person to remove a native tree on a property greater than one-half acre in size, located above 5,000 feet in elevation in unincorporated areas of the County (County 1977). The project site is located in unincorporated County land, but ranges in elevation from 1,099 feet to 1,114 feet above mean sea level. Therefore, the project would not conflict with a tree ordinance and no impacts would occur.

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

Monitoring: No monitoring is required.

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

Source(s): County General Plan Multipurpose Open Space Element Figure OS-7

Findings of Fact: No Impact. Figure OS-7 of the County of Riverside General Plan Multipurpose Open Space Element maps historical resources throughout the County. According to the map, there are no historical resources located on or adjacent to the project site (County 2015a). Therefore, implementation of the project would not cause a substantial adverse change in the significance of a historical resource, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

Findings of Fact: Less Than Significant with Mitigation. Due to the previously disturbed nature of the project site, the presence of archaeological resources, human remains, or existing religious or sacred uses is not anticipated; however, because project construction would involve ground-disturbing activities, the potential to encounter and disturb unknown resources exists. Therefore, impacts to archaeological resources would be potentially significant. The following mitigation measures would be implemented to reduce impacts to a less-than-significant level.

Mitigation/Monitoring

CUL-1 Cultural Resource Monitoring Program: Prior to issuance of grading permits, the developer/permit 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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and provides procedures that must be followed in order to reduce the impacts to undiscovered buried archaeological resources associated with the project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

CUL-2 **Discovery of Resources:** During ground disturbing activities, if unanticipated cultural resources are discovered, the following procedures shall be followed:

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

CUL-3 **Curation of Discovered Resources:** Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.

For prehistoric resources recovered on-site, one of the following treatments shall be applied:

- Reburial of the resources on the project property. Measures shall be implemented to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis, and studies have been completed on the cultural resources, with an exception that sacred items, burial goods, and Native American remains are excluded. Any reburial processes shall be culturally appropriate. Listing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under the confidential cover and not subject to a Public Records Request.

- If reburial is not agreed upon by the Consulting Tribes, then the resources shall be curated in a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods, or Native American remains.

CUL-4

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

ENERGY Would the project:

10. Energy Impacts

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), Project Application Materials, Air Quality and Greenhouse Gas Emissions Technical Report

Findings of Fact: Less Than Significant Impact. The project would use electricity for lighting, heating and cooling. Electricity generation typically entails the combustion of fossil fuels, including natural gas and coal, which are then stored and transported to end users. A building's electricity use is thus associated with the off-site or indirect emission of GHGs at the source of electricity generation (power plant). Project electricity would be supplied by Southern California Edison. Energy source emissions were estimated assuming implementation of energy-reducing project design features to comply with 2019

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Title 24 standards. In addition, the project would result in additional consumption of energy resources related to vehicular transportation. Based on the trip generation rate from the TIA (LLG 2020) prepared for the project, the project would generate 4,652 average daily trips (ADTs).

According to the CalEEMod output file contained in Appendix A of the project's Air Quality and Greenhouse Gas Emissions Technical Report (Appendix A of this Draft IS/MND), the project would consume an average of 124,453 thousand British Thermal Units (kBTU) of natural gas and 764,600 kilowatt-hours (kWh) of electricity. Regarding vehicle fuels, applying the 2016 standard equivalent fuel efficiency of 35.5 miles per gallon, the project's projected vehicle 4,652 ADTs would result in a total mitigated average of 9,463 vehicle miles traveled (VMT) per day, or 3,454,000 VMT per year, for a total consumption of approximately 97,296 gallons of vehicle fuels (gasoline).

The project's energy use is typical of projects of this size and type and thus the project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. In addition, the project would comply with all applicable regulations regarding energy and water efficiency, including Title 24 and the California Green Building Standards Code, as well as implement project commitments are part of the project's Climate Action Plan Screening Table (included in Appendix B of the Air Quality and Greenhouse Gas Emissions Technical Report). Therefore, the project would not conflict with or obstruct a State or Local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. The nearest active fault to the project site is the Elsinore-Temecula Fault, which is approximately 3.7 miles to the southwest. No active, potentially active, or inactive faults occur within the project site and the site does not lie within an Alquist-Priolo Earthquake Fault Hazard Zone as defined by the state of California in the Alquist-Priolo Earthquake Fault Hazard Zoning Act (LGC Geo-Environmental Inc. 2017, included in Appendix D of this Initial Study). Therefore, fault rupture on site is unlikely, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Liquefaction Potential Zone				
a) Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. The potential for seismic-related ground failure is associated with the probability of severe ground shaking as a result of an earthquake or a nearby active fault. Liquefaction is a type of ground-failure where saturated granular soils develop high-pore water pressures during seismic shaking and behave like a heavy fluid. This phenomenon generally occurs in areas of high seismicity where groundwater is shallow and loose granular soils or hydraulic fill soils subject to liquefaction are present. For liquefaction to occur, loose granular sediments below the groundwater table must be present and shaking of sufficient magnitude and duration must occur. The project site falls within an area that has the potential for seismically induced liquefaction occurrences (LGC Geo-Environmental, Inc. 2017). However, construction of the proposed structures would incorporate measures to accommodate projected seismic-related ground failure and loading, pursuant to existing guidelines such as the International Building Code (IBC). Such guidelines are produced through joint efforts by industry groups to provide standard specifications for engineering and construction activities, including measures to accommodate seismic loading parameters. The referenced guidelines, while not comprising formal regulatory requirements per se, are widely accepted by regulatory authorities and are regularly included in related standards such as municipal building and grading codes. In addition, construction would follow guidelines within the California Building Code (CBC; California Code of Regulations, Title 24, Part 2). The CBC is based on the previously described IBC, with appropriate amendments and modifications to reflect site-specific conditions in California. The project would also incorporate the recommendations from the Project's Geotechnical Investigation (LGC Geo-Environmental, Inc. 2017). Based on the incorporation of applicable measures, potential impacts associated with liquefaction would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone				
a) Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. An earthquake along the Elsinore-Temecula Fault could result in severe ground shaking at the project site. Construction and design of the proposed development, however, would incorporate the measures and recommendations discussed in Item 11.a. to minimize potential impacts associated with ground shaking. Based on the incorporation of applicable guidelines, potential impacts associated with ground shaking would be less than significant.

Mitigation: No mitigation is required.

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

14. Landslide Risk

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): Southwest Area Plan

Findings of Fact: **No Impact.** The project site is characterized by level terrain. Additionally, according to the Southwest Area Plan, the project site is not located within an area of high susceptibility to seismically induced landslides (County 2017a). Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: **Less Than Significant Impact.** The project site is underlain by artificial fill and quaternary young axial deposits, both consisting of silty sand and clayey sand. The Geotechnical Investigation determined that the existing artificial fill soils on the project site may be prone to potential settlement and/or hydroconsolidation under the structural loads and are not suitable to support the proposed structures (LGC Geo-Environmental Inc. 2017). The Geotechnical Investigation therefore recommends overexcavation of the artificial fill to underlying competent young axial channel deposits. Following the recommendations of the Geotechnical Investigation and standard construction guidelines from the IBC and CBC, impacts associated with a geologic unit or soil that is unstable would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): On-site Inspection, Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: No Impact. Lake Skinner, located approximately 4.7 miles northeast of the project site, has the potential to produce a seiche; however, given the distance from the project site to the lake, the proposed project would not be at risk of impacts from a seiche. Additionally, the project site is not located in an area near a volcano or directly adjacent to steep hills and would not be susceptible to volcanic hazards or mudflows. No impacts related to inundation by seiche, mudflow, or volcano would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Project Application Materials, Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. The existing project site is generally flat with minor uneven surfaces throughout. The project would involve grading to further level the site in order to provide a suitable surface for the proposed development. Project grading would not substantially change the topography of the site, create slopes, or affect subsurface sewage disposal systems. Impacts related to on-site slopes would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): California Stormwater Best Management Practices Handbook

Findings of Fact: Less Than Significant Impact. The proposed project would not result in long-term, operational impacts associated with soil erosion or loss of topsoil as the site would be developed and paved and would not contain a substantial amount of exposed soil. Potential short-term erosion and sedimentation impacts from grading and construction activities would be addressed through a SWPPP, prepared specifically for the proposed project, in accordance with the NPDES permit. The SWPPP would incorporate BMPs in accordance with the California Stormwater Best Management Practices Handbook

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to control erosion and protect the quality of surface water runoff during project construction. Based upon compliance with the NPDES permit and implementation of a SWPPP, impacts related to soil erosion and the loss of topsoil would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. Expansive soils are soils subject to volumetric fluctuations in response to changes in moisture content (wetting and drying). Expansive soils have a substantial amount of clay particles, which can both release water (shrink) or absorb and hold water (swell). The Geotechnical Investigation (LGC Geo-Environmental, Inc. 2017) found the expansion potential of the on-site soils to be “very low” to “low.” The investigation does, however, provide recommendations related to expansive soils, including evaluating soils for expansive properties during and at the completion of rough grading. Following the recommendations of the Geotechnical Investigation, impacts related to expansive soils would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection, Soils Report

Findings of Fact: No Impact. No septic tanks or alternative wastewater disposal systems would be installed as part of the proposed project. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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19. Wind Erosion and Blowsand from project either on or off site.

