

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

for

Assessor's Parcel Number 963-070-052

Plot Plan No. 210004

Lead Agency:

County of Riverside

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Appendix C: *French Valley Jack in the Box Project, General Biological Resources Assessment Report*, prepared by Barrett's Biological Surveys, 10-15-2021

Appendix D: *Phase I Archaeological Assessment, French Valley Industrial Park Near the City of Murrieta, Riverside County, California*, prepared by CRMTECH, 6-7-2016

Appendix E: *French Valley Fast Food Restaurants Energy Conservation Analysis County of Riverside*, prepared by RK Engineering Group, Inc., 8-25-2021

Appendix F1: *Preliminary Geotechnical Interpretive Report*, prepared by CW Soils, 7-23-2019

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Appendix G: *Phase I Environmental Site Assessment Report, Murrieta, California*, prepared by Geocon West, Inc., 4-26-2016

Appendix H1: *Preliminary Hydrology Study for French Valley Development*, prepared by Commercial Development Resources, 2-18-2021

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Appendix I: *French Valley Fast Food Restaurants Noise Impact Study County of Riverside*, prepared by RK Engineering Group, Inc., 3-12-2021

Appendix J1: *Jack in the Box Traffic Impact Analysis*, prepared by Trames Solutions, Inc., 9-23-2019

Appendix J2: *JIB French Valley Trip Generation Comparison and Vehicle Miles Evaluation*, prepared by Trames Solutions, Inc., 10-2-2020

Appendix K: Project Plans, 3-2021

Appendix L: Site Photos, Prepared by MFCS, Inc., 3-30-2021

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Commonly Used Abbreviations and Acronyms

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

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

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

Environmental Assessment (CEQ / EA) Number: CEQ 200100

Project Case Type (s) and Number(s): Plot Plan (PPT) 210004 and Tentative Parcel Map (TPM) 37990

Lead Agency Name: Riverside County Planning Department

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

Contact Person: Evan Langan, Urban/Regional Planner IV

Telephone Number: 951-955-3024

Applicant's Name: DMSD Property, LLC, David Beshay

Applicant's Address: 41856 Ivy Street, Suite 201, Murrieta, CA 92562

I. PROJECT INFORMATION

Project Description:

Overview

The proposed Project includes a Plot Plan for the development of two (2) freestanding drive through restaurants and an associate Tentative Parcel Map on approximately 2.17 acres. The site is bounded by commercial uses to the north, industrial uses to the east, Winchester Road to the west (and City of Murrieta Business Park Zoning across Winchester Road) uses to the west, and industrial uses to the south; located in the County of Riverside, State of California, and known as Assessor's Parcel Number 963-070-052. Reference **Figure 1, Regional Location Map** and **Figure 2, Vicinity Map**.

Plot Plan

Plot Plan (PPT) 210004 proposes the development of two (2) freestanding drive through restaurants. Building 1 (Jack in the Box) has an area of 2,743 square feet and Building 2 (Taco Bell) has an area of 2,104 square feet with a shared parking lot having 67 stalls. Reference **Figure 3, Site Plan**.

Tentative Parcel Map

Tentative Parcel Map (TPM) 37990 proposes to divide 2.16 acres into two parcels for commercial purposes. Parcel 1 will be .99 acres, and Parcel 2 will be 1.17 acres.

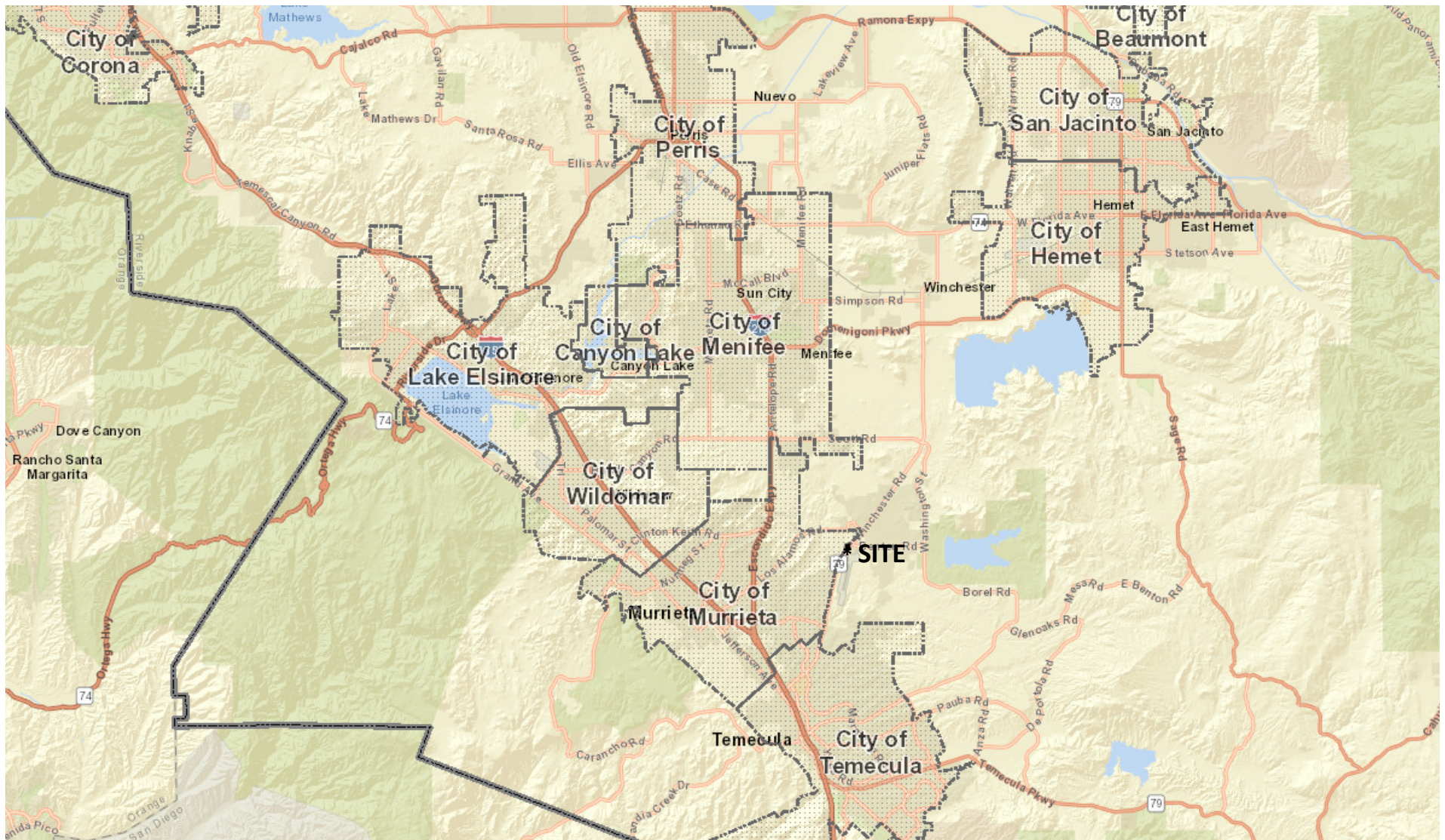
Building Materials

The proposed architectural design is intended to blend harmoniously with the existing nature of the area while incorporating existing brand name (Taco Bell and Jack in the Box) architectural features. Reference **Figures 4a - 4d, Elevations**.

Landscaping

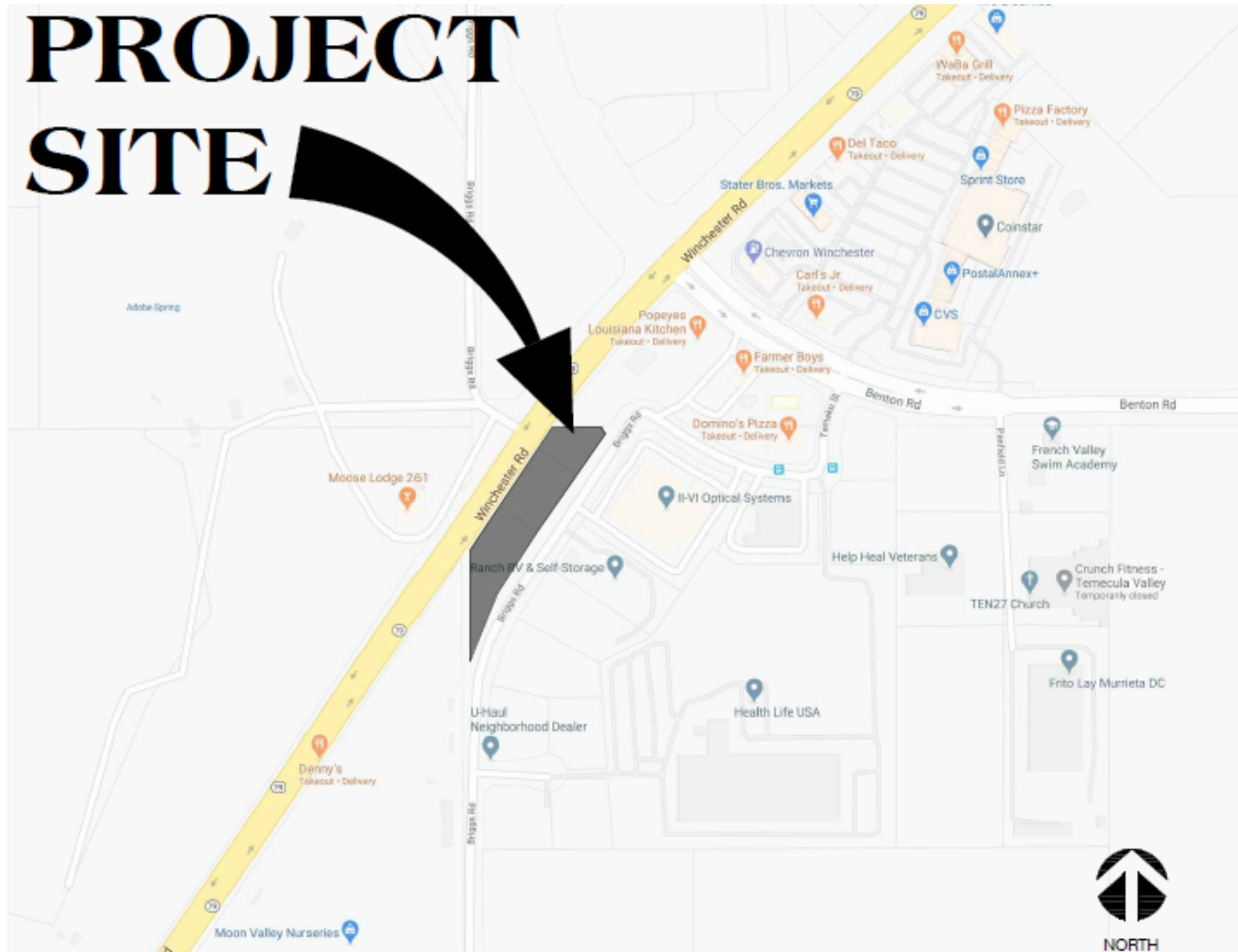
Project landscaping includes drought tolerant plant species. Trees are of the evergreen and deciduous varieties. Landscape is provided throughout the Project, as well as along the Project perimeters and roadways. Approximately 49,071 sq. ft., or 52% of the Project site of the Project is landscaped.

**FIGURE 1
REGIONAL LOCATION MAP**



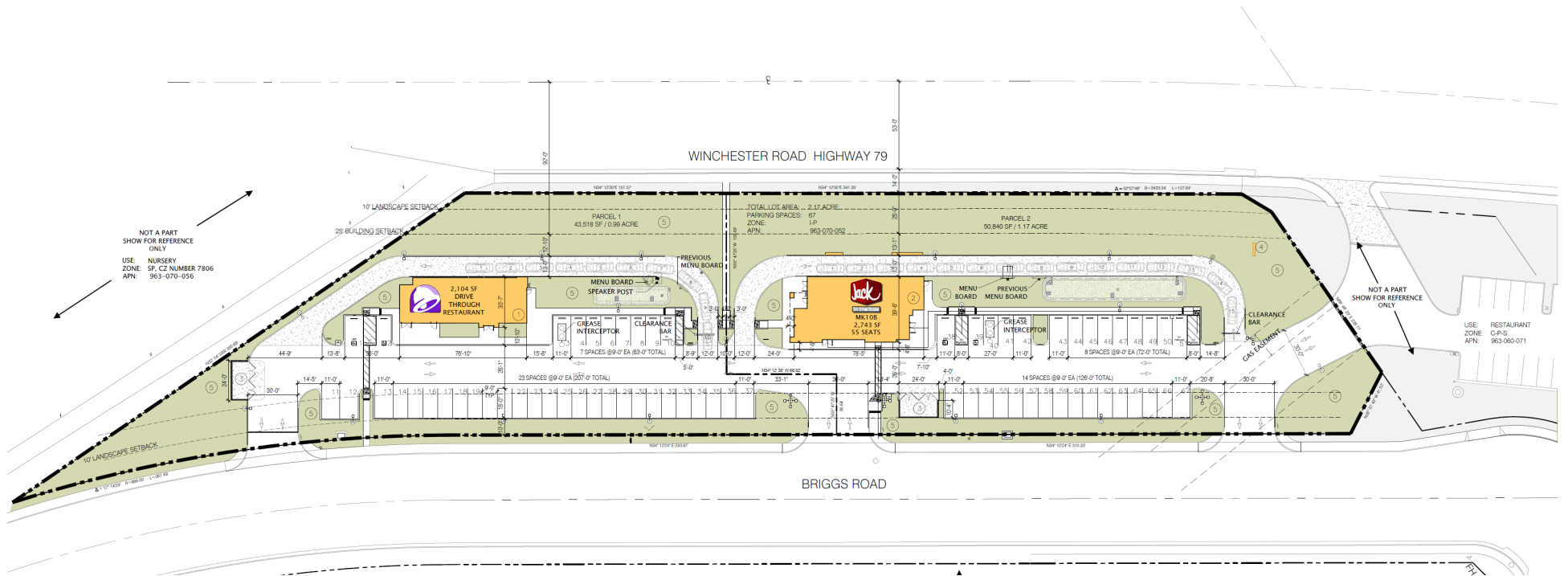
Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

**FIGURE 2
VICINITY MAP**



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

**FIGURE 3
SITE PLAN**

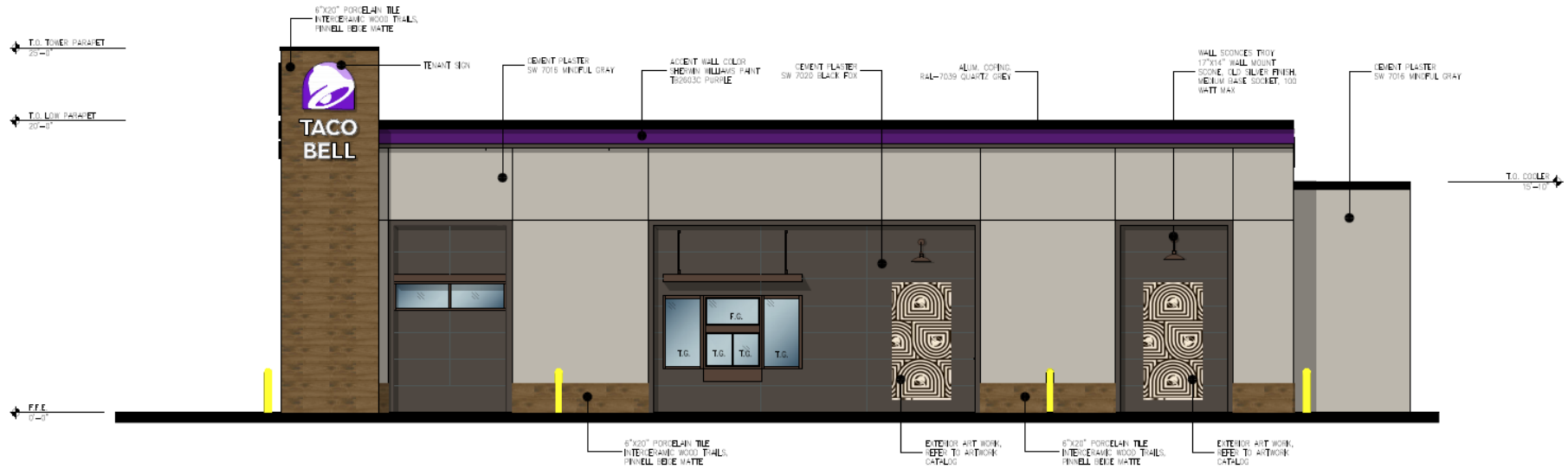


Source: Project Plans (Appendix K)