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

☐
☐
☒
☐

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

Findings of Fact: Less Than Significant Impact. According to Figure S-8 of the County General Plan, the project site is located in an area with a moderate wild erodibility rating. The project site currently contains exposed soils that are subject to wind erosion. Development of the project would reduce the amount of exposed soil on-site and would therefore reduce the potential for wind erosion, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:

20. Greenhouse Gas Emissions

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

☐
☐
☒
☐

Source(s): Air Quality and Greenhouse Gas Emissions Technical Report

Findings of Fact: Less Than Significant Impact. An Air Quality and Greenhouse Gases Technical Report was prepared for the proposed project (HELIX 2021; refer to Appendix A). Potential impacts related to greenhouse gas emissions (GHGs) as determined in the report are presented below.

California Health and Safety Code Section 38505(g) defines GHG emissions to include the following compounds: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). As individual GHGs have varying heat-trapping properties and atmospheric lifetimes, GHG emissions are converted to carbon dioxide equivalent (CO₂e) units for comparison. The CO₂e is a consistent methodology for comparing GHG emissions because it normalizes various GHG emissions to a consistent measure. The most common GHGs related to the project are CO₂ (CO₂e = 1), CH₄ (CO₂e = 21), and N₂O (CO₂e = 310).

The Riverside County Climate Action Plan (CAP), adopted on December 8, 2015, establishes a screening level threshold in the County of 3,000 metric tons (MT) CO₂e per year (County 2015b). The screening levels were developed by analyzing the capture of 90 percent or more of future discretionary development projects. For projects that exceed this screening level, compliance with the CAP Screening Tables or a reduction of 25 percent over the business as usual scenario must be demonstrated. County guidance also recommends including construction emissions (amortized over a typical duration of 30 years) in the screening threshold. The 2019 CAP Update was approved on December 17, 2019. The 2019 CAP Update refines the County's efforts to meet GHG reduction strategies, specifically for the years

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2035 and 2050. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 Climate Action Plan.

Construction

Project construction would generate GHG emissions associated with construction equipment exhaust and from construction worker vehicle trips to and from the project site, as described under Item III.b. The primary GHG emissions would be CO₂ from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of N₂O and CH₄. Total GHG emissions during project construction were calculated using CalEEMod and are presented in Table 5, *Estimated Construction GHG Emissions*. As shown in Table 5, the project would result in GHG emissions from construction of 876 MT CO₂e. Amortized over 30 years, the proposed construction activities would contribute approximately 29 MT CO₂e emissions per year.

Table 5 ESTIMATED CONSTRUCTION GHG EMISSIONS	
Phase	Emissions (MT CO₂e)
Site Preparation	57
Grading	152
Underground Utilities / Infrastructure	20
Building Construction	600
Paving	43
Architectural Coating	4
TOTAL¹	876
<i>Amortized Construction Emissions²</i>	29
Source: CalEEMod (output data is provided in Appendix A) ¹ The total presented is the sum of the unrounded values. ² Construction emissions are amortized over 30 years in accordance with SCAQMD and County guidance Note: Totals may not sum due to rounding	

Operation

Operational sources of GHG emissions include: area sources (landscaping equipment), energy use, vehicle use, solid waste generation, and water conveyance and treatment. An estimate of the annual emissions of GHGs during project operation is presented in Table 6, *Estimated Operational GHG Emissions*. As shown in Table 6, the project would result in annual operational GHG emissions of 5,086 MT CO₂e. Together with amortized construction emissions, the total emissions would be 5,155 MT CO₂e per year. This value is more than the County CAP's 3,000-MT CO₂e per year screening threshold.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 6 ESTIMATED OPERATIONAL GHG EMISSIONS	
Emission Sources	Emissions (MT CO ₂ e)
	2020
Area Sources	<0.5
Energy Sources	251
Vehicular (Mobile) Sources	4,779
Solid Waste Sources	30
Water Sources	26
Operational Subtotal	5,086
<i>Construction (Annualized over 30 years)</i>	29
TOTAL EMISSIONS	5,155
Source: CalEEMod (output data is provided in Appendix A)	
Note: Totals may not sum due to rounding	

For projects that exceed the screening threshold, a less-than-significant impact can be determined through the completion an additional screening table. The purpose of the screening table is to provide guidance in measuring the reduction of GHG emissions attributable to design and construction measures incorporated into the project. The table assigns points for each project design feature or mitigation measure. Projects that garner a total of 100 points or greater would be determined to have a less-than-significant individual and cumulative impact for GHG emissions. Proactive Engineering completed the Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities, with a total of 105 points earned. The measures would be included as part of project design, as applicable, and would be required as part of project approval. The measures and their associated point values are shown in Table 7, *Climate Action Plan Screening Table Project Measures*, and are included in Appendix A. The increase in GHG emissions would not be cumulatively considerable, and the impact would be less than significant.

Table 7 CLIMATE ACTION PLAN SCREENING TABLE PROJECT MEASURES			
Feature		Description	Project Points
EE10.A.1	<i>Insulation</i>	Modestly Enhanced Insulation (walls R-13, roof/attic R-38)	9
EE10.A.2	<i>Windows</i>	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	4
EE10.A.3	<i>Cool Roofs</i>	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
EE10.A.4	<i>Air Infiltration</i>	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	7
EE10.B.1	<i>Heating/Cooling Distribution System</i>	Modest Duct Insulation (R-6)	5
EE10.B.2	<i>Space Heating/Cooling Equipment</i>	Improved Efficiency HVAC	4

Table 7
CLIMATE ACTION PLAN SCREENING TABLE PROJECT MEASURES

Feature		Description	Project Points
EE10.B.4	<i>Water Heaters</i>	Improved Efficiency Water Heater (0.675 Energy Factor)	8
EE10.B.6	<i>Artificial Lighting</i>	Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	5
EE10.B.7	<i>Appliances</i>	Energy Star Commercial Refrigerator (new); Energy Star Commercial Dish Washer (new)	4
EE10.C.2	<i>Shading</i>	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21 st .	6
W2.D.1	<i>Water Efficient Landscaping</i>	Only low water using plants.	3
W2.E.2	<i>Toilets</i>	Water Efficient Toilets/Urinals (1.5 gpm); Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	6
W2.E.3	<i>Faucets</i>	Water Efficient Faucets (1.28 gpm)	2
W2.E.4	<i>Commercial Dishwashers</i>	Water Efficient Dishwashers (20% water savings)	2
T3.A.3	<i>Employee Bicycle/ Pedestrian Programs</i>	Complete sidewalk to residential within ½ mile; Bike lockers and secure racks	2
T3.A.4	<i>Shuttle/Transit Programs</i>	Local transit within ¼ mile	1
T1.F.1	<i>Parking</i>	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles	1
T2.B.1	<i>Sidewalks</i>	Provide sidewalks on both sides of the street	1
T2.B.2	<i>Bicycle Paths</i>	Provide bicycle path linkages between commercial and other land uses	2
T4.B.1	<i>Electric Vehicle Recharging</i>	Provide circuit and capacity in garages/parking areas for installation of electric vehicle charging stations; Install electric vehicle charging stations in garages/parking areas	24
S1.B.1	<i>Recycling</i>	Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up	2
TOTAL POINTS			105

Source: HELIX 2021; refer to Appendix A.

Mitigation: No mitigation is required.

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

b) 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"/>
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Source(s): Riverside County Climate Action Plan ("CAP"), Air Quality and Greenhouse Gas Emissions Technical Report

Findings of Fact: Less Than Significant Impact. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is AB 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 32 would require further reductions of 40 percent below 1990 levels by 2030. Because the project's operational year is post-2020, the project aims to reach the quantitative goals set by SB 32. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project does not conflict with those plans and regulations.

As previously discussed, the County CAP applies a screening threshold of 3,000 MT CO₂e per year to comply with the reduction goals of AB 32. The proposed project's increase in GHG emissions would be greater than the County's screening threshold; therefore, the additional GHG screening tables were applied to this analysis. As described above under Item VII.a, the project would implement measures that meet the required points total, further detailed in Appendix A. With adherence to identified measures, the project would be consistent with the County CAP. Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. This would represent a less-than-significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. Construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use, and disposal. The potential use of these materials would be temporary in nature and in accordance with applicable standards and regulations. Operation and maintenance of the proposed retail center may require the use of small amounts of hazardous materials such as cleaners, paint, and pesticides/herbicides. These materials would be properly stored, handled, used, and disposed of in

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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accordance with applicable standards and regulations. Therefore, the project's use of hazardous materials would not create a significant hazard to the public or environment, and impacts would be less than significant

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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"/>
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Source(s): Project Application Materials; Phase I Environmental Site Assessment

Findings of Fact: **Less Than Significant Impact.** A Phase I Environmental Site Assessment (ESA) was prepared for the Project Site by LGC Geo-Environmental, Inc. (LGC) in December 2017 (2017b, included as Appendix E of this Initial Study). The Phase I ESA concluded that the Project Site does not contain any potential sources of contamination or other hazardous materials conditions that could result in the release of such materials into the environment. Specifically, the Phase I ESA made the following conclusions:

Site Background

Aerials photos of the project site dating back to 1938 were reviewed for this report. From 1938 to the present the property has remained vacant with Winchester Road bounding the east side of the property. In 1996 large residential tract development is visible on the west side of Winchester Road. In 2002 rough grading is visible to the north property boundary. Dirt roadways are visible onsite. In 2005 the commercial development to the north is complete. Several end-dump piles are now visible along the eastern portion of the site. Based on the visible dirt roadways the artificial fills onsite may be spoils from this commercial development to the north.

Onsite Hazardous Material Sources

Visual or physical evidence of AST's, UST's, sumps, clarifiers, and any other hazardous material storage or treatment structures was not discovered during the visual assessment of the project site and was not encountered onsite during the records review.

Onsite Hazardous Material Releases

Hazardous material releases of petroleum hydrocarbons and/or chemicals of concern were not evident during the site reconnaissance or during the records review. Based on the research and the aerial photographs reviewed since 1938, the project site appears to have no operations which could possibly release potentially hazardous materials.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Regional Hazardous Material Releases

Based on the assessment, records review, and available documentation, although several REC's within one mile exist, no apparent threat of hazardous material releases, either past or present, exist for the project site.

Recognized Environmental Conditions

Recognized environmental conditions, or REC's, were not identified for the project site. This was concluded upon the visual inspection of the property, records review, and aerial photograph review. Based on these conclusions, no additional environmental studies are recommended by the Phase I ESA for the project site at this time. This recommendation is founded on site observations, records review, aerial photograph review, and all available documentation, all of which suggest there are no known onsite conditions or any suspected conditions based on the information available that would warrant the involvement of a regulating agency, including any conditions or actions that would necessitate environmental soil sampling, soil contamination remediation, and/or groundwater contamination remediation.

As such, the proposed project is not anticipated to result in a release of hazardous materials into the environment. During the temporary, short-term construction period, however, there is the possibility of accidental release of hazardous substances such as spilling of hydraulic fluid or diesel fuel associated with construction equipment maintenance. The level of risk associated with the accidental release of these hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials. The construction contractor would be required to use standard construction controls and safety procedures to avoid or minimize the potential for accidental release of such substances into the environment. Therefore, the impact of the proposed project with respect to exposing the public or the environment to hazardous materials through upset and accident conditions would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Project Application Materials

Findings of Fact: **Less Than Significant Impact.** Construction of the project would not require road closures, and emergency access routes to all parts of the surrounding community would be maintained. Operation of the project would not interfere with emergency plans. In addition, the extension of Sky Canyon Drive would provide an additional evacuation route in the project area. Therefore, impacts to emergency plans would be less than significant.

Mitigation: No mitigation is required.

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

d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): N/A

Findings of Fact: **No Impact.** The schools nearest the project site, Warm Springs Middle School and Nicolas Valley Elementary School, are located 0.4 mile and 0.9 mile, respectively, from the project site. As such, the project would not emit hazardous emissions or handle hazardous materials that would impact schools within one-quarter mile of the site, and no related impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Geotracker database; Phase I ESA

Findings of Fact: **No Impact.** In reviewing all available environmental databases as part of the Phase I ESA (2017b, included as Appendix E of this Initial Study) prepared for the project site, Environmental Data Resources, Inc. (EDR) was utilized to conduct an exhaustive search of available environmental records and resources for the subject site. In EDR's search, a radius of up to 1 mile from the subject property was used to meet the specific requirements of ASTM Designation E1527-13 including specific search distances and data currency. Included in the EDR inquiry was governmental databases for records review. A copy of EDR's summary report, dated November 20, 2017, can be found in Appendix D of the Phase I ESA, in the Government Records Searched and Data currency Tracking section at the end of the report describe the databases that were utilized along with a brief description and the most current date available of the database. During the background review of available documentation, LGC found one historical record of hazardous material or petroleum hydrocarbon releases or any other environmental risks in the general vicinity which have been denoted by the Resource Conservation and Recovery Act (RCRA) of 1976 as Small Quantity Generators (SQGs) of hazardous waste, one Aboveground Storage Tank (AST), two Underground Storage Tanks (USTs), one Leaking Underground Storage Tank (LUST), four dry cleaners, one historical auto station, and one Department of Conservation recognized recycler, within one-mile of the site. The Phase I ESA concludes that all of these sites are at a higher elevation, and therefore any hazardous materials generated from these facilities should have no impact on the project site. As such, no impact would occur.

Mitigation: No mitigation is required.

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

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 (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Airport Land Use Commission Approval/Consistency Letter (Appendix F)

Findings of Fact: **Less Than Significant Impact.** The project site is located approximately 1.2 miles south of the French Valley Airport and is within Airport Land Use Compatibility Zone D (Riverside County Airport Land Use Commission 2004). Zone D requires airspace review for objects greater than 70 feet tall and restricts certain uses, including schools, hospitals, and nursing homes. Because the project would not include structures greater than 70 feet tall or incompatible uses, the project would not result in inconsistency with an Airport Master Plan, or expose people residing or working in the area to a safety hazard related to the airport. The Airport Land Use Commission (ALUC) reviewed the project because it is located within an Airport Influence Area (AIA). However, the ALUC determined the project was consistent with the conditions of approval as outlined in the ALUC Approval/Consistency Letter attached to this Initial Study as Appendix F. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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"/>
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Source(s): Riverside County General Plan Figure S-20 "Airport Locations," GIS database

Findings of Fact: **No Impact.** The nearest private airport, Billy Joe Airport, is located approximately 5 miles southeast of the project site. Due to this distance, the project site is not within two miles of a private airstrip, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Project Application Materials; County Project Specific Water Quality Management Plan

Findings of Fact: Less Than Significant Impact. The project site is currently undeveloped, and construction of the proposed project would have the potential to result in short-term water quality impacts associated with erosion and sedimentation. On-site soils would become susceptible to erosion from vegetation clearing, grading, and other ground-disturbing activities during construction, potentially resulting in increased sedimentation in Tualata Creek. The contractor would be required to implement a SWPPP in accordance with the SWRCB's permit for stormwater discharges associated with construction activities. The SWPPP would include BMPs to achieve maximum sediment removal and represent the best available technology that is economically achievable and may include, but not be limited to, the following:

- Protection of storm drain inlets located within the project impact footprint and in downstream off-site areas with the use of BMPs acceptable to local jurisdictions and the Santa Ana RWQCB.
- Sweeping of dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events.
- Proper storage, use, and disposal of construction materials.
- Removal of sediment from surface runoff before it leaves the project site through use of silt fences or other similar devices around the laydown area perimeters.
- Protection of tracking soil off site through use of a gravel strip or wash facilities at exits from project laydown areas.
- Protection or stabilization of stockpiled soils.

Implementation of the SWPPP during construction the proposed project and associated BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff and discharges from dewatering operations to the maximum extent practicable.