*** SITE**

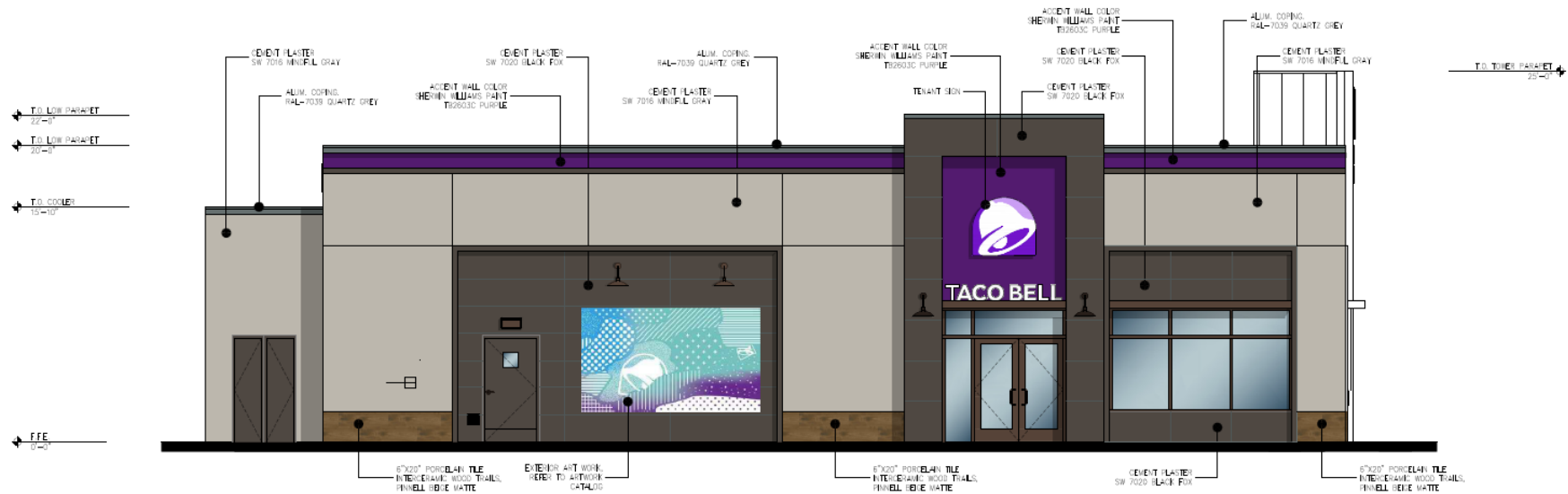
**FIGURE 4a
ELEVATIONS**



WEST ELEVATION

SCALE: 1/4" = 1' - 0"

1

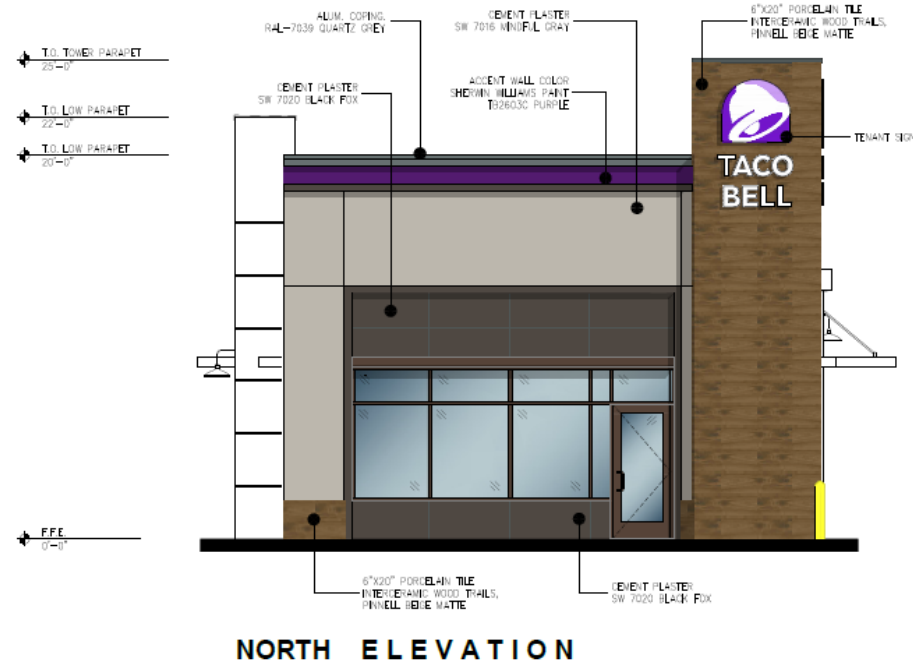


EAST ELEVATION

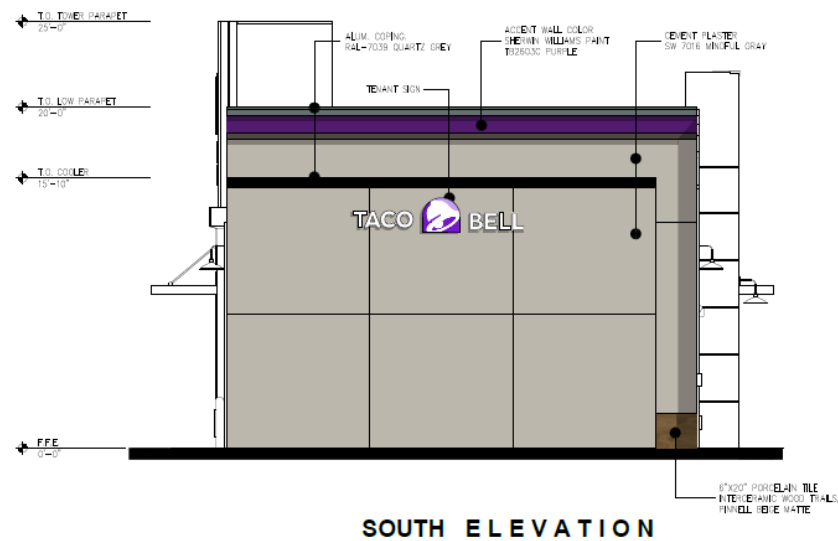
SCALE: 1/4" = 1' - 0"

1

**FIGURE 4b
ELEVATIONS**



2



2

**FIGURE 4c
ELEVATIONS**



NORTH ELEVATION

SCALE: 1/4" = 1' - 0"

①

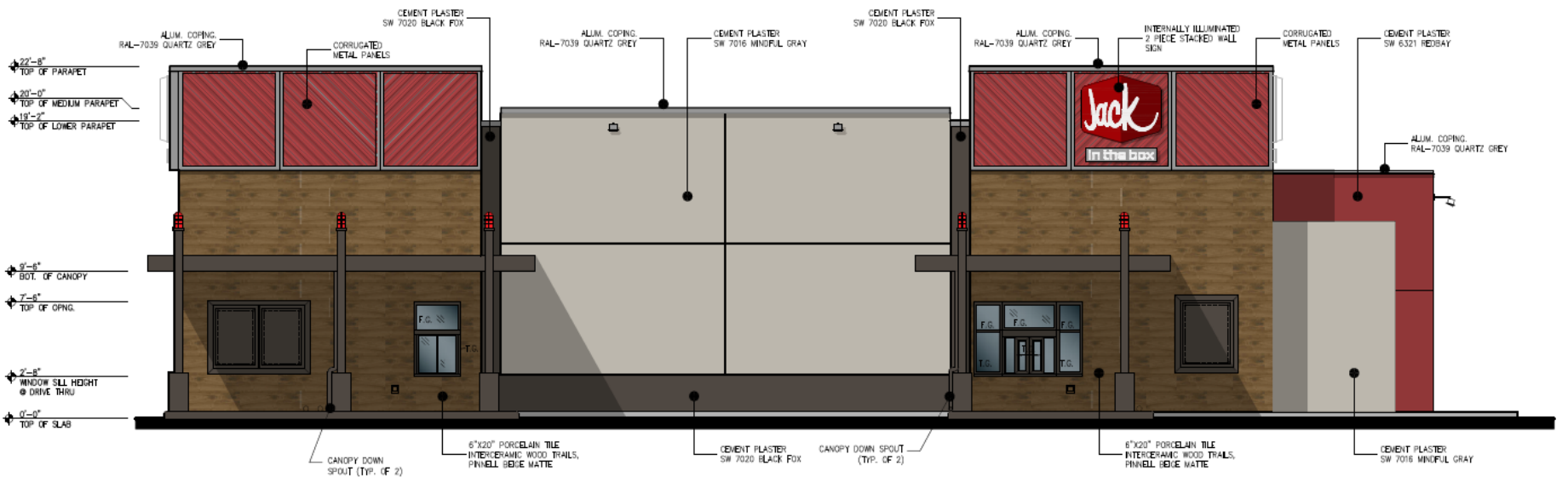
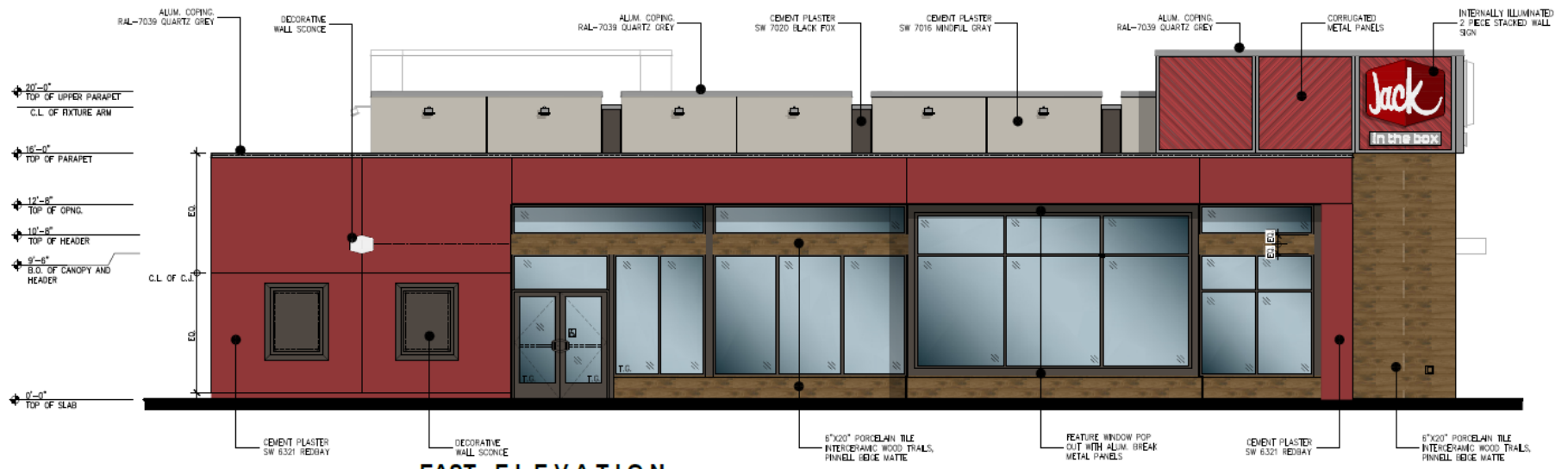


SOUTH ELEVATION

SCALE: 1/4" = 1' - 0"

①

**FIGURE 4d
ELEVATIONS**



Circulation

The proposed Project will have one (1) point of access off Winchester Road, at the northeastern part of the site. There will be three (3) entry driveways located along Briggs Road. Pedestrian access is provided per ADA requirements.

Grading

The site will be graded including an anticipated 3,287 cubic yards (CY) of cut and 249 CY of fill, resulting in 3,038 CY of exported soil.

Utilities

Water and sewer services to the Project site will be provided by the Eastern Municipal Water District (EMWD) which has an existing 12" water line and existing sewer lines located along the Project site's Briggs Road frontage. Natural gas service is provided by Southern California Gas, electricity by Southern California Edison, telephone by Verizon, and cable by Time Warner. All dry utility service providers have existing service lines in or along Briggs Road adjacent to the Project site.

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

Total Project Area:

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 2.17	Lots: 1	Sq. Ft. of Bldg. Area: 4,847	Est. No. of Employees: 10 per shift
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other (Agricultural): _____	Other (Undisturbed): _____		

A. Assessor's Parcel No(s): 963-070-052

B. Street References: East of Winchester Road and west of Briggs Road

C. Section, Township & Range Description or reference/attach a Legal Description: Section 6 Southeast, Township 7 South, Range 2 West

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

The project area is situated near the southern tip of the French Valley, a northerly offshoot of the larger Temecula Valley, which is surrounded by the Santa Ana Mountains on the northwest, the San Jacinto Mountains on the northeast, and the Santa Rosa Plateau on the south. Small valleys interspersed with rolling hills, rugged mountain ridges, and boulder outcrops characterize the geographic setting of the region.

The project area is located in a semi-rural area that is largely surrounded by suburban residential tracts developed in recent decades. Existing land uses in the project vicinity include several industrial uses, rural residences, a commercial nursery, and a shopping center, mixed with other parcels of vacant land. The project area was evidently once under agricultural use but is currently fallow. The terrain on the property is relatively level, with elevations ranging approximately from 1,340 feet to 1,350 feet above mean sea level (AMSL). Reference **Figure 5, Aerial Photo**.

**FIGURE 5
AERIAL PHOTO**



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

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The Project is an allowed use in the I-P Zone as well as the Business Park land use designation in the Southwest Area Plan (SWAP); and the General Plan. All other land use designations and other applicable land use policies within the General Plan, in particular reference policies LU 3.1 a-g and LU 4.1 a-v.
2. **Circulation:** Adequate circulation facilities exist to serve the Project. The proposed Project meets with all other applicable circulation policies of the General Plan. Please reference General Plan Policies C 2.2, 2.3, and 2.4.
3. **Multipurpose Open Space:** Although the Project Site lies within MSHCP Cell Criteria Area No. 5778, no natural open space land was required to be preserved within the boundaries of this Project. The Project does not contain any riparian/riverine areas. The proposed Project meets with all other applicable Multipurpose Open Space element policies, in particular Policies OS 3.3, 3.4, and 18.1.
4. **Safety:** The proposed Project is not located within a flood plain, is in a subsidence susceptible area, has a low risk of liquefaction, is not in a fault zone, and is in a very high fire area. The proposed Project has allowed for sufficient provision of emergency response services to the Project through the Project design and payment of development impact fees. The proposed Project meets with all other applicable Safety element policies, particularly S 4.2 a-d and S5.1 a-f.
5. **Noise:** Sufficient mitigation against any foreseeable noise sources in the area have been provided for in the design of the Project. The Project is not expected to result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Although there are sensitive receptors within ½ mile of the Project site, the receptors are separated from the Project by other noise sources (State Highway 79, other buildings, residential sound walls, etc. The Project meets all other applicable Noise Element Policies, in particular Policies N 1.6, 1.7, 3.5 and 3.7.
6. **Housing:** The proposed Project shall create no housing. This does not apply.
7. **Air Quality:** The proposed Project has been conditioned to control any fugitive dust during grading and construction activities. The proposed Project meets all other applicable Air Quality element policies. It should be noted that most of the General Plan Policies pertaining to Air Quality elucidate the County's commitment to improving air quality in the region; however, policies AQ 4.7 and 20.14 are implemented by this Project.
8. **Healthy Communities:** The Project does not conflict with any policy of the Healthy Communities Element of the General Plan.

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

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Business Park

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):** SWAP
- 2. Foundation Component(s):** Community Development
- 3. Land Use Designation(s):** Business Park

North: Commercial Retail

South: Business Park

East: Business Park

West: Business Park (within the City of Murrieta)

Reference **Figure 6, General Plan Land Use Designations.**

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

I. Existing Zoning: Industrial Park

J. Proposed Zoning, if any: Same

K. Adjacent and Surrounding Zoning:

North: Commercial

South: Specific Plan

East: Industrial Park

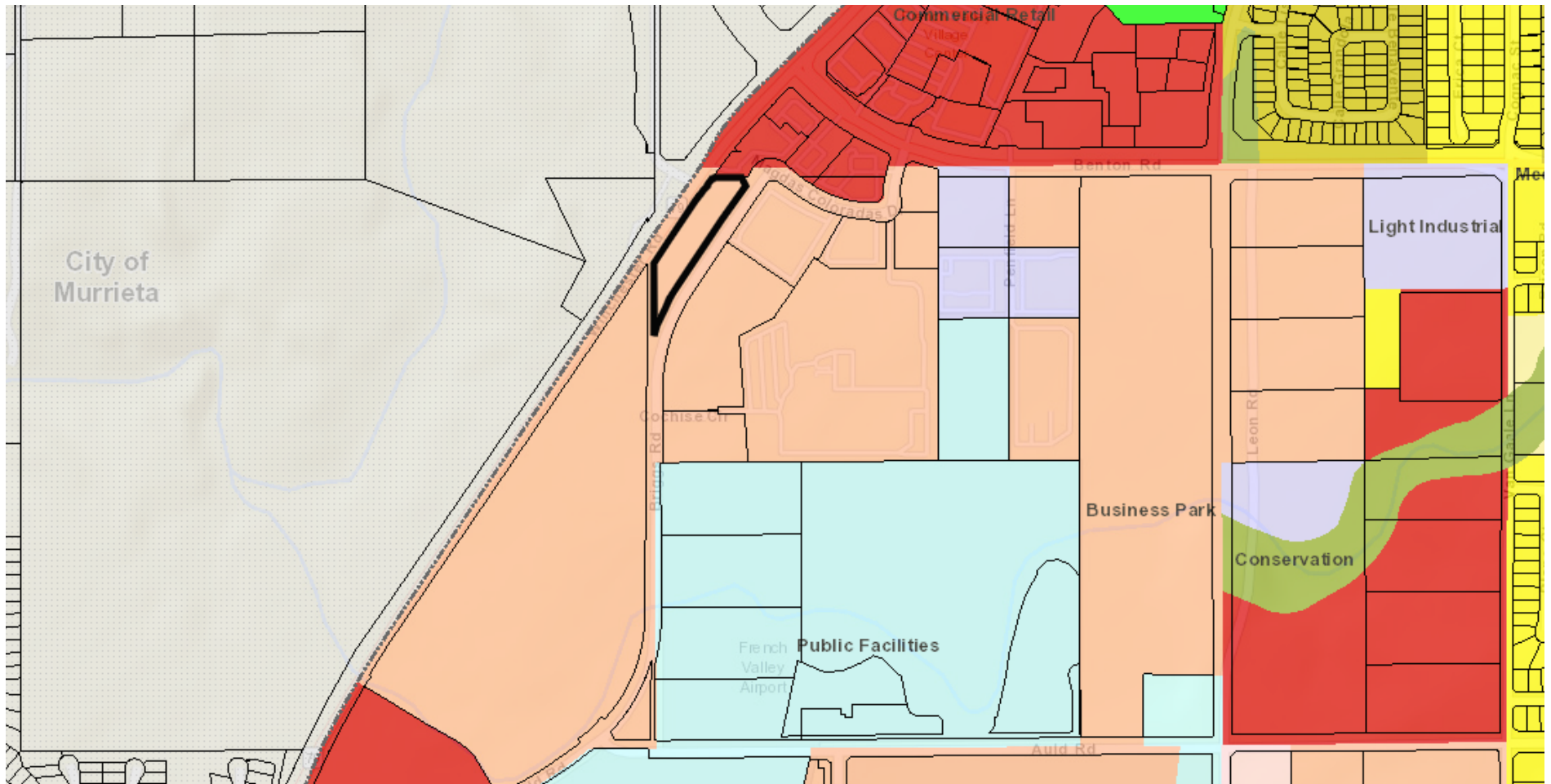
West: Business Park (within the City of Murrieta)