Operation of the proposed retail center has the potential to result in the release of trash and debris, vehicle fluids, and sediment, nutrients, and pesticides associated with the maintenance of landscaped areas. Two water quality basins would be constructed on site and would help to accommodate potentially polluted runoff. Per Appendix 8, Source Control, of the project-specific Water Quality Management Plan (WQMP) prepared by Adkan Engineers (Adkan, 2020a, included as Appendix H of this Initial Study), the following BMPs would also be implemented to further reduce operational impacts:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Only rain is permitted to enter the storm drain system. Discharges (direct or by conveyance) of trash, debris, vehicle fluids, or wastewater (including washing fluids) to the storm drain system are strictly prohibited.
- Provide sufficient trash receptacles. Dispose of wastes properly.
- Sweep or vacuum to clean outdoor areas (trash enclosures, sidewalks, and parking lots). Power washing in outdoor areas is strictly prohibited.
- Maintain parking lots to be free from trash and petroleum leaks.
- All dumpsters used by this project shall have lockable lids. All lids on dumpsters shall remain closed while dumpster is not directly in use and locked after business hours. All dumpsters shall be properly stored inside of a building or in a covered trash enclosure.
- All trash enclosures must be secured, covered with an impervious roof and constructed with a berm or grade-break across the entire entrance.
- All materials must be stored in a properly covered and contained area that will not be exposed to urban run-on and run-off.
- Vehicle maintenance activities must be conducted in a covered and contained building that is protected from urban run-on and run-off. Maintenance areas shall drain to a self-contained sump or through an approved pretreatment system, such as a sand and oil separator system, that is connected to the sanitary sewer.

Through compliance with applicable BMPs during both construction and operation, impacts to water quality standards or waste discharge requirements would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials; Preliminary Hydrology Study; Preliminary Water Quality Management Plan (WQMP)

Findings of Fact: Less Than Significant Impact. The project would not alter the course of a stream or river, but it would increase the amount of impervious surface area and associated runoff generated on site. However, the proposed water quality basins, included pursuant to the project's approved WQMP (2020a) and Preliminary Hydrology Study prepared by Adkan Engineers (Adkan, 2020b, included as Appendix G of this Initial Study), would contain and treat the runoff so that it would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. In addition, the project site is currently undeveloped and provides limited infiltration of stormwater over the site's 7.3 acre area; however, the site is not utilized for groundwater recharge specifically, and following construction, all stormwater generated on-site would be conveyed to existing drainage facilities including local storm drains and/or Tualota Creek, which would allow for off-site infiltration, where available given soil conditions. During construction, implementation of a SWPPP and applicable BMPs would minimize polluted runoff (including erosion and siltation effects), while the project's WQMP would be implemented throughout project operations to preclude adverse water quality effects in the long-term as noted above. Therefore, given on-site containment and pre-treatment of project-related runoff, and compliance with all applicable Best Management Practices (BMPs) contained in the project-specific SWPPP and WQMP, impacts regarding groundwater recharge, alteration of drainage patterns, erosion and siltation, flooding hazards, storm drain capacity, and substantial additional sources of polluted runoff would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): 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; Preliminary Hydrology Study

Findings of Fact: Less Than Significant Impact. The project site is not located within a designated flood hazard area according to the County's GIS database and Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) provided in Appendix H of the Preliminary Hydrology Study (2020b). The project would not impede or redirect flood flows, as the project site is located adjacent to

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Tucalota Creek (but well above the drainage channel), which would convey all stormwater flows from upstream areas. Any incidental flood flows, including flood waters from failure of the Lake Skinner Dam to the northeast of the project area, would be conveyed via Tucalota Creek or other major drainages in the area, such that the project would not affect the routing of flood waters. The project site is located approximately 25 miles inland from the Pacific Ocean, and northeast of the Santa Ana Mountains, and therefore there is no potential for tsunami effects at this location. Although the site is located downstream of Lake Skinner, the potential for seiche effects to result in flooding at the project site is considered remote given the distance and intervening development and drainage facilities between the project site and the reservoir. As such, impacts related to project inundation would be less than significant. As noted above, the project site is not currently utilized for groundwater recharge and would implement all applicable design features and BMPs required by the project-specific WQMP (2020a), which would preclude adverse water quality effects. Therefore, the project would not be expected to conflict with applicable water quality control plans or sustainable groundwater management plans in the area. Impacts in this regard would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:

24. Land Use

a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan, GIS database, Project Application Materials

Findings of Fact: **No Impact.** The proposed project includes the construction and operation of a commercial retail center on a site located in a predominately developed area, on a site that is designated in Specific Plan 213 and zoned for commercial uses such as those proposed as part of the project. The project also includes the southward extension and connection of Sky Canyon Drive to Willows Avenue, allowing for improved access and connectivity of the community. As such, implementation of the proposed project would not physically divide an established community, and no impacts would occur.

Mitigation: No mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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"/> |

Source(s): County General Plan Figure OS-6

Findings of Fact: No Impact. The County of Riverside General Plan (2015a) identifies the project area as Mineral Resource Zone 3 (MRZ-3). MRZ-3 denotes that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. The proposed project would occur in an area that has not been used for mining and is designated by the Southwest Area Plan as retail commercial, where mining operations are not expected to occur. Therefore, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site and would not be an incompatible land use located adjacent to an existing surface mine; no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

Findings of Fact: No Impact. The project area supports commercial retail, residential, and recreational land uses, and there are no proposed, existing, or abandoned mines in the vicinity. Therefore, the project would not expose people or property to hazards from mines, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:

26. Airport Noise

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Riverside County Airport Land Use Commission 2004

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Less Than Significant Impact. The nearest public airport to the project site is French Valley Airport, located approximately 1.2 miles to the north. The 65 CNEL contour for the airport is located approximately 1.1 miles north of the project (Riverside County Airport Land Use Commission 2004). Therefore, airport noise would not create substantial noise at the project site, and impacts associated with airports would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Google Maps

Findings of Fact: No Impact. The nearest private airport, Billy Joe Airport, is located approximately 5 miles southeast of the project site. Due to this distance, the project would not expose people residing or working in the project area to excessive noise levels, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

27. Noise Effects by the Project

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Acoustical Analysis Report (HELIX 2019b; Appendix I of this Initial Study)

Findings of Fact: Less Than Significant Impact. The project would result in a permanent increase in ambient noise levels from the operation of rooftop HVAC units, as well as from traffic generated by the project. As discussed in Item XII.c., below, noise generated by the HVAC units located on the rooftop of the proposed grocery store (anticipated to have the largest HVAC units) would be well below the County's daytime and nighttime allowable hourly limits. In addition, noise level increases along roadways in the project vicinity from project-generated traffic would be below the applicable 1 dBA to 3 dBA allowed increase. Therefore, impacts related to a permanent increase in ambient noise levels would be less than significant.

Construction of the proposed project would create elevated short-term construction noise impacts to nearby park and residential land uses; however, noise generated by construction is exempt from the County's exterior noise standards if construction is conducted outside the hours of 6:00 p.m. and 6:00 a.m. from June and September and 6:00 p.m. and 7:00 a.m. from October to May. Because

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction would occur between these hours, construction noise impacts to nearby NSLUs would be less than significant.

The proposed project would produce noise in the short term through the use of construction equipment and the generation of construction traffic, and would generate noise in the long term through the operation of heating, ventilation, and air conditioning (HVAC) units and the car wash, as well as the generation of operational traffic.

Construction Equipment

Construction activities associated with the project that would produce substantial noise include grading, erecting new buildings and structures, and paving. The magnitude of the noise impact would depend on the type of construction activity, equipment used, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Construction would generate elevated noise levels that may disturb nearby NSLUs.

Construction equipment would not all operate at the same time or location. Additionally, construction equipment would not be in constant use during the eight-hour operating day. Construction was conservatively estimated to take place an average of approximately 500 feet from the nearest NSLU in unincorporated Riverside County, a single-family residence on Korbel Circle. The loudest piece of construction equipment at the nearest NSLU would be a grader, which would produce a noise level of 61 dBA L_{EQ} .

As discussed above, noise generated by construction is exempt from the County's exterior noise standards if construction is conducted outside the hours of 6:00 p.m. and 6:00 a.m. from June and September and 6:00 p.m. and 7:00 a.m. from October to May. Because construction would occur outside of these hours, construction noise impacts to nearby NSLUs would be less than significant.

Construction Traffic

Project construction traffic would be highest during a one-month period for site preparation and grading. This would result in approximately 58 average daily trips (ADT) for import and export of material. Assuming an eight-hour work day, eight trips per hour would be required. Exact routes the trucks would take is unknown at this time; however, trucks would likely use Winchester Road and Willows Avenue for site access. A general rule of thumb is that a doubling of traffic would cause a doubling in noise energy (a 3-dBA increase), which would be an audible increase in noise levels. Therefore, for construction traffic noise, a 3-dBA increase is considered significant.