Reference **Figure 7, Zoning Classifications.**

Other public agencies whose approval may be required:

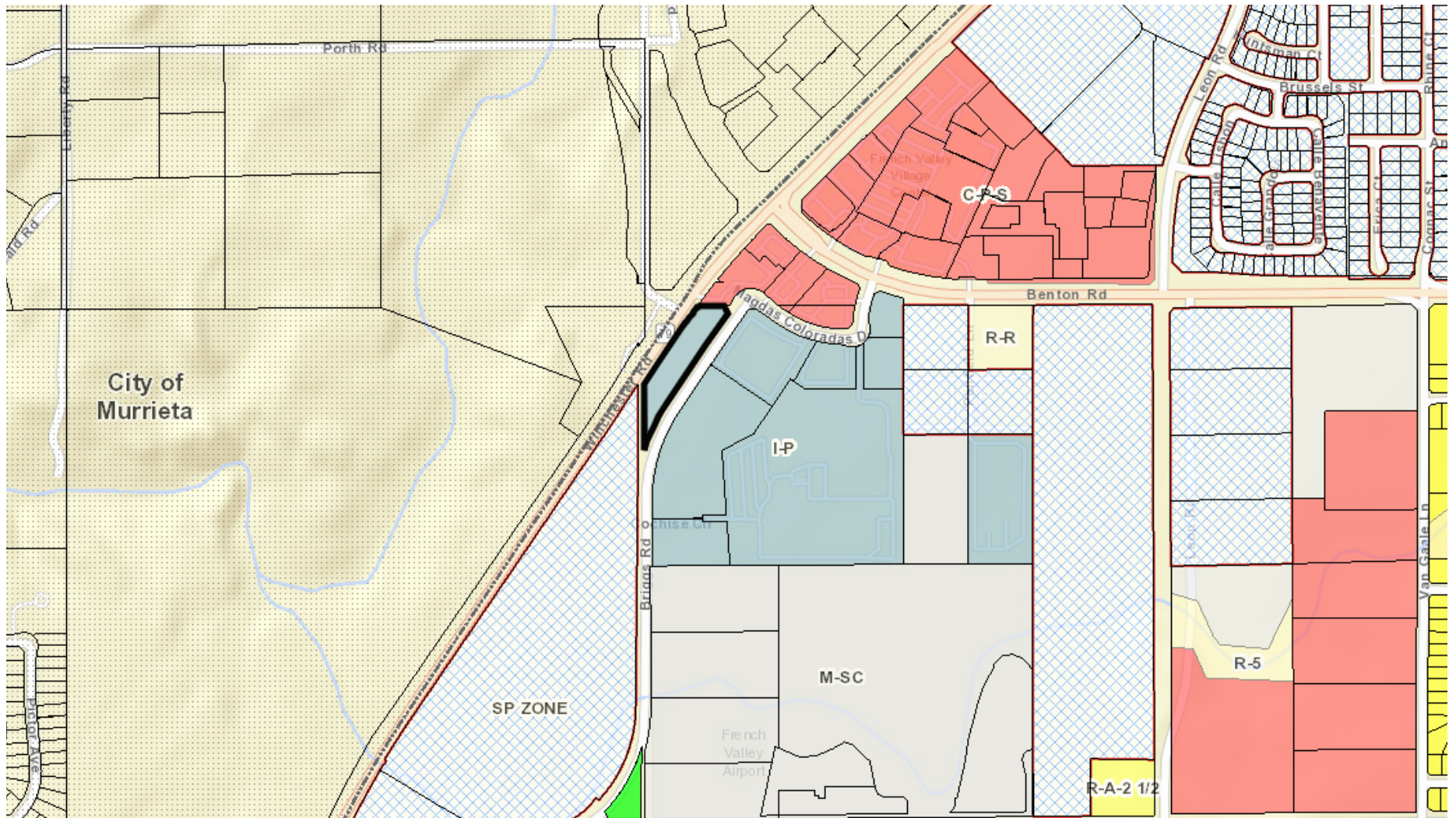
- South Coast Air Quality Management District
- Riverside County Airport Land Use Commission
- Riverside County Flood Control and Water Conservation District
- Riverside County Transportation Department
- Eastern Municipal Water District
- Riverside County Department of Environmental Health
- Regional Water Quality Control Board, Santa Margarita Region
- Caltrans

**FIGURE 6
GENERAL PLAN LAND USE DESIGNATIONS**



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

**FIGURE 7
ZONING CLASSIFICATIONS**



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

I-P: INDUSTRIAL PARK
 C-P-S: SCENIC HIGHWAY COMMERCIAL
 R-R: RURAL RESIDENTIAL
 M-SC: MANUFACTURING SERVICE COMMERCIAL
 SP ZONE: SPECIFIC PLAN ZONE

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED	
<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED	
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
<input type="checkbox"/>	I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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

Evan Langan, Urban/Regional Planner IV

For: John E. Hildebrand
Planning Director

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): *Map My County (Appendix A); Project Plans (Appendix K); Southwest Area Plan (SWAP) – SWAP Figure 9, Southwest Area Plan Scenic Highways; Riverside County General Plan (General Plan); Site Photos, prepared by Matthew Fagan Consulting Services, Inc., 3-30-2021 (Appendix L); Google Maps; and Figure 6, General Plan Land Use Designations.*

Findings of Fact:

Aesthetics generally refer to the identification of visual resources, the quality of one's view, and/or the overall visual perception of the environment. The issue of light and glare is related to both the creation of daytime glare due to the reflection of the sun (such as on glass surfaces) and/or an increase in nighttime ambient lighting levels (such as from building lights, streetlights, and vehicle headlights). The Project site is located within the Southwest Area Plan (SWAP), one of nineteen (19) planning areas within the County of Riverside's General Plan.

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

No Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site is located in southwest Riverside County within the Southwest Area Plan (SWAP). According to the SWAP, there are three (3) highways in the planning area that have been designated as either State or County Eligible Scenic Highways:

- Interstate 215 (I-215) and State Route 79 South (SR-79S; Temecula Parkway) are designated as Eligible County Scenic Highways; and
- Interstate 15 (I-15) is designated as an Eligible State Scenic Highway.

The Project site is located approximately 3.0 miles east of I-215, approximately 4.6 miles northeast of I-15, and approximately 7.8 miles north of SR-79S, at its closest point. The Project site is not located in proximity to any of these three designated scenic highways and would not be visible from a scenic highway corridor because of the distance and terrain in between.

Therefore, implementation of the proposed Project will not have a substantial effect upon a scenic highway corridor within which it is located. No impacts will occur.

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

Less Than Significant Impact

The Project site is located in an unincorporated suburban area of southwest Riverside County known as French Valley. Access to the Project site is provided by three driveways along Briggs Road. The Project site elevation varies from approximately 1,344 feet (minimum) to 1,348 feet (maximum) above mean sea level (AMSL), as shown in *Map My County*.

On-site vegetation includes disturbed vacant lot with ruderal vegetation. This type of vegetation is typical of properties that have already been disced, cleared, graded, or otherwise altered.

The Project site plan proposes two drive-through restaurants with ancillary parking and landscaping areas.

On-site conditions at the Project site do not include scenic resources, including, but not limited to, rock outcroppings and unique or landmark features (these features do not exist on the Project site).

Due to the location and topography of the Project site, the proposed Project will not obstruct any prominent vistas, views of surrounding rural estate-residential and vineyard uses or result in the creation of an aesthetically offensive site open to public view. The immediate vicinity and surrounding area are primarily rural-agricultural in nature and there are no unique landforms on the Project site or the immediate environs. Long distance views to surrounding hills and mountains will not be obscured by the Project because of the bulk and height of the buildings would be considered as typical development for the surrounding area, which would not substantially obstruct distant views. The architectural design elements of the buildings would be reviewed and approved by the County so that building materials, paint colors and landscaping would not create an aesthetically offensive development.

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

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

Less Than Significant Impact

Refer to response 1 b) above. The Project site is located in an urbanized area. The proposed Project is being designed in compliance with the General Plan and the Southwest Area Plan . Therefore, the Project will not conflict with applicable zoning and other regulations governing scenic quality. Any impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

2. Mt. Palomar Observatory

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

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

Findings of Fact:

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

Less Than Significant Impact

According to the SWAP (Figure 6, SWAP Mt. Palomar Nighttime Lighting Policy Area); the Project site is located within Zone B of the designated Special Lighting Area that surrounds the Mt. Palomar Observatory. At its closest point the Project site is approximately 22.1 miles northwest from the Observatory.

The following policy is contained in the SWAP:

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

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

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

3. Other Lighting Issues

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

Source(s): *Map My County (Appendix A); Southwest Area Plan (SWAP), Figure 6, SWAP Mt. Palomar Nighttime Lighting Policy Area; Ordinance No. 655; and Ordinance No. 915 (An Ordinance of the County of Riverside Regulating Outdoor Lighting); and Figure 5, Aerial Photo, provided in Section I of this IS.*

Findings of Fact:

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

Less Than Significant Impact

Currently, light sources near the Project site include those associated with the existing streetlights along Winchester Road, two streetlights along Briggs Road, and parking lot lighting in the neighboring business park development to the east.

Currently, there are no light sources on the Project site itself. New sources of light and glare associated with construction activities may occur. These additional artificial light sources are typically associated with nighttime security lighting since all exterior construction activities are limited to daylight hours in the County. In addition, workers, either arriving to the site before dawn, or leaving the site after dusk, may generate additional construction-related light sources. The amount and intensity of light anticipated from these construction sources would generally be approximately the same as those in use at neighboring developments. Additionally, these impacts will be temporary, of short-duration, and will cease when Project construction is completed.

The proposed Project will result in new sources of light and glare from the addition of the commercial buildings, parking lot lighting, and vehicular lighting from cars traveling on adjacent roadways under the proposed Project. Once operational, the Project will be required to comply with Ordinance No. 655 and Ordinance No. 915, which restricts lighting, types, and techniques of lighting.

Outdoor lighting sources will include signage, streetlights, and wall mounted lights, and parking lot lighting. Ordinance No. 655 requires the use of low-pressure sodium fixtures and requires hooded fixtures to prevent spillover light or glare and has been discussed in detail in Threshold 2.a.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Ordinance No. 915 requires all outdoor luminaires to be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, onto the public right-of-way. Ordinance No. 915 also prohibits blinking, flashing and rotating outdoor luminaires, with a few exceptions.

The Project will be required to comply with the County of Riverside conditions of approval that requires lighting restrictions. These are typically standard conditions of approval and are not considered unique mitigation pursuant to CEQA. With conformance with Ordinance No. 655 and Ordinance No. 915, any impacts are expected to be less than significant from implementation of the Project.

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

Less Than Significant Impact

Although there are residences within approximately a half mile to the east and a mile southwest of the Project site, they are separated by distance and relatively intensive land uses (State Highway 79 and other developed commercial / industrial buildings). Additionally, the Project is located in a business park and will not directly be seen by the nearest residences to the east.

Adjacent parcels immediately northeast and east of the Project site are in use as a business park. To the south is undeveloped industrial land, and south a further is the French Valley Airport. To the west is Winchester Road, beyond which is undeveloped commercial property. The nearest residential properties are to the east-northeast approximately a half mile away.

As discussed in Threshold 2.a., construction impacts will be temporary, of short-duration, and will cease when Project construction is completed. Once a certificate of occupancy has been issued, conformance with Ordinance No. 655, and Ordinance No. 915, will ensure that any impacts are expected to be less than significant from implementation of the Project.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

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

Source(s): *Map My County (Appendix A); Project Plans (Appendix K); Figure 5, Aerial Photos* (located in Section I of this Initial Study); Riverside County General Plan, Chapter 5 – Multipurpose Open Space Element, Figure OS-2 “Agricultural Resources”; Ordinance No. 625 (An Ordinance of the County of Riverside Providing a Nuisance Defense for Certain Agricultural Activities, Operations, and Facilities and Providing Public Notification Thereof); *Phase I Environmental Site Assessment, Brew Pub (APNs 963-070-022 to -044), Murrieta, California*, prepared by Geocon West, Inc., 4-26-2016 (ESA, **Appendix G**); and Farmland Mapping and Monitoring Program (FMMP), California Resources Agency, Department of Conservation (DOC) website.

Findings of Fact:

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

No Impact

According to the Farmland Mapping and Monitoring Program (FMMP) website map of the California Resources Agency¹, the Project site and immediate surrounding area to the northwest and north (across Highway 79) are designated “Farmland of Local Importance” and a triangular parcel to the southwest (a nursery) is designated Unique Farmland (see Section 7.b below). The remaining land surrounding the site to the northeast, east, and southeast is designated Urban and Built-Up Land”. The project site is not Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Since the Project site has no land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, it would not convert such lands to a non-agricultural use; therefore, there would be no impact.

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

Less Than Significant Impact

According to the *Phase I ESA (ESA)*, the Project area was used for agriculture before the 1950’s, but it has been vacant since that time as the surrounding area has developed with a variety of suburban land uses. The Project site is now largely surrounded by suburban development and Winchester Road on the west, and this area has not been actively farmed for many years. The Project site and surrounding area is disturbed and currently supports ruderal (weedy) vegetation and remnant California annual grassland alliance plants. Per *Map My County*, the General Plan land use designation of the site is business park (BP) while the zoning classification is industrial park (I-P). The Project site is located just east of Winchester Road (Highway 79) just south of Benton Street on unincorporated land east of the City of Murrieta. The southern corner of the Project site is located adjacent to agriculturally zoned land that supports an active nursery (i.e., commercial agricultural use) and is designated an agricultural preserve

¹ California Important Farmland Finder <https://maps.conservation.ca.gov/DLRP/CIFF/>

with a Williamson Act contract. According to County records², the nursery property (APN 963-070-056) had been entered into a contract pursuant to the Williamson Act, as well as designated as an Agricultural Preserve by the County of Riverside on November 17, 1969. A Notice of Non-Renewal (NNR) was subsequently filed by the owner/applicant with the Board of Supervisors on October 30, 1990. Ten years have passed since the NNR was filed so the property is no longer under contract. However, the site remains designated as an Agricultural Preserve which requires the owner to file for an Agricultural Diminishment to completely de-list the site.

The Project site itself is not subject to a Williamson Act contract and it is not within a Riverside County Agriculture Preserve. The surrounding lands to the northeast, east, and southeast are considered “Urban and Built-Up Land” by the state (see 4.a).

Based on the above information, the proposed Project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. Impacts would be less than significant.

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

Less Than Significant Impact

The Project site is largely surrounded by suburban development with Winchester Road immediately to the west and commercial uses to the north, northeast, east, and southeast. Although the Project area was used for agriculture before the 1950’s, this area has not been actively farmed for many years. The site has been vacant for many years while the surrounding area has slowly developed with a variety of suburban land uses. The property south of the southern corner of the site is an active nursery and is under a Williamson Act contract (i.e., agricultural preserve) (see 4.b above). None of the vacant land in the surrounding area supports active agricultural uses, is designated (i.e., zoned) for agricultural use, or is under a Williamson Act contract. Therefore, there would have less than significant impacts regarding Ordinance No 625 from implementation of the Project’s proposed commercial use.

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

Less Than Significant Impact

The Project site is vacant and currently supports ruderal (weedy) vegetation and remnant California annual grassland alliance plants. Due to the proximity of existing, emerging, and planned suburban land uses in the Project vicinity, the general Project area has been undergoing a steady transformation away from rural and agricultural uses in recent years. There is one parcel just south of the southern corner of the Project site that has a Williamson Act contract (i.e., agricultural preserve). The nearby vacant land is not designated (zoned) for agricultural uses.

Implementation of the Project would continue the established land use trend of the area and not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Impacts would be less than significant.

² Email from Evan Langan. County of Riverside, TLMA, Planning Department, dated April 11, 2022; see Sources Cited

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

Monitoring: No mitigation monitoring is required.

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

Source(s): *Map My County (Appendix A); Figure 5, Aerial Photo*, provided in Section I of this Initial Study; Project Site Visit – March 22, 2021, by Matthew Fagan; and California Department of Forestry and Fire Protection website.

Findings of Fact:

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

No Impact

The Project site and surrounding area are disturbed and currently support ruderal (weedy) vegetation and remnant California annual grassland alliance plants. The site does support large shrubs and a limited number of trees (less than one percent coverage). Public Resources Code Section 12220(g) identifies forest land as:

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

The Project site and surrounding properties are not currently defined, zoned, managed, or used as forest land as identified in Public Resources Code Section 12220(g). In addition, the CalFire Forest Practices website does not show any lands in the Project area designated as forest resources. Therefore, there would be no impact.

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

No Impact

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

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

No Impact

The Project site and surrounding area are disturbed and currently support ruderal (weedy) vegetation and remnant California annual grassland alliance plants. Due to the proximity of existing, emerging, and planned suburban land uses in the Project vicinity, the general Project area has been undergoing a steady transformation away from vacant land and agricultural uses in recent years (but no-forest related uses). There are no other changes in the existing environment, which, due to their location or nature, could result in conversion of *forest land to non-forest use* (other than those discussed in Thresholds 5.a and 5.b). No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

AIR QUALITY Would the Project:

6. Air Quality Impacts

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

Source(s): *French Valley Fast Food Restaurants Air Quality and Greenhouse Gas Impact Study County of Riverside*, prepared by RK Engineering Group, Inc., 8-25-2021 (AQ/GHG Study, **Appendix B**); and *JIB French Valley Trip Generation Comparison and Vehicle Miles Evaluation*, by Trames Solutions, Inc., 10-2-2020 (VMT Memo, **Appendix J2**).

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

Findings of Fact:

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

Less Than Significant Impact

CEQA requires a discussion of any inconsistencies between a proposed Project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed Project includes the South Coast Air Quality Management District's (SCAQMD) - Air Quality

Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies between the proposed Project and the referenced AQMP.

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

The SCAQMD CEQA Handbook states:

"New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant Projects must be analyzed for consistency with the AQMP".

Strict consistency with all aspects of the AQMP is usually not required. A project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

The SCAQMD CEQA Handbook identifies two key indicators of consistency:

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

Criterion 1 - Increase in the Frequency or Severity of Violations

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

Criterion 2 - Exceed Assumptions in the AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The Connect SoCal 2020-2045 Regional Transportation/Sustainable Communities Strategy, prepared by the Southern California Association of Governments (SCAG), includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

The Project is consistent with the land use designation and zoning for the site, so the estimated criteria air pollutant emissions would be within the allowable levels established by SCAQMD. By complying with the SCAQMD thresholds of significance, the Project would not contribute to an exceedance of an established ambient air quality standard or conflict with the goals of the AQMP. In

particular, the Project would not conflict with the goal of reducing nitrogen oxide (NO_x) emissions, as Project levels are shown to be considerably below the established thresholds. Therefore, the impact is considered less than significant.

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

Less Than Significant Impact

Health Impacts of Criteria Air Pollutants

The Environmental Protection Agency (EPA) sets National Ambient Air Quality Standards (NAAQS), and the State of California sets their own more stringent Ambient Air Quality Standards (CAAQS) for six principal criteria air pollutants—nitrogen dioxide, sulfur dioxide, particulate matter, carbon monoxide, ozone and lead—all of which have been shown to be harmful to public health and the environment. The potential health impacts from exposure to criteria air pollutants are discussed in Section 2.0 of the *AQ/GHG Study*. To help attain compliance with the NAAQS and CAAQS, the SCAQMD is responsible for adopting an AQMP and has established mass daily thresholds of significance for criteria air pollutants for purposes of protecting public health. By complying with the adopted SCAQMD thresholds of significance, the Project is not expected to cause a significant impact to public health.

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

The Project site is located in the South Coast Air Basin (SCAB). It should be noted that state and federal air quality standards are often exceeded in many parts of the SCAB. **Table 6-1, South Coast Air Basin Attainment Status**, lists the attainment status for the criteria pollutants in the SCAB.

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

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

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

² 8-Hour Ozone

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

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

Construction Emissions

Construction of the Project is assumed to last approximately 11 months. Construction activity will consist of site preparation, grading, building construction, paving, and architectural coating. The site preparation phase requires soil export of approximately 3,038 cubic yards of earthwork material materials. Construction phases are not expected to overlap. The Project site is currently vacant and requires no demolition. The Project's construction schedule is based on the CalEEMod defaults. The air quality analysis assumed construction would begin in 2021 but even if construction occurs after that time, the emission estimate represents a "worst-case" analysis scenario since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in **Table 6-2, Construction Equipment Assumptions Phase**. The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during site preparation and grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the grading phase. The maximum daily disturbance footprint would be 1.9 acres per 8-hour day with all equipment in use. A soil disturbance rate is applied to tractors/loaders/backhoes as a worst case estimate of fugitive dust emissions and is based on similar type equipment, such as rubber tired dozers and crawler tractors.

Table 6-2
Construction Equipment Assumptions Phase¹

Phase	Equipment	Amount	Hours Per Day	Soil Disturbance Rate (Acres/ 8hr- Day)	Equipment Daily Disturbance Footprint (Acres)	Total Phase Daily Disturbance Footprint (Acres)
Site Preparation	Graders	1	8	0.5	0.5	0.9
	Scrapers	1	8	0.0	0.0	
	Tractors/Loaders/Backhoes	1	7	0.5	0.4	
Grading	Graders	1	8	0.5	0.5	1.9
	Rubber Tired Dozers	1	8	0.5	0.5	
	Tractors/Loaders/Backhoes	2	7	0.5	0.9	
Building Construction	Cranes Forklifts	1	8	0.0	0.0	0.4
	Generator Sets	2	7	0.0	0.0	
	Tractors/Loaders/Backhoes	1	8	0.0	0.0	
	Welders	1	6	0.5	0.4	
		3	8	0.0	0.0	
Paving	Cement and Mortar Mixers	1	8	0.0	0.0	0.5
	Pavers	1	8	0.0	0.0	
	Paving Equipment	1	8	0.0	0.0	
	Rollers	2	8	0.0	0.0	
	Tractors/Loaders/Backhoes	1	8	0.5	0.5	
Architectural Coating	Air Compressors	1	6	0.0	0.0	0.0

¹ CalEEMod Defaults

1. Regional Impacts-Construction

Regional air quality emissions include both on-site and off-site emissions associated with construction of the Project. **Table 6-3, Regional Construction Emissions**, shows that the Project's daily construction emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance. As a result, the Project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the Project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

As shown in **Table 6-3**, regional construction daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance for all criteria pollutants. Therefore, Project impacts would be less than significant, and no mitigation is required.

**Table 6-3
Regional Construction Emissions**

Maximum Daily Emissions (lbs./day) ¹						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	2.23	46.03	15.21	0.12	3.75	1.43
Grading	1.87	20.24	10.13	0.02	3.53	2.16
Building Construction	2.12	16.53	15.13	0.03	1.00	0.83
Paving	1.54	9.37	12.21	0.02	0.66	0.50
Architectural Coating	5.39	1.42	1.92	0.00	0.12	0.09
Maximum¹	5.39	46.03	15.21	0.12	3.75	2.16
SCAQMD Threshold	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds Threshold (?)	No	No	No	No	No	No

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

As stated above, the Project's regional daily emissions of criteria pollutants will not exceed the SCAQMD's regional thresholds of significance, so impacts are less than significant, and no mitigation is required. However, the Project must follow all standard SCAQMD rules and regulatory requirements with regards to fugitive dust control, as well as other construction related emissions as described in the following Project Design Features (PDF):

PDF-AQ-1

During all clearing and grading activities, the Project shall follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes but are not limited to the following:

- All active construction areas shall be watered two (2) times daily.
- Speed on unpaved roads shall be reduced to less than 15 mph.
- Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
- Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
- All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- Apply non-toxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
- Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Replace the ground cover of disturbed areas as quickly possible.
- A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

PDF-AQ-2	Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the County of Riverside.
PDF-AQ-3	Construction equipment shall be maintained in proper tune.
PDF-AQ-4	All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
PDF-AQ-5	Minimize the simultaneous operation of multiple construction equipment units.
PDF-AQ-6	The use of heavy construction equipment and earthmoving activity shall be suspended during Air Alerts when the Air Quality Index reaches the “Unhealthy” level.
PDF-AQ-7	Utilize low emission “clean diesel” equipment with new or modified engines that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet the California Air Resources Board (CARB) best available control technology.
PDF-AQ-8	Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
PDF-AQ-9	Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
PDF-AQ-10	Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
PDF-AQ-11	Utilize zero volatile organic compounds (VOC) and low VOC paints and solvents, wherever possible.

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

2. Regional Impacts - Operation

Operational activities associated with the proposed Project will result in emissions of volatile organic compounds (VOC), nitrogen oxide (NO_x), carbon (CO), oxides of sulfur (SO_x), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). Operational emissions would be expected from the following primary sources: Mobile Source Emissions; Area Source Emissions; and Energy Source Emissions. *Mobile source emissions* are from motor vehicles and are the largest single long-term source of air pollutants from the operation of the Project. Emissions are also generated from *area sources* such as the consumption of natural gas for heating, hearths, landscaping equipment, consumer product usage, and architectural coatings (painting). *Energy source emissions* typically occur off-site at a power plant and are considered an indirect source of emissions. Energy source emissions are mainly used for estimating GHG's. Long-term operational air pollutant impacts from the Project are shown in **Table 6-4**,

Regional Operational Emissions. The maximum daily emissions analyzed in **Table 6-4** include both on-site and off-site Project emissions.

**Table 6-4
Regional Operational Emissions**

Maximum Daily Emissions (lbs./day) ¹						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources	4.70	32.27	41.04	0.17	11.94	3.27
Energy Sources	0.04	0.35	0.29	0.00	0.03	0.03
Area Sources	0.12	0.00	0.01	0.00	0.00	0.00
Total¹	4.86	32.62	41.34	0.18	11.97	3.30
SCAQMD Threshold	55.0	55.0	550.0	150.0	150.0	55.0
Exceeds Threshold (?)	No	No	No	No	No	No

¹ Maximum daily emissions during summer or winter.

As shown in **Table 6-4**, the Project's daily operational emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance, and the Project would not contribute substantially to an existing or projected air quality violation.

With adherence to the following Project Design Features (PDF), the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Any impacts will be less than significant.

- | | |
|------------------|---|
| PDF-AQ-12 | Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards. |
| PDF-AQ-13 | Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf. |
| PDF-AQ-14 | Comply with the mandatory requirements of CalRecycle's commercial recycling program and implement zero waste strategies. |
| PDF-AQ-15 | Provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site. |
| PDF-AQ-16 | Use electric landscaping equipment, such as lawn mowers and leaf blowers to the extent practical. |

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

Less Than Significant Impact

Construction - Localized Significance Thresholds (LSTs)

Table 6-5, *Localized Construction Thresholds*, illustrates the construction related localized emissions and compares the results to SCAQMD LST thresholds. As shown in Table 6-5, the emissions will be below the SCAQMD thresholds of significance for localized construction emissions. The Project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control as required in **PDF-AQ-1** as these actions were included as “mitigation” in the CalEEMod analysis for construction emissions. Compliance with these dust control measures is considered a standard regulatory requirement and not unique mitigation under CEQA. Therefore, the Project’s short-term construction impact to localized air resources is less than significant.

**Table 6-5
Localized Construction Emissions**

Maximum Daily Emissions (lbs/day) ¹				
Activity	NOx	CO	PM ₁₀	PM _{2.5}
On-site Emissions	20.21	14.56	3.42	2.13
SCAQMD Construction Threshold ²	162.0	750.0	4.0	3.0
Exceeds Threshold (?)	No	No	No	No

¹ Maximum daily emission during summer or winter; includes on-site project emissions only.

² Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-26, Temecula Valley, 1-acre site, receptor distance 25 meters.

Construction – Fugitive Dust

The Project is required to comply with regional rules that assist in reducing short-term air Fugitive dust emissions are commonly associated with land clearing activities, cut- and-fill grading operations, and exposure of soils to the air and wind. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. To ensure full compliance with the applicable dust control standards, the Project will implement **PDF-AQ-1** as these actions were included as “mitigation” in the CalEEMod analysis for construction emissions. Compliance with these dust control measures is considered a standard regulatory requirement and not unique mitigation under CEQA. Therefore, the Project’s short-term construction impact related to fugitive dust is less than significant.

Construction - Diesel Particulate Matter

Toxic Air Contaminants (TACs) are defined as air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. This contrasts with the criteria pollutants, in that there is no threshold level for TAC exposure below which adverse health impacts are not expected to occur. The majority of the estimated health risk from TACs can be attributed to a relatively few compounds, the most common being diesel particulate matter (DPM) from diesel engine exhaust. In addition to DPM, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California.

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

As shown in the previous **Tables 6-3** and **6-5**, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed regional or local thresholds. Given the short-term construction schedule, the proposed Project’s construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk.

However, it should be noted that a quantified diesel health risk assessment (HRA) was not included within the scope of this analysis. In September 2000, the CARB adopted the Diesel Risk Reduction Plan, which recommends several control measures to reduce the risks associated with DPM. The key elements of the Plan are to clean up existing engines through engine retrofit emission control devices, to adopt stringent standards for new diesel engines, to lower the sulfur content of diesel fuel, and implement advanced technology emission control devices on diesel engines.

Given the physical distance separating the Project site from the nearest sensitive receptors (approximately 1,300 feet), and the temporary duration of construction activity, the proposed Project’s construction activity is not expected significantly expose sensitive receptors to substantial pollution concentrations. In order to ensure the level of DPM exposure is reduced as much as possible, the Project will implement the best available pollution control strategies to minimize potential health risks. Reference the DPM control measures included in **PDF-AQ-7** through **PDF-AQ-10**.

Operation - Localized Significance Thresholds (LSTs)

Table 6-6, Localized Operational Emissions, shows the localized operational emissions and compares the results to SCAQMD Localized Significance Thresholds (LST) thresholds of significance. As shown in Table 6-6, the emissions will be below the SCAQMD thresholds of significance for localized operational emissions. Therefore, the Project will result in less than significant localized operational emissions impacts.

**Table 6-6
Localized Operational Emissions**

Maximum Daily Emissions (lbs/day) ¹				
LST Pollutants	NOx	CO	PM ₁₀	PM _{2.5}
On-site Emissions ²	1.96	2.35	0.62	0.19
SCAQMD Operation Threshold ³	162.0	750.0	1.0	1.0
Exceeds Threshold (?)	No	No	No	No

¹ Maximum daily emission in summer or winter.

² Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site compared to average CalEEMod trip length.

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

Operation - Toxic Air Contaminants

The Project would consist of commercial fast-food restaurants with drive thru which does not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the Project impact is considered less than significant.

CO Hot Spots

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD Air Quality Management Plan (AQMP) found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion. Based on the *VMT Memo* and the ITE Trip Generation Manual, 11th Edition (2021), the Project is expected to generate a maximum of 117 trips during the peak hour of the day.

The SCAQMD’s hot spots analysis was prepared while the 2003 SCAQMD AQMP was in effect, and it found that at four of the busiest intersections in Los Angeles there were no CO hot spots concentrations. Additionally, historical data indicates that the maximum concentration of CO recorded over the last three years at the nearest air monitoring station to the site is about 92% below the State 1-hour standard and 91% below the 8-hour standard.

If the busiest intersections in the Basin do not exceed state or federal standards, and the nearest air monitoring station shows that CO levels are well below the standards in the Project vicinity, then it is reasonable to conclude the Project would not significantly contribute to the formation of CO Hot Spots based on the current 2016 AQMP (it should be noted the 2022 AQMP is currently being prepared).

Construction - Asbestos

Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the EPA and regulated through the National Emissions Standards for Hazardous Air Pollutants (NESHAP). Asbestos fibers imbedded within construction materials become a health hazard once they are disturbed and rendered airborne, such as through physical contact like building renovation and demolition activities.

SCAQMD is the local enforcement authority for asbestos. Prior to demolition of any existing structures, an asbestos evaluation must be completed in accordance with NESHAP regulations. SCAQMD Rule 1403 establishes the survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. The Project is not expected to require the demolition of existing building structures.

Asbestos also occurs naturally in serpentine and ultramafic rock. Based on the California Division of Mines and Geology General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, naturally occurring asbestos has not been shown to occur within in the vicinity of the Project site. Therefore, the potential risk for naturally occurring asbestos (NOA) during Project construction is small. However, in the event NOA is found on the site, the Project will be required to comply with SCAQMD and NESHAP standards.

By following the required asbestos abatement protocols, Project impacts relative to asbestos would be less than significant.

Based on the analysis above, with adherence to **PDF-AQ-1** through **PDF-AQ-11**, the proposed Project will not expose sensitive receptors to substantial pollutant concentrations. Any impacts will be less than significant.

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

Less Than Significant Impact

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

Odors – Construction

Heavy-duty equipment in the Project area during construction will emit odors, however, the construction activity would cease to occur after individual construction is completed. The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the proposed Project. Therefore, Project impacts from construction odor emissions will be less than significant.

Odors - Operation

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

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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BIOLOGICAL RESOURCES Would the Project:

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): *French Valley Jack in the Box Project, General Biological Resources Assessment Report*, prepared by Barrett's Biological Surveys, 10-15-2021 (*MSHCP Analysis, Appendix C*); Ordinance No. 810.2 (An Ordinance of the County of Riverside Amending Ordinance No. 810 to Establish the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee); Western Riverside County Multiple Species Habitat Conservation Plan (Adopted June 2003); and Ordinance No. 633 (An Ordinance of the County of Riverside Amending Ordinance No. 663 Establishing The Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan Fee Assessment Area and Setting Mitigation Fees).