These roadways currently have high levels of hourly traffic, with 3,977 trips on Winchester Road north of Willows Avenue, 3,363 trips on Winchester Road south of Willows Avenue, and 445 trips on Willows Avenue. The addition of eight hourly trips from construction traffic to these existing roadways would increase traffic by less than two percent on Willows Avenue, the roadway segment with the fewest trips. This increase would be much lower than the amount needed to double traffic. Therefore, the project's construction traffic would have a minor impact on noise and impacts would be less than significant.

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

Operational noise associated with the project would occur from the use of rooftop HVAC units, car wash operations, and off-site transportation noise.

HVAC

Specific HVAC planning information for the project, including unit types and locations, is not currently available. The grocery store building would require the largest and highest quantity HVAC units, due to its size and proposed use, and HVAC noise from this building would be the dominant noise source from project HVAC operation. For the potential neighborhood grocery store, which would be located approximately 375 feet from the park land use across Tualota Creek to the east, analysis is based on typical size and locations for HVAC units used in similar facilities, using a 10-ton Carrier Centurion Model 50 PG03-12. Standard HVAC planning assumes one ton of HVAC for every 350 SF of habitable space. Based upon the grocery store size of 31,900 SF, it was assumed that 91 tons of HVAC, or approximately ten 10-ton units, for the grocery store would be used. Conservatively assuming the ten 10-ton units would generate noise from the same location, they would produce a noise level of 55 dBA L_{EQ} at 50 feet. Therefore, at a distance of 375 feet to the nearby park land use, the HVAC units would generate noise levels of 38 dBA L_{EQ} . At this distance, the HVAC units would be below the County's daytime and nighttime allowable hourly limits of 55 dBA and 45 dBA, respectively. Additionally, per the County Noise Ordinance, noise generated by heating and air conditioning equipment are exempt. Therefore, no impacts from project HVAC units to off-site uses would occur.

Car Wash Operations

See Item 7(b) for discussion of the project's car wash noise to biologically sensitive habitat.

Operational Traffic

The proposed project is anticipated to generate traffic along Winchester Road, Willows Avenue, and Winchester Creek Road. To analyze the increase in noise levels from operation of the project, noise levels were calculated for these off-site roadways under the following scenarios: Existing, Existing + Project, Existing + Ambient + Cumulative, and Existing + Ambient + Cumulative + Project. A direct significant impact would occur if exterior and interior noise levels are exposed to a 3-dBA increase on roadways where the baseline noise level is less than 60 CNEL; a 2 dBA for roadways where the baseline noise level is 60-64 CNEL; and a 1 dBA for roadways where the baseline noise level is 65 CNEL or over. The nearest NSLUs to each roadway are single-family residences located approximately 50 to 100 feet from the roadway. As shown in the Acoustical Analysis Report (HELIX 2019b; Appendix I), noise levels would increase 0.1 to 0.2 CNEL at the nearest NSLUs along all segments, which would be well below the applicable 1 dBA to 3 dBA allowed increase. Therefore, direct off-site transportation noise impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Acoustical Analysis Report

Findings of Fact: Less Than Significant Impact. Groundborne vibration is a concern for projects that require heavy construction activity such as blasting, pile-driving, and operating heavy earth-moving equipment. Groundborne vibration can result in a range of impacts, from minor annoyances to people to major shaking that damages buildings. Typically, groundborne vibration generated by man-made sources attenuates rapidly with distance from the source of vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration-sensitive equipment.

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted as part of the project. The anticipated greatest source of vibration during project construction activities would be a vibratory roller, which may be used within 200 feet of the nearest off-site residence. A vibratory roller would create approximately 0.210 inch per second peak particle velocity (PPV) at a distance of 25 feet (Caltrans 2013). A 0.210 inch per second PPV vibration level would equal 0.021 inch per second PPV at a distance of 200 feet.¹ This would be lower than what is considered a “strongly perceptible” impact for humans of 0.1 inch per second PPV, and the structural damage impact to older residential structures of 0.5 inch per second PPV. Therefore, although a vibratory roller may be perceptible to nearby human receptors, temporary impacts associated with the roller (and other potential equipment) would be less than significant.

The proposed land uses do not include equipment that would generate substantial vibration. Therefore, no operational vibration impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

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

Findings of Fact: Less Than Significant Impact with Mitigation. The project site is located within an area of high paleontological resource sensitivity (County 2018). Implementation of the proposed project would involve grading and other ground-disturbing activities that would have the potential to destroy paleontological resources on-site.

¹ Equipment PPV = Reference PPV * (25/D)ⁿ (in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receiver in feet, and n = 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2013.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation/Monitoring: The following mitigation measures would be implemented to reduce impacts to a less-than-significant level.

PAL-1 Project Paleontologist: The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities.

PAL-2 Paleontological Resource Impact Mitigation Program: The Project Paleontologist shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

1. Description of the proposed site and planned grading operations.
2. Description of the level of monitoring required for all earth-moving activities in the project area.
3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
8. Procedures and protocol for collecting and processing samples and specimens.
9. Fossil identification and curation procedures to be employed.
10. Identification of the permanent repository to receive any recovered fossil material. Pursuant to the County of Riverside "Safeguard Artifacts Being Excavated in Riverside County (SABER) Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

11. All pertinent exhibits, maps, and references.
12. Procedures for reporting of findings.
13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting, and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery, and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

All reports shall be signed by the Project Paleontologist and all other professionals responsible for the report's content (e.g. Professional Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the office of the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, the Plan Check staff, the Land Use Counter, or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

POPULATION AND HOUSING Would the project:

29. Housing

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): N/A

Findings of Fact: No Impact. No residential uses are located on the project site, and no existing housing would be displaced as a result of the project. The project involves the construction and operation of a commercial retail center on a vacant site and would not displace people or require the construction of replacement housing. No impacts associated with displacing housing or people would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): Project Application Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: No Impact. The project is not anticipated to create a demand for additional housing because the project would not introduce a temporary or permanent population to the area. Workers associated with the proposed commercial retail center are anticipated to come from the existing population of the area. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. The project entails the development of a commercial retail center expected to serve the existing population. No residential uses or other land uses associated with directly impacting population growth are included with the project. Although the project would result in an increase in temporary construction jobs and permanent retail jobs, these jobs are expected to be filled by the existing population of the area. Additionally, the extension of Sky Canyon Drive would improve access within the existing community but would not induce population growth. Therefore, the project would not induce substantial direct or indirect population growth and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
30. Fire Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Safety Element

Findings of Fact: Less Than Significant Impact. Although the proposed commercial retail center would generate an increase in the number of on-site visitors beyond existing conditions (a vacant lot), a substantial increase in the number of calls for fire services is not expected. The project site is located in a developed area currently served by fire protection services, and project implementation would not require the construction of new, or the expansion of existing, fire facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

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

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

Findings of Fact: **Less Than Significant Impact.** Although the proposed commercial retail center would generate an increase in the number of on-site visitors beyond existing conditions (a vacant lot), a substantial increase in the number of calls for police services is not expected. The project site is located in a developed area currently served by police protection services, and project implementation would not require the construction of new, or the expansion of existing, police facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): GIS database

Findings of Fact: **No Impact.** The proposed project would not result in an increase in population, and therefore there would be no increased demand on schools.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: **No Impact.** The proposed project would not result in an increase in population, and therefore there would be no increased demand on libraries.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: **No Impact.** The proposed project would not result in an increase in population, and therefore there would be no increased demand for health services.

Mitigation: No mitigation is required.

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

RECREATION Would the project:

35. Parks and Recreation

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): N/A

Findings of Fact: **No Impact.** The proposed project does not include recreational facilities and would not generate residents who would require parks or other recreational facilities; no impacts would occur to such facilities.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): N/A

Findings of Fact: **No Impact.** The proposed project does not include housing and would therefore not generate residents who would require parks or other recreational facilities; no impacts would occur to such facilities.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): County General Plan Multipurpose Element Figure OS-3a

Findings of Fact: **No Impact.** According to Figure OS-3a, *Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas*, of the County General Plan Multipurpose Open Space Element (County 2011), the project site and surrounding areas are not within a park, recreation, open space, or community service district. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

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

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(s): South Area Plan Figure 8

Findings of Fact: **No Impact.** According to Figure 8, *Southwest Area Plan Trails and Bikeway System*, of the County's Southwest Area Plan, there are no recreational trails within or adjacent to the project site (County 2017a). Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:

37. Transportation

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Source(s): Sky Canyon Retail Center Traffic Impact Analysis (LLG 2020)

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** A Traffic Impact Analysis (TIA) was prepared for the proposed project (LLG 2020) to describe the existing intersection functions under current conditions and to analyze future intersection functions following implementation of the project. The study is summarized below, and the complete TIA is included in Appendix J of this Initial Study.