Findings of Fact:

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

Less Than Significant with Mitigation Incorporated

The Project site occupies 2.47 acres and is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). This analysis was prepared to comply with the required MSHCP assessments to determine if the proposed Project is consistent with the goals and objectives of the MSHCP. A biological assessment of the property was conducted in October 2021 by BBS which included archival research, field surveys, and a search of governmental databases as well as consistency with MSHCP requirements (*MSHCP Analysis*). The entire Project site is in a high fire area and so has been previously and regularly disturbed by disking for weed abatement so that now only ruderal non-native grassland vegetation exists onsite. There are no trees or any drainage channels or features on the Project site that fall under the jurisdiction of federal or state resource agencies. In addition, the disturbed Monserate sandy loams on the Project site do not provide the required growing habitats for candidate, sensitive or special status plant species that are restricted to clay and saline-alkali soils.

MSHCP Conservation Goals

The Project site is located within the northwestern portion of Cell Criteria Number 5778, which is in Subunit 5 of the Southwest Area Plan (SWAP). This particular cell criteria calls for the conservation of grasslands in the southwestern portion of the cell. The Project has evaluated against the MSHCP via the County Habitat Acquisition and Negotiation Strategy (HANS) Application No. HAN210006, which concluded that no conservation is required on the Project site. No impacts to the MSHCP Conservation Goals are anticipated.

Reserve Assembly Analysis

Based on the MSHCP's existing conservation goals involving the Project site, the proposed Project would have less than significant impacts on the MSHCP, so no mitigation is required or recommended for this Project relative to MSHCP reserve assembly.

MSHCP Covered Activities

The Project does not involve the construction of or improvements to a Covered Public Access Facility under the MSHCP. Therefore, there are no impacts and no mitigation required.

MSHCP Criteria Cells

The Project site is located in MCHSP Cell #5778 which will contribute to assembly of Proposed Core 2:

“Proposed Core 2 (Antelope Valley) is located approximately in the southwest region of the Plan Area. This Core Area consists largely of private lands but also contains small pieces of Public/Quasi-Public Lands. Connections from the Core are made through Proposed Constrained Linkages 15 (Lower Warm Springs Creek), 16, 17 (Paloma Valley), and 18. The Core is constrained in all directions by existing agricultural uses and urban Development. Though the Core has one of the highest P/A ratios of all MSHCP proposed or existing Cores, it is highly connected to other MSHCP conserved lands and is located only 1.1 miles from the nearest connected Core, Existing Core J (Lake Skinner/Diamond Valley Lake). This Core provides important Habitat for the Quino checkerspot, which has key populations in this area. This butterfly is restricted by the distribution and availability of its host plants, which in many areas have been replaced by non-native exotic weed species and habitat type conversion. Because of the large number of Covered Activities planned in this area and the constrained condition of the Core, management of edge conditions will be necessary in this area to maintain

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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high quality Habitat for the Quino checkerspot and other species using this Core. Guidelines Pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators are presented in Section 6.1 of this document.”

Conservation within this Cell will contribute to assembly of Proposed Core 2. Conservation within this Cell will focus on grassland habitat. Areas conserved within this Cell will be connected to grassland habitat and agricultural land proposed for conservation in Cell Group B' to the west. Conservation within this Cell will be approximately 5% of the Cell focusing on the southwestern portion of the Cell.”

As mentioned above, conservation within this Cell #5778 will be approximately 5% of the Cell focusing on the southwestern portion of the Cell. An unnamed tributary of Warm Springs Creek is located in the southwest corner of Cell #5778 where the proposed conservation within Cell #5778 will contribute to the assembly of Proposed Core 2. The proposed Project site is located in the northwest portion of the Cell approximately 750 feet north of the proposed Conservation Area. The site does not have a relationship to the assembly of Proposed Core 2 and acreage is available in the southern portion of the Cell to obtain the conservation acreage need for the Cell to be consistent with the MSHCP. Therefore, the Project will have less than significant impacts relative to MSHCP Criteria Cells and Conservation Areas.

Public/Quasi-Public Lands

The Project site is not within or adjacent to any Public/Quasi-public Conserved Lands. The site is not located within or along the boundaries of the RCA's Conserved Lands or MSHCP Public/Quasi-Public Conserved Lands. Therefore, the proposed Project will have no direct impacts on Public or Quasi-Public Conserved Lands.

Other MSHCP Requirements

Although the Project site is heavily disturbed, it is located within MSHCP-designated assessment areas for the following specific resources which are analyzed in detail below:

- *Protection of Narrow Endemic Plant Species* (NEPS) Assessment Area No. 4 (Section 6.1.3).
- *Additional Survey Needs and Procedures for Criteria Area Plant Species* (CAPS) Assessment Area No. 5 (Section 6.3.2).
- *Burrowing Owl* (*Athene cunicularia*) (BUOW) (Section 6.3.2).
- *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools* (Section 6.1.2).
- *Guidelines Pertaining to the Urban/Wildlands Interface* (Section 6.1.4).

The Project site is located in an area that the MSHCP requires for the studying of Narrow Endemic Plant Species (NEPS) California Orcutt grass (*Orcuttia californica*), Many-stemmed dudleya (*Dudleya multicaulis*), Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), Spreading navarretia (*Navarreti fossalis*), Wright's trichocoronis (*Trichocoronis wrightii* var *wrightii*). Although these species have been found in the general area, due to its level of past disturbance the Project site does not contain any suitable habitat for any of these targeted species so there are no impacts and no mitigation required. The entire Project site has been previously disturbed and now contains only non-native ruderal (weedy) vegetation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Criteria Area Plant Species (CAPS)

The majority of the Project site is located in CAPS Assessment Area No. 4 which targets the following eight listed or sensitive plant species: Coulter's Goldfields (*Lasthenia glabrata ssp. coulteri*); Davidson's saltscale (*Atriplex serenana var davidsonii*); Little Mouseltail (*Myosurus minimus*); Parish's brittlebush (*Atriplex parishii*); Round-leaved filaree (*Erodium macrohyllum*); Thread-leaved brodiaea (*Brodiaea filifolia*); Smooth tarplant (*Centromadia pungens ssp. laevis*); and Mud nama (*Nama stenocarpum*). Although these species have been found in the general area, due to its level of past disturbance, the Project site does not contain any suitable habitat for any of these targeted species (e.g., vernal pools, clay soils) so there are no impacts and no mitigation required (i.e., and no focused surveys required). The entire Project site has been previously disturbed and now contains only ruderal (weedy) vegetation.

Burrowing Owl (BUOW)

The Project site is located within a MSHCP-designated assessment area for BUOW which is a priority 2 California Species of Special Concern (SSC) and is a Covered species under the MSHCP. Habitat for the BUOW primarily consists of open grasslands, but it can also occur in disturbed areas including agriculture. BUOW most often utilize burrows of other animals, mainly California ground squirrel (*Spermophilus beecheyi*) but can also use larger mammal burrows. Per the MSHCP guidelines, the Project site was evaluated for BUOW habitat which included both Step I (habitat assessment) and Step II (focused survey) protocol tasks. There was no evidence of either active habitats being used by burrowing owls or habitats abandoned within the last three years. Previous site surveys performed between March 3 and April 1, 2016 (Principe and Associates) and May 6 and June 13, 2019 (Barrett's Biological Surveys) did not find flushed owls, pellets, feathers, whitewash, tracks or decorations. During the 2021 nesting season surveys, burrowing owls were not observed. Critical burrowing owl habitats capable of being used for roosting or nesting were not being used (e.g., natural burrows). During the 2021 nesting season surveys, burrowing owls or typical signs such as molted feathers, cast pellets, prey remains, eggshell fragments, and/or decorations at or near a burrow entrance were not observed. Critical burrowing owl habitats capable of being used for nesting were not being used (e.g., natural burrows). There was no evidence of either active habitats presently being used by burrowing owls, or habitats abandoned within the last three years. This is likely due to the repeated and regular clearing of the site for weed abatement and fire protection. The MSHCP Analysis determined that no signs of BUOW were observed from 2016 through 2021 during three separate site surveys and completion of the Nesting Season Survey was consistent with Species Conservation Objective 5/6 of the MSHCP that was developed for the burrowing owl.

The *MSHCP Analysis* determined the site contains "low potential" for habitat and that the BUOW is not expected. However, the *MSHCP Analysis* recommended a pre-construction BUOW survey due to the species ability to quickly inhabit disturbed land. With implementation of BUOW-specific Mitigation **Measures MM-BIO-1** and **MM-BIO-2**, potential impacts to BUOW will be reduced to less than significant levels.

Riparian/Riverine/Vernal Pool Resources

The distribution of riparian plant species is largely driven by hydrological and soil variables and riparian plant communities frequently occur in relatively distinct zone along streamside elevational and soil textural gradients. Vernal pools, vernal swales, alkali scalds or flats, or other seasonal wet

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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habitats were not identified during field surveys conducted by qualified biologists on the Project site. The survey area lacks vernal pools or ponding features that could provide suitable habitat for Riverside fairy shrimp, vernal pool fairy shrimp, Santa Rosa Plateau fairy shrimp, or other vernal pool species (including plants). Therefore, the *MSHCP Analysis* concluded these species are absent from the survey area.

The soil profile indicates moderately well to well drained; therefore, no vernal pools would be expected. Vernal pools are depressions in areas where a hard underground layer prevents rainwater from draining downward into the subsoils.

There is no riparian habitat found on site, therefore this Project will not have a substantial adverse effect on any riparian habitat. No habitat for special-status plant species was observed on site during the habitat assessment. Given the absence of habitat associated with these species and the site's exposure to recurring surface disturbances associated with disking and other disturbances for weed control, these taxa are not expected to occur on site. In addition, the site does not support habitat suitable for riparian/riverine/vernal pools or species associated with these habitat types.

Section 6.1.2 the MSHCP also requires an assessment of suitable habitat for the following three wildlife species that utilize riparian habitat: least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and western, yellow-billed cuckoo (*Coccyzus americanus occidentalis*). The proposed project limits of work were assessed for the presence of special-status species concurrently with pedestrian transect site visits on May 25, 26 and June 30, July 1, 2021. The following riparian-related vegetation types were not found on site: southern cottonwood–willow riparian scrub, southern sycamore riparian woodland (canopy and understory), blue elderberry, mulefat scrub, alluvial scrub, open wash, and developed. Southern cottonwood–willow riparian scrub, southern sycamore riparian woodland (canopy and understory), blue elderberry, and mulefat scrub. Therefore, no vegetation was found onsite that supports riparian birds. The *MSHCP Analysis* concluded the Project site contained no habitat for these species so no focused surveys were required and no impacts were expected to these species.

Urban/Wildlands Interface

MSHCP Section 6.1.4 provides recommendations and guidelines to minimize potential “edge effects” resulting from development projects being located next to MSHCP Reserve Assembly or MSHCP conserved resources. Edge effects include adverse direct and indirect effects to species, habitats and vegetation communities along the natural urban/wildlands interface, predation by native and non-native predators, invasion by exotic species, noise, lighting, urban runoff and other human-related impacts such as trampling of vegetation, trash and toxic materials dumping. Physical measures such as buffers and/or barriers are typically installed to control drainage, toxics, lighting, noise, and invasive species.

The nearest Conserved Lands is in Quadrant 5672 (12.35 acres) which is 0.33 miles to the north. SR 79 (Winchester Road) and Briggs Road are between the parcels, so edge effects would not be expected.

Other Species and Species Not Adequately Covered

The Project site does not contain any soils conducive to the Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis*). In addition, the site is not providing suitable habitats for

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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species identified as a candidate, sensitive, or special status species. Spring annuals provide temporary habitat for opportunistic species that inhabit and forage in environments altered by humans, but there is no permanent live-in habitat present on the site after the Non-native grasslands are removed for fire prevention purposes in the spring. After the Non-native grasslands are removed, there are no natural food sources, water resources or places to take refuge on this site to provide suitable habitats for resident and/or migratory species.

The proposed Project site is located just east of Highway 79 near the City of Murrieta and so is not within the boundary of the Habitat Conservation Plan (HCP) for the endangered Stephens’ kangaroo rat (*Dipodomys stephensi*, SKR) adopted by the Riverside County Habitat Conservation Agency (RCHCA) prior to approval of the MSHCP. The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. Since the proposed Project site is not located within the SKR HCP area it will not be required to comply with this plan, specifically, payment of fees. Additionally, the Project Site does not contain suitable habitat for the SKR and none were observed onsite.

Regulatory Compliance - Best Management Practices

Final design of the project will also consider and comply with the applicable National Pollution Discharge and Elimination System (NPDES) Supplement. Construction “best management practices” (BMPs) for the management of storm water and non-stormwater discharges shall be documented on the Grading Plan which thereby becomes the Storm Water Pollution Prevention Plan (SWPPP). BMPs will also be used to ensure that siltation and erosion are minimized during construction and will be incorporated into the final design of the project in order to ensure that water quality is not degraded. Regular maintenance of the proposed BMPs will be provided by the project proponent to ensure effective operations of runoff control systems. No disturbed surfaces will be left without erosion control measures in place from October 1 through April 15.

MSHCP Mitigation Fee

Section 6 of the MSHCP requires:

“Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Federal Endangered Species Act, and California Endangered Species Act for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife and/or any other appropriate participating regulatory agencies and as set forth in the Implementing Agreement for the MSHCP.”

The MSHCP Mitigation Fee has been established to provide mitigation for biological impacts from projects within the MSHCP area. This is considered regulatory compliance and not unique mitigation under CEQA.

In conclusion, the proposed Project is consistent with all applicable sections of the MSHCP. Adherence to standard conditions, payment of the MSHCP Fee, and implementation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2** regarding burrowing owl will ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (i.e., impacts are less than significant).

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

Less Than Significant with Mitigation Incorporated

The MSHCP Analysis evaluated all of the listed and sensitive species of plants and animals covered by the MSHCP that could potentially be impacted by the proposed Project as discussed in Threshold 7.a above. While some of these species have been observed in the general surrounding area in the past, the Project site does not contain or support any of these species due to its historical and ongoing level of disturbance and human activity.

In addition to species covered by the MSHCP, nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey.

The Project site does not contain any trees that could encourage bird nesting. However, it is possible that nesting birds may nevertheless be impacted if ground-disturbing activities occur during the nesting season (February 1 to August 31). **Mitigation Measure MM-BIO-3** therefore recommends that, if Project activity or vegetation removal must be initiated during the bird nesting/breeding season, a qualified biologist will check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers will need to be established and observed. With the implementation of **Mitigation Measure MM-BIO-3**, impacts to nesting birds will be less than significant.

In summary, implementation of the proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any endangered or threatened species as discussed in Threshold 7.a. and the following Thresholds 7.c., 7.d, and 7.e. With the incorporation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, impacts to listed species will be reduced to a less than significant level. The Project will be required to pay applicable MSHCP Mitigation Fees pursuant to Ordinance No. 810.2. These are standard fees and are not considered unique mitigation under CEQA. Any impacts will be reduced to less than significant levels.

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

Less Than Significant with Mitigation Incorporated

Discussion is referenced in Threshold 7.a above and the following Thresholds 7.d, 7.e., and 7.f. Based on this data, the Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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or U.S. Wildlife Service. Mitigation Measures related to burrowing owl (**MM-BIO-1** and **MM-BIO-2**) and nesting birds (**MM-BIO-3**), as well as a standard condition for payment of the MSHCP fee, will ensure all impacts remain at less than significant levels.

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

Less Than Significant with Mitigation Incorporated

The Project site is located just east of Highway 79 and in an area that has been urbanizing in recent years. As outlined in Section 7.a above, the Project site is located in MCHSP Cell #5778 which will contribute to assembly of Proposed Core 2 (Antelope Valley). Connections from the Core are made through Proposed Constrained Linkages 15 (Lower Warm Springs Creek), 16, 17 (Paloma Valley), and 18. The Core is constrained in all directions by existing agricultural uses and urban Development. Though the Core has one of the highest P/A ratios of all MSHCP proposed or existing Cores, it is highly connected to other MSHCP conserved lands and is located only 1.1 miles from the nearest connected Core, Existing Core J (Lake Skinner/Diamond Valley Lake). However, the *MSHCP Analysis* concluded the proposed Project site would not contribute to the assembly of Proposed Core 2. Therefore, the Project will have less than significant impacts relative to identified wildlife movement or migration corridors.

However, nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. A number of resident and migratory birds utilize the general Project area although the site itself is disturbed and contains no native habitat.

The Project site does not contain any trees that could encourage bird nesting and due to its level of disturbance, the site contains no native wildlife nursery sites. State law and regulations require that

impacts to nesting bird species be avoided at all times. The period from approximately February 1 to August 31 is the expected breeding season for bird species occurring in the Project area, including raptors. Under Mitigation Measures MM-BIO-1 and MM-BIO-2, potential impacts to burrowing owl will be avoided. Under **Mitigation Measure MM-BIO-3**, if Project activity or vegetation removal is initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented. With the implementation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, impacts to nesting birds (including burrowing owl) will be reduced to less than significant levels.

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

No Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The *MSHCP Analysis* determined the Project site does not contain any potential riparian/riverine or vernal pool areas and the existing overall hydrologic flow regime of the site will remain unchanged. Therefore, the Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service. No impact will occur, and no mitigation is required.

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

No Impact

The *MSHCP Analysis* determined the Project site contained no habitat meeting the criteria of a wetlands or vernal pool. There will be no impacts to vernal pools or any fairy shrimp species with Project implementation. Therefore, the Project will not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact will occur, and no mitigation is required.

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

No Impact

The Project site has been previously disturbed, has no trees suitable for nesting birds, and has only ruderal (weedy) vegetation. Additionally, the Project has been deemed consistent with the MSHCP per HANS Application No. HAN210006. No impact will occur, and no mitigation is required.

Mitigation Measures

MM-BIO-1 Preconstruction Survey for Burrowing Owl. A 30-day preconstruction survey for burrowing owl is required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to confirm the presence or absence of burrowing owl on the Project site just prior to grading. The survey shall be conducted by a qualified biologist no more than 30 days prior to ground disturbance in accordance with MSHCP survey requirements to avoid direct take of burrowing owl. If burrowing owl are determined to occupy the Project site or immediate vicinity, the County will be notified, and avoidance measures will be implemented, as appropriate, pursuant to the MSHCP, the California Fish and Game Code, the Migratory Bird Treaty Act, and the mitigation guidelines prepared by the CDFW (2012).

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

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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To prevent unavoidable impacts, passive or active relocation of burrowing owls shall be implemented by a qualified biologist outside the breeding season, in accordance with procedures set by the MSHCP and in coordination with the CDFW.

MM-BIO-2 Burrowing Owl Relocation. If active burrowing owl burrows are detected outside the breeding season (September through January) during the survey outlined in **MM-BIO-1**, or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFW and the United States Fish and Wildlife Service (USFWS). Construction activity may not occur within 500 feet of the active burrow. If active nests are identified onsite, the nests shall be avoided, or the owls actively or passively relocated to an appropriate offsite location to the satisfaction of the USFWS or the CDFW. To avoid active nests adequately, no grading or heavy equipment activity shall take place within 250 feet of an active nest during the breeding season (February 1 through August 31) and 160 feet during the non-breeding season. This measure shall be implemented to the satisfaction of the City Planning Department.

If burrowing owls have colonized the Project site prior to the initiation of ground-disturbing activities, the Project proponent will immediately inform the Wildlife Agencies and the Regional Conservation Authority (RCA) and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination and activities described above will be necessary.

If active burrowing owl burrows are detected outside the breeding season, passive and/or active relocation may be undertaken following consultation with and approval by the CDFW and/or USFWS. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens. This measure shall be implemented to the satisfaction of the County Resource Conservation Authority (RCA).

MM-BIO-3 Nesting Bird Survey. If grading is to occur during the avian nesting season (February 1 – August 31), a pre-construction nesting bird survey shall be conducted within a maximum of three (3) days prior to the start of onsite equipment mobilization and staging, clearing, grubbing, vegetation removal, or grading, whichever occurs first. This survey shall be conducted by a qualified biologist holding a Memorandum of Understanding (MOU) with Riverside County. The findings shall be submitted to the County of Riverside Planning Department for review and approval prior to issuance of any ground disturbing activity.

Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities.

If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation, or other non-human causes of nest failure).

Monitoring: Provide results of burrowing owl and nesting bird surveys to County of Riverside for review and approval.

CULTURAL RESOURCES Would the Project:				
8. Historic Resources				
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input 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): *Phase I Archaeological Assessment, French Valley Industrial Park Near the City of Murrieta, Riverside County, California*, prepared by CRMTECH, 6-7-2016 (*Archaeological Assessment, Appendix D*); Public Resources Code (PRC) §5020.1(j); and 14 California Code of Regulations §15064.5(a)(1)-(3).

Findings of Fact:

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

No Impact

The archaeological investigation of the Project site included a review of an archaeological records search at the Eastern Information Center (EIC) at the University of California at Riverside in order to assess previous archaeological studies and identify any previously recorded sites within the Project boundaries, or in the immediate vicinity. EIC records indicate that the project area had not been surveyed for cultural resources prior to this study, and no cultural resources had been recorded within or adjacent to the project boundaries.

It should be noted that this Project is a smaller portion of a larger development that has been studied previously for impacts to cultural resources. The *Archaeological Assessment* determined that there are no "historic resources" on site. Therefore, there are no impacts to any known historic sites.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) *Would the Project cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?*

No Impact

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

The *Archaeological Assessment* determined that there are no “historic resources” on site, and therefore, there will be no impacts to historic resources.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

9. Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): *Phase I Archaeological Assessment, French Valley Industrial Park Near the City of Murrieta, Riverside County, California*, prepared by CRMTECH, 6-7-2016 (*Archaeological Assessment, Appendix D*); Public Resources Code (PRC) §5020.1(j); Health and Safety Code § 7050.5; and 14 California Code of Regulations §15064.5(a)(1)-(3).

Findings of Fact:

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

Less Than Significant Impact

Based upon analysis of records and an archaeological study of the property, it has been determined that there will be no impacts to archaeological resources as defined in California Code of Regulations, Section 15064.5 because there were no archaeological resources identified during the survey of the Project site. Additionally, the Project area has been previously graded and is heavily disturbed with a low potential for any subsurface resources to be present. However, in the event unanticipated resources are identified, a standard condition of approval has been entered for the Project with the procedures to be followed in the event an unanticipated resource is identified during ground disturbing activities. Therefore, impacts in this regard are less than significant. It should be noted that those conditions of approval are considered standard practices and not mitigation per CEQA.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) *Would the Project cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?*

Less Than Significant Impact

As discussed in Threshold 9.a, it has been determined that there are no known significant archaeological resources as defined in California Code of Regulations, Section 15064.5 because they are not present on the Project site. However, in the event unanticipated resources are identified, a condition of approval has been entered for the Project with the procedures to be followed in the event an unanticipated resource is identified during ground disturbing activities. This requirement is a standard condition and is not considered unique mitigation pursuant to CEQA. Any Project impacts that could cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5 will be less than significant.

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

Less Than Significant Impact

Based on an analysis of records and archaeological survey of the property, it has been determined that the Project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. Nonetheless, the Project will be required to adhere to State Health and Safety Code Section 7050.5 if in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. This is State Law, and is also considered a standard condition and, as pursuant to CEQA, is not considered mitigation. Therefore, impacts in this regard are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): *French Valley Fast Food Restaurants Energy Conservation Analysis County of Riverside, prepared by RK Engineering Group, Inc., 8-25-2021 (Energy Analysis, Appendix E).*

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

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

Findings of Fact:

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

Less Than Significant Impact

Background Information

There are many different types and sources of energy produced and consumed in the United States. The U.S. Energy Information Administration (EIA) categorizes energy by primary and secondary sources, renewable and nonrenewable sources, and by the different types of fossil fuels. Primary energy is captured directly from natural resources and includes fossil fuels, nuclear energy, and renewable sources of energy. Electricity is a secondary energy source that results from the transformation of primary energy sources. A renewable energy source includes solar energy from the sun, geothermal energy from heat inside the earth, wind energy, biomass from plants, and hydropower from flowing water. Nonrenewable energy sources include petroleum products, hydrocarbon gas liquids, natural gas, coal, and nuclear energy. Fossil fuels are non-renewable resources formed by organic matter over millions of years and include oil, coal and natural gas.

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

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

Energy sources are measured in different physical units: liquid fuels are measured in barrels or gallons, natural gas in cubic feet, coal in short tons, and electricity in kilowatts and kilowatt-hours. In the United States, British thermal units (Btu), a measure of heat energy, is commonly used for comparing different types of energy to each other.

Project Energy Consumption

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

Electricity Consumption

The Project will use electricity for many different operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and parking lot lighting. Indirect electricity usage is also required to supply, distribute, and treat water and wastewater for the Project. Electricity will be provided through Southern California Edison. Temporary electricity usage for construction activities may include lighting, electric equipment and mobile office uses. CalEEMod does not calculate electricity usage during construction as electricity consumption during construction is short-term and relatively minor compared to the operational demand. Therefore, electricity usage during construction is not counted in this analysis. **Table 10-1, Project Electricity Consumption**, shows the Project's estimated operational electricity consumption in kilowatt-hours per year (kWh/year) and millions of Btu per year.

**Table 10-1
Project Electricity Consumption**

Land Use/Activity	Electricity Consumption ¹	
	(kWhr/yr.) ²	(MBtu/yr.) ²
Fast Food Restaurant with Drive Thru	226,622.00	773.23
Parking Lot	9,380.00	32.00
Water Supply and Treatment	20,056.00	68.43
Electric Vehicle Service Equipment (EVSE) ³	22,556.00	76.96
Total	278,614.0	950.63

¹ Source: AQ/GHG Study (Appendix B). Electricity consumption includes direct and indirect sources.

² kWhr/yr = Kilowatt Hours per Year

MBtu/yr = Million British Thermal Units per Year

³ EVSE electricity estimates based on U.S. Department of Energy Costs Associated with Non-Residential Electric Vehicle Supply Equipment, November 2015, Appendix C, Electricity Consumption Examples. The project is expected to provide 2 charging spaces as per the site plan provided by the applicant.

Natural Gas Consumption

The Project is expected to use natural gas for building heating and cooling, cooking and kitchen appliances, and water heating. Natural gas is not expected to be used during construction in any significant quantities and is not included in the overall calculation of the Project's natural gas consumption. **Table 10-2, Project Natural Gas Consumption**, shows the Project's estimated operational natural gas consumption in millions of Btu per year.

**Table 10-2
Project Natural Gas Consumption**

Land Use/Activity	Natural Gas Consumption ¹ (MBtu/yr) ²
Fast Food Restaurants with Drive Thru	1,305.13

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

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

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

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

1. Construction

Construction of the Project is estimated to last approximately 11 months. Construction activities will consume energy in the form of motor vehicle fuel (gasoline and diesel) for off-road construction equipment and on-road vehicle trips. Off-road equipment includes such things as tractors, scrapers, excavators and other machinery that would be trailered to the site and used off-road. On-road vehicle trips include workers and vendors traveling to and from the job-site during the construction phase. **Table 10-3, Construction Off-Road Equipment Energy Consumption**, shows the Project's energy consumption for all off-road equipment during construction. For purposes of this analysis, all off-road equipment is assumed to run on diesel fuel. **Table 10-4, Construction On-Road Trips Energy Consumption**, shows the Project's energy consumption from on-road vehicle trips during construction.

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

Construction Activity	Diesel Fuel Consumption ¹	
	gallons	MBtu/yr ²
Site Preparation	368.7	50,657
Grading	618.2	84,934
Building Construction	23,718.9	3,258,520
Paving	1220.2	167,626
Architectural Coatings	121.4	16,682
TOTAL	26,047.4	3,578,418

¹ Source: AQ/GHG Study (Appendix B) and TIA (Appendix J).

² MBtu/yr = Millions of Btu per year; assuming 1 gallon of diesel fuel = 137,381 Btu.

**Table 10-4
Construction On-Road Equipment Energy Consumption**

Construction Activity	Fuel Consumption ¹		
	Gasoline (gal)	Diesel (gal)	MBtu/yr ²
Site Preparation	14.17	0.06	1.71
Grading	35.41	0.14	4.28
Building Construction	1,688.10	6.56	204.20
Paving	88.54	0.34	10.71
Architectural Coatings	17.71	0.07	2.14
Building Construction-Vendor Trips	68.93	1,026.26	149.29
Grading – Hauling Trips	37.81	3,859.63	534.79
TOTAL	1,950.66	4,893.05	907.13

¹ Source: AQ/GHG Study (Appendix B) and TIA (Appendix J).

² MBtu/yr = Millions of Btu per year; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

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

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

Table 10-5
Operational Trips Energy Consumption

Mitigated Annual VMT for All Vehicle Types	Fuel Consumption ¹		
	Gasoline (gal)	Diesel (gal)	MBtu/yr ²
4,428,257	170,968.83	65,077.50	29,530.02

¹ Source: *AQ/GHG Study (Appendix B)* and *TIA (Appendix J)*.

² MBtu/yr = Millions of Btu per year; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

Total Project Energy Consumption

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

Table 10-6
Total Project Energy Consumption¹

Activity	Total Energy Consumption (MBtu) ²	Average Energy Consumption Per Year (MBtu/yr) ³
Construction ⁴	4,485.548	--
Off-Road Equipment	3,578.418	--
On-Road Vehicle Trips	907.13	--
Operational	--	31,785.78
Electricity	--	950.63
Natural Gas	--	1,305.13
Petroleum	--	29,530.02

¹ See **Tables 10-1** through **10-5** for more details.

² MBtu = Millions of Btu

³ MBtu/yr. = Millions of Btu per year

⁴ Construction duration is estimated to be 11 months.

SUMMARY. California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with the California Building Code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The building standards code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project's impact is considered less than significant with the inclusion of the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). This compliance is also required as part of **PDF-AQ-12** as discussed in Air Quality, Section 6. Compliance with this regulatory requirement is not considered mitigation under CEQA.

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

Less Than Significant with Mitigation Incorporated

The Project will purchase electricity through Southern California Edison which is subject to the requirements of California Senate Bill 100 (SB 100). SB 100 is the most stringent and current energy legislation in California, requiring that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045.

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

With adherence to **PDF-AQ-12** through **PDF-AQ-16** from the air quality section (and listed below), Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, would be reduced to a less than significant level and no additional mitigation is required for energy impacts.

- PDF-AQ-12** Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards.
- PDF-AQ-13** Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- PDF-AQ-14** Comply with the mandatory requirements of CalRecycle's commercial recycling program and implement zero waste strategies.
- PDF-AQ-15** Provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
- PDF-AQ-16** Use electric landscaping equipment, such as lawn mowers and leaf blowers to the extent practical.

Mitigation:

Mitigation: No mitigation measures are required.

Monitoring: Prior to issuance of a certificate of occupancy, the Project will have to demonstrate compliance with PDF-AQ-12 through PDF-AQ-16 to control operational air pollutant emissions which

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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also help control energy use.

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

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report, Proposed Jack in the Box Restaurant and Car Wash, South of Benton Road and East of Highway 79, Riverside County, California, prepared by CW Soils, 7-23-2019 (Geo Investigation, Appendix F1); and Riverside County General Plan, Chapter 6, Safety Element, Figure S-2 Earthquake Fault Study Zones.*

Findings of Fact:

- 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?*

No Impact

The Project site is not located within an Alquist-Priolo Fault Rupture Hazard Study Zone which were established by the State of California to restrict the construction of habitable structures across identifiable traces of known active faults. There are no active faults geologically mapped within or projecting toward the Project site. As defined by the State of California, an active fault has undergone surface displacement within the past 11,700 years or during the Holocene epoch. The closest known "active fault" is the Elsinore Fault system about 4.9 miles to the west. Furthermore, the Project site is not located within a County or State-mandated "fault hazard investigation zone." Therefore, there will be no impacts.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

12. Liquefaction Potential Zone

- a) Be subject to seismic-related ground failure, including liquefaction?
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report, Proposed Jack in the Box Restaurant and Car Wash, South of Benton Road and East of Highway 79, Riverside County, California, prepared by CW Soils, 7-23-2019 (Geo Investigation, Appendix F1); Riverside County General Plan, Chapter 6, Safety Element, Figure S-3 Generalized Liquefaction; and County of Riverside, Ordinance No. 457 (An Ordinance of the County of Riverside Relating to the Building Requirements and Adopting the 1997*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Edition of The Uniform Administrative Code Adopted by The International Conference of Building Officials.

Findings of Fact:

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

Less Than Significant Impact

Secondary effects of seismic shaking include ground failure and liquefaction. The likelihood of occurrence depends on underlying soil and groundwater conditions as well as the type and intensity of the seismic event causing the shaking. Liquefaction results in a substantial loss of shear strength in loose, saturated, cohesionless soils subjected to earthquake induced ground shaking. The three requirements for liquefaction to occur include seismic shaking, poorly consolidated cohesionless sands, and relatively high groundwater (e.g., typically less than 50 feet below ground surface). Potential impacts from liquefaction include loss of bearing capacity, soil settlement, and lateral movement. The *Geo Investigation* concluded the potential for secondary effects of seismic activity in this area, including ground failure and liquefaction, were considered very low to remote due to the dense nature of the earth materials and estimated shallow bedrock.

California Building Code (CBC) requirements pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that the proposed Project site structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the County requires that development of the proposed Project site will comply with the recommendations of the *Geo Investigation*. This is also a standard condition of approval and is not considered mitigation under CEQA.

With adherence to these standard conditions, any potential impacts to the Project from seismic-related ground failure, including liquefaction, will be reduced to less than significant levels and no mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

☐
☐
☒
☐

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report, Proposed Jack in the Box Restaurant and Car Wash, South of Benton Road and East of Highway 79, Riverside County, California, prepared by CW Soils, 7-23-2019 (Geo Investigation, Appendix F1); Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map;" and Ordinance No. 457.*

Findings of Fact:

a) *Be subject to strong seismic ground shaking?*

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

The Project site is not located within an Alquist-Priolo Fault Rupture Hazard Study Zone which were established by the State of California to restrict the construction of habitable structures across identifiable traces of known active faults. There are no active faults geologically mapped within or projecting toward the Project site. As defined by the State of California, an active fault has undergone surface displacement within the past 11,700 years or during the Holocene epoch. Due to the absence of any active faults mapped faults across the Project site, no potential impact from surface rupture at the Project site is anticipated.

The closest known “active fault” is the Elsinore Fault system about 4.9 miles to the west. Furthermore, the Project site is not located within a County or State-mandated “fault hazard investigation zone.” The Project site, similar to much of Southern California, would be subject to moderate to strong groundshaking due to the presence of numerous regional faults, including the well-known San Andreas Fault System. The Project site is located within an area mapped by Riverside County as having low potential for liquefaction as set forth in the *Geo Investigation*.