The TIA evaluated 10 key intersections which provide both local and regional access to the study area and were used to determine the potential traffic-related deficiencies associated with area growth, cumulative projects, and the proposed project. The key study intersections include:

1. Winchester Road/La Alba Drive (*City of Murrieta/Riverside County*)
2. Winchester Road/Hunter Road (*City of Murrieta/Riverside County*)
3. Winchester Road/Robert Trent Jones Parkway (*City of Murrieta/Riverside County*)
4. Winchester Road/Murrieta Hot Springs Road (*City of Murrieta/Riverside County*)
5. Winchester Road/Winchester Square Drive (*City of Temecula/Riverside County*)
6. Winchester Road/Willows Avenue (*City of Temecula/Riverside County*)
7. Winchester Road/Nicolas Road (*City of Temecula*)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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8. Winchester Road/Margarita Road (*City of Temecula*)

9. Winchester Road/Ynez Road (*City of Temecula*)

10. Sky Canyon Drive/Willows Avenue (*Riverside County*)

Intersection operating conditions are typically described in terms of LOS. LOS is a scale used to indicate the quality of traffic flow at intersections, with a range of LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). The County of Riverside, City of Murrieta, and City of Temecula criteria (City/County criteria) consider LOS "D" to be the minimum acceptable LOS for intersections.

Project Trip Generation

According to the TIA, the proposed project is expected to generate 4,976 daily trips, including 240 trips during the AM peak hour and 454 trips during the PM peak hour. After applying pass-by reduction factors (for vehicles that would be traveling in the area regardless of the proposed project facilities), the project is expected to generate a net of 4,309 daily trips, including 206 trips during the AM peak hour and 340 trips during the PM peak hour.

Existing With Project Intersection Operations

Intersection operations under the Existing and Existing With Project conditions are shown in Table 8, *Existing Intersection Operations*. As shown in the table, all intersections currently operate at an acceptable LOS (LOS D or better). With the addition of project-generated traffic, all intersections would continue to operate at an acceptable LOS.

**Table 8
EXISTING INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Existing With Project		Δ Delay ³
		Delay ¹	LOS ²	Delay	LOS	
Winchester Road/ La Alba Drive	AM	17.2	B	17.5	B	0.3
	PM	14.8	B	15.1	B	0.3
Winchester Road/ Hunter Road	AM	28.6	C	27.5	C	-1.1
	PM	17.8	B	18.2	B	0.4
Winchester Road/Robert Trent Jones Parkway	AM	12.3	B	12.3	B	0.0
	PM	28.7	C	29.1	C	0.4
Winchester Road/ Murrieta Hot Springs Road	AM	39.7	D	39.9	D	0.2
	PM	42.1	D	43.2	D	1.1
Winchester Road/ Winchester Square Drive	AM	10.5	B	10.5	B	0.0
	PM	21.9	C	21.5	C	-0.4
Winchester Road/ Willows Avenue	AM	19.8	B	22.4	C	2.6
	PM	22.9	C	30.3	C	7.4
Winchester Road/ Nicolas Drive	AM	41.2	D	40.5	C	-0.7
	PM	24.5	C	26.1	C	1.6
Winchester Road/ Margarita Road	AM	34.0	C	34.0	C	0.0
	PM	46.0	D	48.7	D	2.7

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 8
EXISTING INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Existing With Project		Δ Delay ³
		Delay ¹	LOS ²	Delay	LOS	
Winchester Road/Ynez Road	AM	32.3	C	32.2	C	-0.1
	PM	37.3	D	37.4	D	0.1
Sky Canyon Drive/ Willows Avenue	AM	DNE	N/A	13.5	B	N/A
	PM	DNE	N/A	23.7	C	N/A

Source: LLG 2020

¹ Average delay expressed in seconds per vehicle.

² Level of Service.

³ Change in delay due to project.

DNE = does not exist

N/A = not applicable

Future (Year 2022) Intersection Operations

To determine future (year 2022) intersection operations upon completion of the project, a background traffic growth factor of two percent per year was applied to existing traffic volumes. The ambient growth factor is intended to include unknown and future cumulative projects the in the study area and to account for regular growth in traffic volumes due to development outside of the study area. Traffic associated with 11 cumulative projects in the study area was also applied to existing traffic volumes in order to make a realistic estimate of future intersection conditions in the study area. Future (Year 2022) With Project intersection operations were then compared to existing intersection operations per County standards.

Intersection operations under the Future (Year 2022) With Project scenario are shown in Table 9, *Future (Year 2022) Intersection Operations*. As shown in the table, two intersections would operate at an unacceptable LOS:

- Winchester Road/Murrieta Hot Springs Road (LOS F during AM and PM peak hours)
- Winchester Road/Margarita Road (LOS E during PM peak hour)

Deficiencies at these two intersections would be potentially significant; therefore, mitigation measure TRA-1 would be implemented.

**Table 9
FUTURE (YEAR 2022) INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Future (Year 2022) With Project		Δ Delay ³
		Delay ¹	LOS ²	Delay	LOS	
Winchester Road/ La Alba Drive	AM	17.2	B	38.4	D	21.2
	PM	14.8	B	35.3	D	20.5
Winchester Road/ Hunter Road	AM	28.6	C	53.7	D	25.1
	PM	17.8	B	52.4	D	34.6

**Table 9
FUTURE (YEAR 2022) INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Future (Year 2022) With Project		Δ Delay ³
		Delay ¹	LOS ²	Delay	LOS	
Winchester Road/Robert Trent Jones Parkway	AM	12.3	B	15.2	B	2.9
	PM	28.7	C	48.4	D	19.7
Winchester Road/Murrieta Hot Springs Road	AM	39.7	D	85.8	F	46.1
	PM	42.1	D	122.5	F	80.4
Winchester Road/Winchester Square Drive	AM	10.5	B	11.5	B	1.0
	PM	21.9	C	25.4	C	3.5
Winchester Road/Willows Avenue	AM	19.8	B	28.3	C	8.5
	PM	22.9	C	45.9	D	23.0
Winchester Road/Nicolas Drive	AM	41.2	D	49.4	D	8.2
	PM	24.5	C	36.2	D	11.7
Winchester Road/Margarita Road	AM	34.0	C	35.5	D	1.5
	PM	46.0	D	65.9	E	19.9
Winchester Road/Ynez Road	AM	32.3	C	34.9	C	2.6
	PM	37.3	D	37.9	D	0.6
Sky Canyon Drive/Willows Avenue	AM	DNE	N/A	12.5	B	N/A
	PM	DNE	N/A	21.9	C	N/A

Source: LLG 2020

¹ Average delay expressed in seconds per vehicle.

² Level of Service.

³ Change in delay due to project.

DNE = does not exist

N/A = not applicable

Process Access Location Operations

The TIA analyzed LOS at the project's three proposed stop-controlled access driveways, which include a right-in/right-out only driveway along Winchester Road and two full-access driveways along Sky Canyon Drive. Table 10, *Project Access Location Operations*, shows the operations of the three access driveways under the Future (Year 2022) With Project scenario. These driveways would operate at an acceptable LOS.

Table 10 PROJECT ACCESS LOCATION OPERATIONS				
Intersection	Control Type	Peak Hour	Future (Year 2022) With Project	
			Delay ¹	LOS ²
Winchester Road at Project Driveway 1	One-Way Stop	AM	12.9	B
		PM	27.0	D
Sky Canyon Drive at Project Driveway 2	One-Way Stop	AM	8.9	A
		PM	9.1	A
Sky Canyon Drive at Project Driveway 3	One-Way Stop	AM	8.6	A
		PM	9.1	A
Source: LLG 2020				
¹ Average delay expressed in seconds per vehicle.				
² Level of Service.				

Recommendations

With implementation of TRA-1, deficiencies to the Winchester Road/Murrieta Hot Springs Road intersection and the Winchester Road/Margarita Road intersection would be less than significant:

TRA-1 Intersection Improvements: Prior to operation of the proposed project, the applicant shall implement the following improvements through the project's "fair share" contribution:

- **Winchester Road/Murrieta Hot Springs Road:** (1) restripe the west leg to include a third eastbound left-turn lane; (2) widen and restripe the east leg to include a third westbound through lane; (3) modify the existing traffic signal to include a southbound right-turn overlap and restrict eastbound U-turn movements on Murrieta Hot Springs Road; (4) modify the existing traffic signal to include a westbound right-turn overlap and restrict southbound U-turn movements on Winchester Road.
- **Winchester Road/Margarita Road:** (1) widen the south leg to provide a fourth northbound through lane; (2) widen the north leg departure to provide four receiving lanes; (3) modify the existing traffic signal.