CBC requirements pertaining to new development and construction will minimize the impacts from strong seismic ground shaking by ensuring that the proposed Project site structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the proposed Project site shall development complies with the *Geo Investigation*. This is also a standard County condition of approval and is not considered mitigation under CEQA.

With adherence to these standard conditions, any potential impacts to the Project from strong seismic ground shaking will be reduced to less than significant levels and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14. Landslide Risk

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

☐
☐
☐
☒

Source(s): *Map My County (Appendix A); Site visit by Matthew Fagan on March 22, 2021; Preliminary Geotechnical Interpretive Report, Proposed Jack in the Box Restaurant and Car Wash, South of Benton Road and East of Highway 79, Riverside County, California, prepared by CW Soils, 7-23-2019 (Geo Investigation, Appendix F1); and Riverside County General Plan, Chapter 6, Safety Element, Figure S-5 Regions Underlain by Steep Slope.*

Findings of Fact:

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?*

No Impact

According to the *Geo Investigation*, bedrock is relatively shallow in this area and no landslide debris was observed during the field exploration, and no ancient landslides are known to exist on the Project site. Furthermore, slope instability was not observed during the site inspection or in conjunction with an aerial photograph review. The Project site is underlain by Quaternary Very Old Alluvial Deposits (map symbol Qvoa) which were found to the maximum depth explored (16.5 feet). The Qvoa deposits consist mainly of dark orange, brown to moderate yellowish brown, clayey sand and silty sand along with sandy silt. These deposits were generally noted to be in a slightly moist to very moist, loose to very dense state. The investigation did note the presence of some undocumented artificial fill onsite consisting of sandy clay.

Elevations on the Project site range from 1,348 feet above mean sea level (AMSL) along the eastern boundary of the site down to 1,344 feet AMSL along the western boundary of the site. There are no steep slopes on or adjacent to the site at present. The Project proposes no cut or fill slopes greater than ten (10) feet in height or steeper than 2:1 (horizontal:vertical).

Given the topography of the Project site and surroundings, landslides are not a design consideration for the site. In addition, natural slopes are not located near the Project site and the potential for rock fall hazard is not a design consideration.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

15. Ground Subsidence

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

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report, Proposed Jack in the Box Restaurant and Car Wash, South of Benton Road and East of Highway 79, Riverside County, California, prepared by CW Soils, 7-23-2019 (Geo Investigation, Appendix F1); Riverside County General Plan, Chapter 6, Safety Element, Figure S-7 Documented Subsidence Areas Map; and Ordinance No. 457.*

Findings of Fact:

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?*

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes. Subsidence typically occurs throughout a susceptible valley. In addition, differential displacement and fissures occur at or near the valley margin, and along faults. In the County of Riverside, the worst damage to structures as a result of regional subsidence may be expected at the valley margins. Alluvial valley regions are especially susceptible.

As previously discussed in Threshold 12.a, the three requirements for liquefaction to occur include seismic shaking, poorly consolidated cohesionless sands, and groundwater. Liquefaction results in a substantial loss of shear strength in loose, saturated, cohesionless soils subjected to earthquake induced ground shaking. Potential impacts from liquefaction include loss of bearing capacity, liquefaction related settlement, and lateral movement. The *Geo Investigation* concluded the potential for design level earthquake induced liquefaction and lateral spreading to occur beneath the proposed Project site is considered very low to remote due to the recommended compacted fill and the presence of shallow bedrock.

CBC requirements pertaining to new development and construction will minimize the impacts from the Project being 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, by ensuring that the proposed Project site structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. In addition, the proposed Project site shall be developed such that it complies with the recommendations set forth in the *Geo Investigation*. This is also a standard County condition of approval and is not considered mitigation under CEQA.

With adherence to these standard conditions, any potential impacts to the Project from being 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, will be reduced to less than significant level.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards

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

Source(s): *Preliminary Geotechnical Interpretive Report, Proposed Jack in the Box Restaurant and Car Wash, South of Benton Road and East of Highway 79, Riverside County, California, prepared by CW Soils, 7-23-2019 (Geo Investigation, **Appendix F1**); Google Maps; **Figure 5, Aerial Photo**, provided in Section I of this IS; and Dam Breach Inundation Maps, California Department of Water Resources, Division of Safety of Dams website.*

Findings of Fact:

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

No Impact

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Seismically induced flooding is normally associated with a tsunami (seismic sea wave), a seiche (i.e., a wave-like oscillation of surface water in an enclosed basin that may be initiated by a strong earthquake) or failure of a major reservoir or retention system up gradient of the site. As a result of the site being at an elevation of more than 1,300 feet above mean sea level and being more than 30 miles inland from the nearest coastline of the Pacific Ocean, the potential for seismically induced flooding due to a tsunami is considered remote.

The likelihood of induced flooding due to a seiche overcoming a dam's freeboard is also considered remote. In addition, it is considered remote that any major reservoir up gradient of the Project site would be compromised to a point of failure (the closest being Lake Skinner approximately 3.3 miles to the east). According to the "Dam Breach Inundation Maps" maintained by the state Division of Safety of Dams, the Project site is not within the identified inundation zones that would result from a failure of either the Lake Skinner Dam or the Diamond Valley Lake Dam six miles to the northeast near Hemet.

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

There are also no volcanic hazards in proximity of the Project site. Any mudflows associated with a volcanic hazard is not applicable to the Project.

The Project site is not subject to geologic hazards, such as seiche, mudflow, or volcanic hazard. There will be no impacts and no mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report, Proposed Jack in the Box Restaurant and Car Wash, South of Benton Road and East of Highway 79, Riverside County, California, prepared by CW Soils, 7-23-2019 (Geo Investigation, Appendix F1); Project Plans (Appendix L); and Ordinance No. 457.*

Findings of Fact:

a) *Change topography or ground surface relief features?*

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Elevations on the Project site range from 1,348 feet AMSL along the eastern boundary of the site down to 1,344 feet AMSL along the western boundary of the site. The site contains no distinct topographic features and there are no steep slopes on or adjacent to the site at present. The Project will be relatively flat and proposes no cut or fill slopes greater than ten (10) feet in height or steeper than 2:1 (horizontal:vertical). The Project will therefore not substantially change the topography and surface relief features.

As designed, the changes to the topography and ground surface relief features will be in keeping with the existing and proposed physical developments adjacent to the Project site. Any impacts are considered less than significant, and no mitigation is required.

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

Less Than Significant Impact

As outlined in Threshold 17.a above, no cut or fill slopes greater than 2:1 or higher than 10 feet are being proposed in conjunction with the proposed Project.

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

The County of Riverside Building and Safety Department has standard conditions, as they apply to manufactured slopes, which require that the Project applicant plant and irrigate all manufactured slopes equal to or greater than 3 feet in vertical height with drought tolerant grass or ground cover; slopes 15 feet or greater in vertical height shall also be planted with drought tolerant shrubs or trees in accordance with the requirements of Ordinance 457 and the current CBC. Impacts will be less than significant, and no mitigation is required.

c) Result in grading that affects or negates subsurface sewage disposal systems?

Less Than Significant Impact

The Project site is currently vacant, but the adjacent developed properties are provided sewer service by the Eastern Municipal Water District (EMWD). There are EMWD sewer pipes located in Briggs Road that will serve the proposed Project.

No portion of the proposed Project will result in grading that would affect or negate any subsurface sewage disposal systems. Impacts will be less than significant, and no mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): Site visit by Matthew Fagan on March 22, 2021; *Map My County (Appendix A); Preliminary Geotechnical Interpretive Report, Proposed Jack in the Box Restaurant and Car Wash, South of Benton Road and East of Highway 79, Riverside County, California, prepared by CW Soils, 7-23-2019 (Geo Investigation, Appendix F1);* and Ordinance No. 457.

Findings of Fact:

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

Less Than Significant Impact

According to the *Geo Investigation*, bedrock is relatively shallow, and the Project site is underlain by Quaternary Very Old Alluvial Deposits (map symbol Qvoa) which were found to the maximum depth explored (16.5 feet). The Qvoa deposits consist mainly of dark orange, brown to moderate yellowish brown, clayey sand and silty sand along with sandy silt. These deposits were generally noted to be in a slightly moist to very moist, loose to very dense state. According to the United States Department of Agriculture's Soil Conservation Service, which leads the National Cooperative Soil Survey, the soil underlying the Project site is generally well-drained sandy loam with slow infiltration rates.

Site grading will create the potential for the proposed Project to result in soil erosion or the loss of topsoil. The County of Riverside Building and Safety Department has standard conditions of approval they typically apply to grading and creating manufactured slopes.

In addition, wind erosion will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering (see conditions of approval listed in Section 6, *Air Quality*).

Lastly, water erosion will be prevented through the County's standard, mandated, erosion control practices required pursuant to the California Building Code, and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags (see Section 23, *Hydrology and Water Quality*).

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

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

Less Than Significant Impact

According to the *Geo Investigation*, the potential for onsite soils to exhibit expansion limitations is considered to be very low. Consistent with Ordinance No. 457, each building pad will be evaluated for its expansive potential and foundation design parameters will be incorporated.

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

The Project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial risks to life or property. With adherence to listed regulations and County ordinances, impacts would be than significant level and no mitigation is required.

- c) *Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact

The Project is proposing to connect to existing sewer lines operated by the Eastern Municipal Water District (EMWD), therefore, any soil constraints that would affect septic or alternative waste disposal systems are not applicable to the proposed Project. There would be no impacts and no mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

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

☐
☐
☒
☐

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

Findings of Fact:

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

Less Than Significant Impact

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to General Plan Safety Element Figure 8, Wind Erosion Susceptibility Areas, the proposed Project site is located in an area of "Moderate Wind Erosion". Implementation of the proposed Project may be impacted by or result in an increase in wind erosion and blowsand either on or off the site.

All grading shall conform to the California Building Code, Ordinance No. 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department. This is a standard County condition of approval and is considered regulatory compliance and not mitigation under CEQA.

The Project will be required to implement a Storm Water Pollution Prevention Plan (SWPPP) to address wind erosion and blow sand during the construction process. The SWPPP is required by the California Regional Water Quality Board Order 2009-0009-DWQ and the NPDES General Permit Number CAS000002. As part of the SWPPP, the Project will implement construction BMPs per the California Stormwater Quality Association Construction BMP Handbook that are used to control wind erosion and blow sand, as well as stormwater runoff. This is a standard County condition of approval as well as compliance with required state regulations which are not considered mitigation under CEQA.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): *French Valley Fast Food Restaurants Air Quality and Greenhouse Gas Impact Study County of Riverside*, prepared by RK Engineering Group, Inc., 8-25-2021 (AQ/GHG Study, **Appendix B**); and County of Riverside, Climate Action Plan Update, November 2019.

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

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

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Following the State's adoption of Assembly Bill 32 (AB 32) in 2006, the California Air Resources Board (ARB) developed a climate change scoping plan that included directives for local governments to reduce greenhouse gas (GHG) emissions associated with land use 15 percent below baseline levels by 2020. The passage of AB 32, the California Global Warming Solutions Act of 2006, marked a watershed moment in California's history. By requiring in law a sharp reduction of GHG emissions, California set the stage for its transition to a sustainable, low carbon future. AB 32 is the first program in the country to take a comprehensive, long-term approach to addressing climate change, and does so in a way that aims to improve the environment and natural resources while maintaining a robust economy. **Table 20-1, GHG Emissions Inventory**, shows the latest GHG emission inventories at the national, state, regional, and local levels.

**Table 20-1
GHG Emissions Inventory¹**

United States (2018) ²	State of California (2018) ³	SCAG (2020) ⁴	County of Riverside (2017) ⁵
6,678 MMTCO ₂ e	425 MMTCO ₂ e	216.4 MMTCO ₂ e	4.90 MMTCO ₂ e

¹ MMTCO₂e = Million Metric Tons of Carbon Dioxide Equivalent

² <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

³ https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2018/ghg_inventory_trends_00-18.pdf

⁴ <https://scag.ca.gov/greenhouse-gases>

⁵ https://planning.rctima.org/Portals/14/CAP/2019/2019_CAP_Update_Full.pdf

Construction Greenhouse Gas Emissions

Greenhouse gas emissions are estimated for on-site and off-site construction activity using CalEEMod. **Table 20-2, Construction Greenhouse Gas Emissions**, shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction of the proposed Project. Construction emissions are averaged over 30 years and added to the long term operational emissions, pursuant to South Coast Air Quality Management District (SCAQMD) recommendations.

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

Activity	Emissions (MTCO ₂ e/yr.) ¹		
	On-site	Off-site	Total
Site Preparation	3.26	13.76	17.02
Grading	5.48	0.27	5.75
Building Construction	229.55	25.79	255.34
Paving	7.82	0.64	8.46
Architectural Coating	1.28	0.13	1.41
Total	247.39	40.59	287.98
Averaged over 30 years²	8.25	1.35	9.60

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

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

Operational Greenhouse Gas Emissions

Greenhouse gas emissions for the proposed Project are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown below in **Table 20-3, Operational Greenhouse Gas Emissions**.

Table 20-3
Operational Greenhouse Gas Emissions

Emission Source	GHG Emissions (MTCO ₂ e/yr.) ¹
Mobile Source	2,216.27
Energy Source	145.52
Area Source	0.00
Water	8.33
Waste	27.63
Construction (30-year amortization)	9.60
Total Annual Emissions	2,407.35
Riverside County CAP Threshold ²	3,000
Exceed Riverside County CAP Threshold?	No

¹ MTCO₂e = metric tons of carbon dioxide equivalents

² Per Riverside County Climate Action Plan screening threshold levels for small projects.

The analysis first compares the Project's GHG emissions to the SCAQMD's Tier 3 approach, which limits GHG emissions to 3,000 MTCO₂e. As shown in **Table 20-3**, Project GHG emissions are expected to be below the 3,000 MTCO₂e threshold based on the unmitigated baseline Project operation scenario.

In addition, the Project shall comply with **PDF-AQ-1** through **PDF-AQ-11** for Project construction and **PDF-AQ-12** through **PDF-AQ-16** for Project operation. Compliance with these standard conditions is considered regulatory compliance and not unique mitigation under CEQA.

The Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, any impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impacts

The Riverside County Climate Action Plan (CAP) has been adopted to ensure the County meets the State-wide policies for reducing GHG emissions, as required by the California Global Warming Solutions Act (AB 32). The CAP establishes a threshold of significance of 3,000 MTCO₂e for land use development projects. Projects that exceed the CAP threshold may result in a potentially significant GHG impact and would require the use of Screening Tables to mitigate the project emissions. The CAP Screening Tables are setup like a checklist with points allocated to certain elements of the project that would contribute to reduced greenhouse gas emissions. If a project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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garners 100 points (by including enough GHG reducing elements), then the project is consistent with Riverside County's plan for reducing emissions.

Based on the results of the quantified GHG emissions analysis (i.e., **Table 20-3**), the proposed Project would not exceed the CAP threshold of significance. Therefore, the Project will not need to implement the Screening Table checklist and will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

The Project will also be required to comply with the mandatory requirements of Title 24 part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building Efficiency Standards to further reduce energy usage and GHG emissions. CALGreen and building code compliance are included in **PDF-AQ-12**.

By complying with the goals and policies of the CAP, the Project will also be in compliant with the broader statewide goals for combating climate change such as those required in the CARB Scooping Plan and SB 32. The purpose of the County's CAP is to ensure compliance with the state's climate initiatives for reducing GHG emissions.

Therefore, with implementation of the Project Design Features in Section 6 (Air Quality) and listed below, the Project will not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases and the impact is considered less than significant with mitigation.

Construction

PDF-AQ-1

During all clearing and grading activities, the Project shall follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes but are not limited to the following:

- All active construction areas shall be watered two (2) times daily.
- Speed on unpaved roads shall be reduced to less than 15 mph.
- Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
- Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
- All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- Apply non-toxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
- Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
- Replace the ground cover of disturbed areas as quickly possible.
- A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PDF-AQ-2	Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the County of Riverside.				
PDF-AQ-3	Construction equipment shall be maintained in proper tune.				
PDF-AQ-4	All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.				
PDF-AQ-5	Minimize the simultaneous operation of multiple construction equipment units.				
PDF-AQ-6	The use of heavy construction equipment and earthmoving activity shall be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.				
PDF-AQ-7	Utilize low emission "clean diesel" equipment with new or modified engines that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet the California Air Resources Board (CARB) best available control technology.				
PDF-AQ-8	Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.				
PDF-AQ-9	Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).				
PDF-AQ-10	Use haul trucks with on-road engines instead of off-road engines for on-site hauling.				
PDF-AQ-11	Utilize zero volatile organic compounds (VOC) and low VOC paints and solvents, wherever possible.				
<u>Operation</u>					
PDF-AQ-12	Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards.				
PDF-AQ-13	Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.				
PDF-AQ-14	Comply with the mandatory requirements of CalRecycle's commercial recycling program and implement zero waste strategies.				
PDF-AQ-15	Provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.				
PDF-AQ-16	Use electric landscaping equipment, such as lawn mowers and leaf blowers to the extent practical.				

Monitoring: Prior to issuance of a certificate of occupancy, the Project will have to demonstrate

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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compliance with PDF-AQ-1 through PDF-AQ-16 to control both construction and operational air pollutant emissions.

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

Source(s): *Phase I Environmental Site Assessment Report, Murrieta, California*, prepared by Geocon West, Inc., 4-26-2016 (*Phase I ESA, Appendix G*); Project Plans (**Appendix K**); Temecula Valley Unified School District website; Murrieta Valley Unified School District website; GEOTRACKER website; and The Department of Toxic Substances Control EnviroStor website.