With implementation of TRA-1, the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, including alternative modes of transportation. Accordingly, deficiencies would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), in relation to potential Vehicle Miles Traveled impacts?

☐
☐
☒
☐

Source(s): Traffic Impact Analysis; County Congestion Management Plan

Findings of Fact: **Less Than Significant Impact.** A VMT Assessment Technical Memorandum was prepared for the proposed project (LLG 2021) to analyze the project's consistency with the County of Riverside *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2020).The VMT Assessment Technical Memorandum is attached to this Initial Study as Appendix K. The proposed project is located within a “low VMT-generating TAZ” as provided in the County of Riverside 743 VMT Impact Screening Tool, which shows the VMT per worker of **11.32 VMT/worker** and lower than the County’s jurisdictional average of **14.24 VMT/worker**. In addition, the proposed land use is consistent with the existing land use in the surrounding area, which satisfies the secondary screening steps. Also, given that the project is considered local-serving and has no single store greater than 50,000 SF, the project will also screen out per the local-serving retail project screening criteria. Based on the discussion above, the proposed project would result in a less-than-significant transportation impact.

The proposed project would result in a less than significant impact based on the County of Riverside SB 743 VMT Impact Screening Tool, Transportation Analysis Guidelines, and local-serving retail project criteria.

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"/>
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Source(s): County Ordinance 461

Findings of Fact: Less Than Significant Impact. The proposed project would not include design features or incompatible features that would affect traffic safety. The project’s driveways along Winchester Road and Sky Canyon Drive would be designed and implemented to allow for safe ingress and egress. The extended portion of Sky Canyon Drive would be constructed consistent with County Ordinance 461, *Road Improvement Standards and Specifications*, which contains standards and requirements that would allow for safe roadway conditions. Therefore, the project would not increase hazards, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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"/>
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Source(s): N/A

Findings of Fact: Less Than Significant Impact. The project would involve the southward extension of Sky Canyon Drive from its current southern terminus to connect the roadway with Willows Avenue. This new 1,000-foot portion of Sky Canyon Drive would require typical roadway maintenance throughout its lifetime. Because maintenance already occurs on the existing portion of Sky Canyon Drive, and because the extension would be relatively minor, the impacts related to new roadway maintenance would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. Project construction traffic would be highest during a one-month period for site preparation and grading. This would result in approximately 58 ADT, or eight trips per hour, for import and export of material. Exact routes for the trucks are unknown at this time; however, trucks would likely use Winchester Road and Willows Avenue for site access. These roadways currently have high levels of hourly traffic, with 3,977 trips on Winchester Road north of Willows Avenue, 3,363 trips on Winchester Avenue south of Willows Avenue, and 445 trips on Willows Avenue. The addition of eight hourly trips to these existing roadways would increase traffic by less than two percent on Willows Avenue, which is the roadway segment with the fewest trips. Therefore, the project is not anticipated to cause an effect upon circulation during the project's construction, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Project Application Materials

Findings of Fact: No Impact. During construction, access to the project site itself would be limited, but access to the surrounding areas would be maintained. Upon completion of construction, emergency access to the site and surrounding areas would not be impacted by the project. In addition, the extension of Sky Canyon Drive would provide additional emergency access to the site and the surrounding area; no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Bike Trails

a) Include the construction or expansion of a bike system or bike lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Southwest Area Plan Figure 8

Findings of Fact: No Impact. According to Figure 8, *Southwest Area Plan Trails and Bikeway System*, of the County's Southwest Area Plan, there are no bike paths or recreational trails within or adjacent to the project site (County 2017a). Therefore, no impacts would occur.

Mitigation: No mitigation is required.

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

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

39. Tribal Cultural Resources

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Source(s): AB 52 Tribal Consultation

Findings of Fact: Less than Significant with Mitigation Incorporated. Tribal Cultural Resources (TCRs) are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources, as defined in subdivision (k) of Public Resources Code Section 5020.1, or determined to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1. As discussed in Item V.b, the presence of cultural resources, including TCRs, is not anticipated due to the disturbed nature of the project site, but the potential to encounter resources during ground-disturbing activities exists. Therefore, impacts would be potentially significant. Mitigation measures would be implemented to reduce impacts to a less-than-significant level.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on October 16, 2017. Consultations were requested by the Pechanga Band of Indians and the Rincon Band of Indians. The Soboba Band and the Pala Band deferred to closer tribes. There was no response from the Cahuilla, the Colorado River Indian Tribes, the Ramona Band or the Quechan. Pechanga requested to consult in a letter dated October 23, 2017. Project documents and exhibits were provided to Pechanga on November 09, 2017. Pechanga concluded consultation on August 29, 2018. Rincon requested consultation in a letter dated November 13, 2017. This project was discussed with Rincon on November 20, 2017. On November 23, 2018 the project conditions of approval were provided to Rincon and consultation was concluded on November 30, 2018. None of the tribes identified any Tribal Cultural Resources however, ground disturbing activities may impact previously unidentified subsurface resources. As such mitigation measures TCR-1 and TCR-2 have been incorporated into the project's conditions of approval and impacts would be less than significant with mitigation incorporated.

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

TCR-1 Native American Monitor: Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect, or halt ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

TCR-2 Discovery of Human Remains: If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with state Health and Safety Code Section 750.5.

UTILITIES AND SERVICE SYSTEMS Would the project:

40. Water

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

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Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. The anticipated amount of water consumption, wastewater generation, and stormwater generation would not necessitate the construction of new treatment facilities or the expansion of existing facilities, as the facilities serving the site were designed and built to accommodate the buildout of planned uses in the area, which includes a commercial retail center at the project site as proposed by the project. As such, no relocation, construction, or expansion of such facilities would be necessary to serve the project. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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Source(s): Project Application Materials, Eastern Municipal Water District

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Less Than Significant Impact. Businesses and landscaped areas as part of the retail center would require a water supply. The amount of water required, however, would not be substantial. In addition, the project is consistent with the General Plan, which anticipates water use and plans for future water supplies. As such, the existing entitlement under Eastern Municipal Water District (EMWD) would be sufficient to serve the proposed project and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

41. Sewer

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Project Application Materials, Eastern Municipal Water District

Findings of Fact: Less Than Significant Impact. Sewage transmission and collection facilities would be installed as part of the project to accommodate the project's wastewater and connect to the existing sewer system. The amount of water supplies required or wastewater generated, however, would not necessitate the construction of new treatment facilities or the expansion of existing facilities. Project-related wastewater flows would be conveyed through existing sewers serving the project site to the Temecula Valley Regional Water Reclamation Plant (TVRWRP) owned and operated by EMWD, which has a current tertiary treatment capacity of 23 million gallons per day (mgd), and treats an average of 14 mgd. Thus, with available treatment capacity of approximately 7 mgd at the TVRWRP, the project's wastewater generation would not exceed the available capacity of this facility. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Eastern Municipal Water District

Findings of Fact: Less Than Significant Impact. The amount of wastewater generated by the project would be minimal and within the existing available capacity of the TVRWRP, and therefore implementation of the project would not require a determination by the wastewater treatment provider regarding adequate capacity. Impacts would be less than significant.

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

Monitoring: No monitoring is required.

42. Solid Waste

a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Project Waste Recycling Plan

Findings of Fact: Less Than Significant Impact. Per the Waste Recycling Plan prepared for the project (County, 2017b), construction activities would divert up to 99 percent of construction and demolition debris, which would minimize the need for additional landfill capacity for construction waste. Operation of the proposed retail center would be comparable to that of similar retail uses and also would implement commercial recycling programs as required by the County's Integrated Waste Management Plan. Operation of the proposed project is not anticipated to exceed the disposal capacity of the landfill(s) serving the project area. The proposed project, during both construction and operation, would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Accordingly, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

43. Utilities

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

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

Source(s): Project Application Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Less Than Significant Impact. The project would connect to existing utilities for electricity, natural gas, and communications within adjacent roadways. The project would construct new storm water drainage systems within the proposed development and would install street lighting within the project's parking areas. Because construction of these utilities would occur within the project boundaries, associated impacts have been analyzed throughout this ISMND. The project would not affect these facilities in a manner that would require or result in the construction of new or expansion of existing off-site facilities. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

44. Wildfire Impacts

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. Construction of the project would not require road closures, and emergency access routes to all parts of the surrounding community would be maintained. Operation of the project would not interfere with emergency plans. In addition, the extension of Sky Canyon Drive would provide an additional evacuation route in the project area. Therefore, impacts to emergency plans would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

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

Findings of Fact: Less Than Significant Impact. Except for the undeveloped parcel of land to the south of the project site, land in the vicinity of the project site is predominately developed and not at risk from wildland fires. In addition, the project site is not located within a fire hazard severity zone (County 2017a). The project site is already served by all utilities and services, and the extension of Sky Canyon Drive to connect to Willows Avenue is a relatively short segment within a larger street network that is already constructed in the area. As such, the construction of this segment of Sky Canyon Drive would not be expected to increase wildfire risks in the area. Therefore, project implementation would not 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. The project would require the use of gasoline and diesel fuel. Although the project involves the use of petroleum gasoline, standards that currently exist in California help to ensure the risk of an accident would be minimized (National Fire Protection Association [NFPA] 2018). Further, given the developed nature of the surrounding area, lack of proximate significant natural vegetation areas, availability of fire protection services and facilities in the area, and lack of significant slope areas on-site, impacts related to wildland fire hazards would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review, Project Application Materials

Findings of Fact: Less Than Significant with Mitigation Incorporated. The project may result in potentially significant impacts to burrowing owls, least Bell’s vireo, southern willow scrub, and nesting birds. Impacts would be mitigated to less-than-significant levels through implementation of mitigation measures BIO-1 and BIO-4, as identified in Section IV. The project may also result in potentially significant impacts to unknown archaeological, tribal, and paleontological resources. However, potential

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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degradation of the quality of the environment would be reduced to below a level of significance through implementation of mitigation measures CUL-1 through CUL-6, as identified in Section V.

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

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Source(s): Staff Review, Project Application Materials, County General Plan EIR

Findings of Fact: Less Than Significant with Mitigation Incorporated. The County General Plan EIR (County 2015c) considered cumulative impacts associated with increased development in the County. The EIR identified potentially significant cumulative impacts in the following areas: population and housing, aesthetics, agriculture and forestry resources, air quality, GHGs, cultural and paleontological resources, geology and soils, hazardous materials and safety, noise, parks and recreation, public facilities, transportation and traffic, and water resources. The project's potential contributions to these impacts to these areas are discussed below.

Population and Housing: Potentially significant impacts to population and housing were identified in the County General Plan EIR from the direct and indirect inducement of population growth. The project does not include housing and would not directly induce population growth. Jobs created by the project are expected to be filled by the existing local population. Therefore, the project would not contribute a cumulatively considerable impact to population and housing.

Aesthetics: Potentially significant impacts to aesthetics were identified in the County General Plan EIR from adverse effects on scenic vistas and scenic resources within state Scenic Highways, as well as from adverse light and glare effects. Because the project site is not located within the immediate vicinity of notable mountains or ridgelines, and because public views from the project area and surrounding roadways are limited, the project would not result in an adverse effect on scenic vistas. The project would not impact scenic resources within a state Scenic Highway as the portion of SR-79 along which the project is located is neither a designated nor an eligible scenic highway. The project would introduce new lighting sources to the project site; however, light fixtures would comply with the County Light Pollution Ordinance (County 1988) and the Mt. Palomar Nighttime Lighting Policy so that the project would not contribute a substantial new source of light. Therefore, the project would not contribute a cumulatively considerable impact to aesthetics.

Agriculture and Forestry Resources: Potentially significant impacts to agriculture and forestry resources were identified in the County General Plan EIR from the conversion of designated Farmlands and the encroachment on or conflict with existing agricultural uses. Although the site is designated as Farmland of Local Importance, it is not currently used for agriculture nor is it zoned for agricultural use, and the project would not result in the conversion of farmland. Therefore, the project would not contribute a cumulatively considerable impact to agriculture and forestry resources.

Air Quality: Potentially significant impacts to air quality were identified in the County General Plan EIR from conflict with air quality plans, air pollutant emissions, and exposure of sensitive receptors to air

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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pollutants. The project would be consistent with the local AQMP, and criteria pollutant emissions from the project would not exceed SCAQMD thresholds. In addition, the project would not result in a cumulatively considerable air quality impact with a project identified in the vicinity, the Murrieta Hot Springs Road Widening Project. This is because it would not be possible for a sensitive receptor to be downwind of both projects at the same time, due to their location. Therefore, the project would not contribute a cumulatively considerable impact to air quality.

GHGs: Potentially significant impacts related to GHGs were identified in the County General Plan EIR from the generation of GHGs and potential to conflict with GHG reduction plans/policies. With implementation of measures identified in the Screening Table for GHG Implementation Measures for Commercial Development completed for the project, the project's GHG emissions would be reduced and the project would be consistent with the County CAP. Therefore, the project would not contribute a cumulatively considerable impact related to GHGs.

Cultural and Paleontological Resources: Potentially significant impacts to cultural and paleontological resources were identified in the County General Plan EIR from the destruction of archaeological or paleontological resources. The project's potentially significant impacts to cultural and paleontological resources would be mitigated through CUL-1 through CUL-4, TCR-1 and TCR-2, and PAL-1 and PAL-2. With mitigation, the project would not contribute a cumulatively considerable impact to cultural and paleontological resources.

Geology and Soils: Potentially significant impacts related to geology and soils were identified in the County General Plan EIR from exposure of people to strong seismic ground shaking and landslides. Through incorporation of applicable seismic loading standards pursuant to the IBC and CBC, as well as the recommendations of the project's Geotechnical Investigation (LGC GeoEnvironmental, Inc. 2017a), the project would not expose people to substantial adverse effects related to seismic ground shaking. In addition, the project site is not located in an area subject to landslides. Therefore, the project would not contribute a cumulatively considerable impact related to geology and soils.

Hazardous Materials and Safety: Potentially significant hazardous materials and safety impacts were identified in the County General Plan EIR from exposure of people or structures to wildland fires. The project site is not located within a fire hazard severity zone (County 2017a). Therefore, the project would not contribute cumulatively considerable hazardous materials and safety impacts.

Noise: Potentially significant noise impacts were identified in the County General Plan EIR from the generation of temporary and permanent noise. Noise generated during construction and operation of the project would be in compliance with the County Noise Ordinance and County General Plan. Therefore, the project would not contribute a cumulatively considerable noise impact.

Parks and Recreation: Potentially significant impacts to parks and recreation were identified in the County General Plan EIR from an increase in the use of existing parks and recreational facilities resulting in this substantial physical deterioration. The project would not induce population growth and would therefore not result in the increased use of parks and recreational facilities. Thus, the project would not contribute a cumulatively considerable impact to parks and recreation.

Public Facilities: Potentially significant impacts to public facilities were identified in the County General Plan EIR from the needs for new fire protection, law enforcement, school, library, and medical facility

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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services. The project would not induce population growth and would therefore not result in an increased demand for such services. Thus, the project would not contribute a cumulatively considerable impact to public facilities.

Transportation and Traffic: Potentially significant impacts to transportation and traffic were identified in the County General Plan EIR from roadway and intersection congestion and decreased LOS. Operation of the project would add vehicles to the surrounding roadways; however, with implementation of mitigation measure TRA-1, the project would not result in decreased LOS under current or future conditions. Therefore, the project would not contribute a cumulatively considerable impact to transportation and traffic.

Water Resources: Potentially significant impacts to water resources were identified in the County General Plan EIR from an insufficient water supply, groundwater depletion, and runoff resulting in erosion, siltation, and pollution. Because the project is consistent with the County General Plan land use designation for the site, which takes into account water requirements, the project would not result in the unplanned for or excessive use of water. Through incorporation of on-site water quality basins, runoff from the site would be able to percolate to the groundwater table. The basins would also reduce on- and off-site erosion, siltation, and water pollution. Therefore, the project would not result in a cumulatively considerable impact to water resources.

As described above, with mitigation the proposed project would not result in a cumulatively considerable increase to cumulative impacts within the County. Therefore, impacts would be less than significant with mitigation.

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

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Source(s): Staff Review, Project Application Materials

Findings of Fact: Less Than Significant Impact. The proposed project would cause an increase in ambient noise levels during construction and operation; however, project-generated noise would be in compliance with local ordinances and would not adversely affect humans. Hazardous materials used during construction and operation of the project would be used, handled, and stored in compliance with applicable regulations. Impacts would be less than significant.

III. EARLIER ANALYSES

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

Earlier Analyses Used, if any: N/A

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

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

VII. AUTHORITIES CITED

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