Findings of Fact:

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

Less Than Significant Impact

The proposed Project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials.

The Project site is located in the unincorporated suburban community of French Valley. The proposed Project does not place housing near any hazardous materials facilities.

The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the proposed drive-through restaurants.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

With regard to Project operation, widely used hazardous materials commonly used at a drive-through restaurant may include cleaners, pesticides, and food waste. The remnants of these and other products are disposed of as household hazardous waste that are prohibited or discouraged from being disposed of at local landfills.

Regular operation and cleaning of these uses would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant.

- b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact

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

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

Hazardous materials anticipated during operations are anticipated to be those most commonly associated with drive-through restaurants, which include cleaning products, petroleum products, etc. These types of hazardous materials are not potentially hazardous to large numbers of people.

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

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

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

The Project proposes to construct two drive-through restaurants and associated improvements. A limited potential exists to interfere with an emergency response or evacuation plan during construction, primarily on Briggs Road. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to lessen and abate any construction circulation impacts. This is a standard condition applicable to all development; therefore, it is not considered mitigation for CEQA implementation purposes.

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

- d) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?*

No Impact

The Project site is located within the Temecula Valley Unified School District (TVUSD), but on the border with the Murrieta Valley Unified School District (MVUSD). The following are the closest existing schools to the Project site:

- MVUSD's Lisa J. Mails Elementary School is located approximately 1 1/3 miles north of the Project site;
- MVUSD's Monte Vista Elementary School is located approximately 1 1/3 miles southwest of the Project site;
- TVUSD's Alamo Elementary School (6-8) is located approximately 1 3/4 miles east of the Project site; and
- TVUSD's Susan LaVorgna Elementary High School (9-12) is located approximately 1 1/2 miles northeast of the Project site.

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

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

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

No Impact

The California State Waterboards GEOTRACKER site provides information regarding Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, Waste Discharge Requirement (WDR) Sites, Permitted Underground Storage Tank (UST) Facilities,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring Wells, Department of Toxic Substances Control (DTSC) Cleanup Sites and DTSC Hazardous Waste Permit Sites.

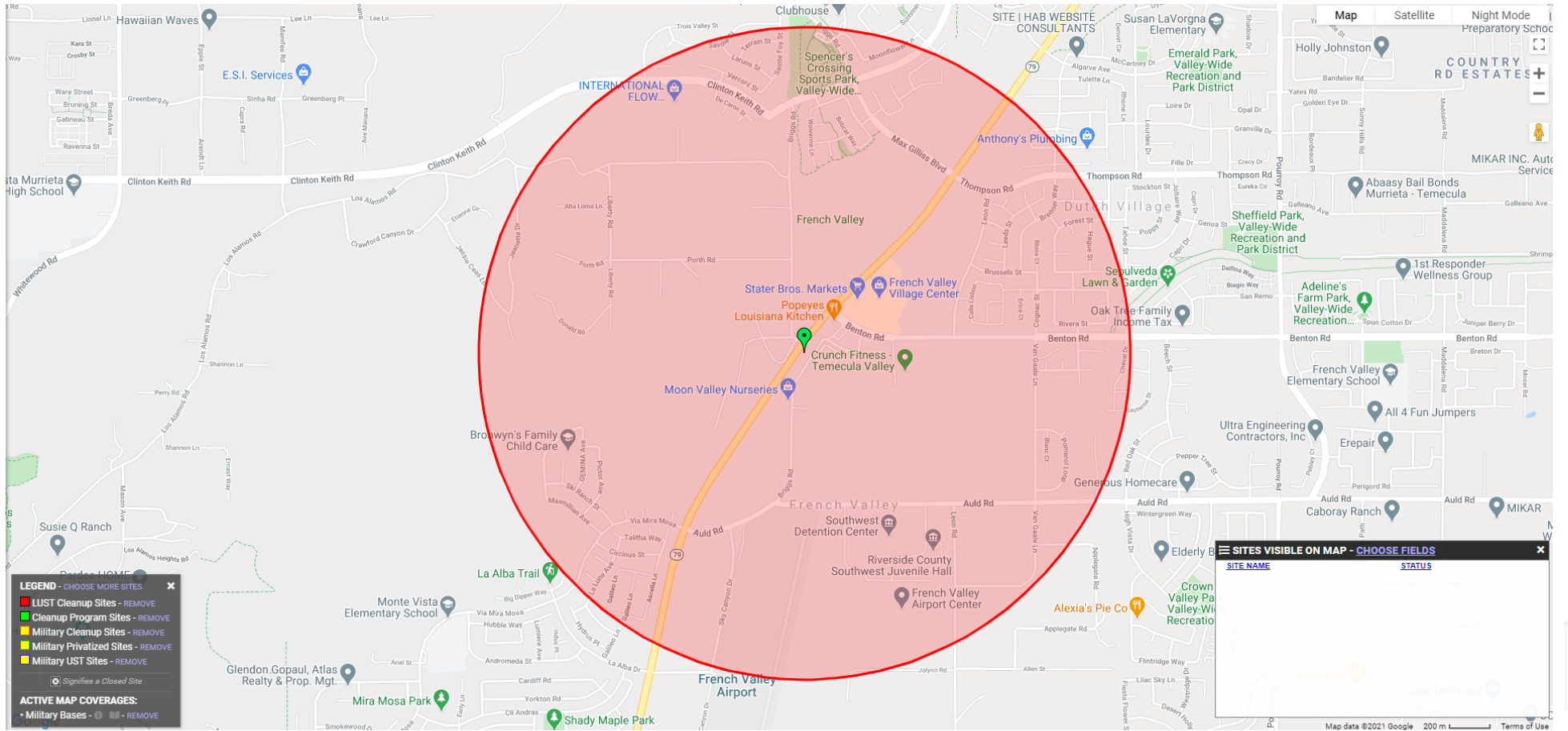
According to the GEOTRACKER site, there are no active or open cases involving Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, WDR Sites, Permitted UST Facilities, Monitoring Wells, DTSC Cleanup Sites and DTSC Hazardous Waste Permit Sites on the proposed Project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

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

These conclusions are supported by the information contained in the *Phase I ESA*. The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

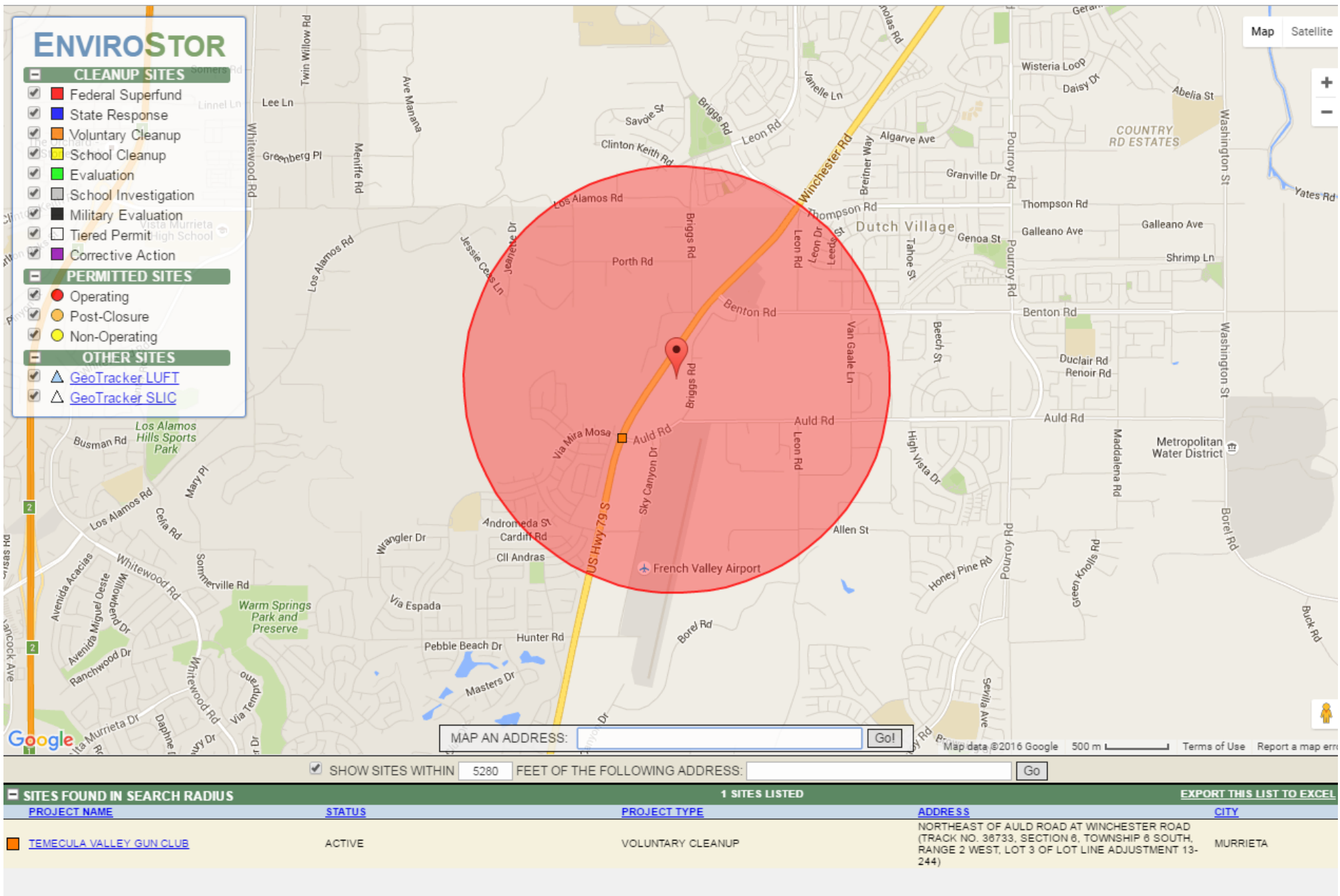
Based upon the available data, there is no evidence to support that hazardous wastes or contamination would be present on the site. No impacts will occur.

**FIGURE 21-1
GEOTRACKER SITE**



Source: <https://geotracker.waterboards.ca.gov/>

**FIGURE 21-2
ENVIROSTOR SITE**



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

Monitoring: No mitigation monitoring is required.

22. Airports				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): *Map My County (Appendix A); Riverside County General Plan Figure S-20 "Airport Locations;" SWAP Figure 5, French Valley Airport Influence Area; AirNav.com website; County of Riverside Airport Land Use Commission Staff Report, prepared by Airport Land Use Commission, 4-8-2021 (ALUC Report, Appendix M); French Valley Airport Compatibility Plan; and Google Maps.*

Findings of Fact:

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

Less Than Significant with Mitigation Incorporated

The Project site is located approximately 2,340 feet northeasterly of the northerly terminus of Runway 18-36 at French Valley Airport. Therefore, the Project lies within Zones B1 and C of the French Valley Airport Land Use Plan. These Airport Zones require the densities of people per acre for non-residential uses as shown in **Table 22-1, Densities of People per Acre**.

**Table 22-1
Densities of People per Acre**

Zone	Average (people / acre)	Single Acre (people / acre)	Required Open Land per Development
B1	40	80	30%
C	80	160	20%

Source: French Valley Airport Compatibility Plan Policy 2.3.b(1).

Accordingly, approximately 0.39 acres of Parcel 1 is located partially within Zone C, and the rest of the Project (approximately 3.29 gross acres) is located within Zone B1. Each of the parcels are providing enough landscaping to meet the open space requirements for the Airport Land Use Commission (ALUC) Safety Zones B1 and C.

According to the *ALUC Report*, pursuant to Appendix C, Table C-1 of the Riverside County Airport Compatibility Plan, the following rates were used to calculate the occupancy for the proposed building in Compatibility Zones B1 and C:

- Kitchen area – 1 person per 200 square feet;
- Dining area – 1 person per 15 square feet; and
- Storage – 1 person per 300 square feet.

Accordingly, the maximum density allowed within each restaurant is shown in **Table 22-2, *Densities of People per Acre per Parcel 1*** and **Table 22-3, *Densities of People per Acre per Parcel 2***.

**Table 22-2
Densities of People per Acre per Parcel 1**

Total Area (s.f.) within Zone B1	Dining Area (s.f.)	Kitchen Area (s.f.)	Storage Area (s.f.)	Total occupancy	Intensity of People (per acre)	Consistent with Compatibility Zone?
2,743	740	1,258	199	74	39	Yes

Source: *ALUC Report (Appendix M)*

**Table 22-2
Densities of People per Acre per Parcel 1**

Total Area (s.f.) within Zone B1	Dining Area (s.f.)	Kitchen Area (s.f.)	Storage Area (s.f.)	Total occupancy	Intensity of People (per acre)	Consistent with Compatibility Zone?
1,143	105	841	197	23	19	Yes
Total Area (s.f.) within Zone C						
660	467	193	0	35	71	Yes

Source: *ALUC Report (Appendix M)*

ALUC reviewed the Project on April 8, 2021 and concluded that the Project would be consistent with the French Valley Airport Land Use Plan with the imposition of several conditions of approval. These recommendations are included as **Mitigation Measures MM-HAZ-1** through **MM-HAZ-7**.

With implementation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-7**, impacts are considered less than significant.

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

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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As discussed under Threshold 22 a., the Project was heard before ALUC, on April 8, 2021 and was found to be consistent with the French Valley Airport Land Use Plan with the implementation of several conditions. These recommendations are included as **Mitigation Measures MM-HAZ-1** through **MM-HAZ-7**.

With implementation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-7**, impacts are considered less than significant.

- 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?*

Less Than Significant Impact with Mitigation

As discussed under Threshold 22 a., the Project site is located partially within safety zones B1 and C of the French Valley Airport. As such, ALUC reviewed the Project on April 8, 2021 and concluded that the Project would be consistent with the French Valley Airport with several conditions imposed. These recommendations are included as **Mitigation Measures MM-HAZ-1** through **MM-HAZ-7**. With implementation of **Mitigation Measures MM-HAZ-1** through **MM-HAZ-7**, impacts are considered less than significant.

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

No Impact

The closest private airstrip is the Billy Joe Airport - 37CA which is located approximately 6.5 miles southeast of the Project site; the closest heliport is at the Temecula Valley Hospital located approximately 7.5 miles southeast of the Project site. These distances are out of the immediate vicinity of the Project Site.

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

Mitigation:

MM-HAZ-1 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

MM-HAZ-2 The following uses shall be prohibited:

- a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- c) Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect. Safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators).
- d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- e) Children's' schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two above ground habitable floors, critical community infrastructure facilities, and above ground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
- f) Highly noise-sensitive outdoor nonresidential uses.
- g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

MM-HAZ-3 Prior to the issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport or provide evidence that such easement has been previously conveyed.

MM-HAZ-4 Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign shall be permanently affixed to the stormwater basin with the following language: There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes." The sign will also include the name, telephone number or other

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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contact information of the person or entity responsible to monitor the stormwater basin.

MM-HAZ-5 Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

MM-HAZ-6 This Project has been evaluated as consisting of 2,292 square feet of kitchen area, 1,312 square feet of dining area, 396 square feet of storage area, and 21 car stacking drive-thru spaces, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the Airport Land Use Commission Plan compatibility criteria, at the discretion of the Airport Land Use Commission director.

MM-HAZ-7 The Project does not propose rooftop solar panels at this time. However, if the Project were to propose solar rooftop panels in the future, the applicant / developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County – Aviation Division as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by the Riverside County Aviation Division.

Monitoring: To be monitored through the Building Permit Process by Riverside County Building and Safety Department.

HYDROLOGY AND WATER QUALITY Would the Project:

23. Water Quality Impacts

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Source(s): *Preliminary Geotechnical Interpretive Report*, prepared by CW Soils, 7-23-2019 (*Preliminary Geotechnical Report*, **Appendix F1**); *Infiltration System Design Interpretive Report, Proposed*, prepared by CW Soils, 7-23-2019 (*Infiltration Report*, **Appendix F2**); *Preliminary Hydrology Study for French Valley Development*, prepared by Commercial Development Resources, 2-18-2021 (*Drainage Study*, **Appendix H1**); *Project Specific WQMP for French Valley Development*, prepared by Commercial Development Resources, 2-18-2021 (WQMP, **Appendix H2**); *French Valley Jack in the Box Project, General Biological Resources Assessment Report*, prepared by Barrett's Biological Surveys, 10-15-2021 (*MSHCP Report*, **Appendix C**); FEMA website; E); Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program); Ordinance No. 754 (As Amended through 754.2 (An Ordinance of the County of Riverside Amending Ordinance No. 754 Establishing Stormwater/Urban Runoff Management and Discharge Controls); Riverside County General Plan, Safety Element, Figure S-9 *Special Flood Hazard Areas*, and Figure S-10 *Dam Failure Inundation Zone*; Riverside County General Plan, Southwest Area Plan, Figure 12, *Southwest Area Plan Seismic Hazards*; Project Plans (**Appendix K**); and *Map My County* (**Appendix A**).

Findings of Fact:

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

Less Than Significant Impact

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program.

A project would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body.

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

The Project site is located in the French Hydrologic Subarea and the Murrieta Hydrologic Unit of the larger Santa Margarita Region Watershed. The Santa Margarita Region basin is one of nine

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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watershed basins within the state, and encompasses an area of approximately 750 square miles, most of which (±550 sq. mi; 73%) is located in Southwest Riverside County and the balance (±200 sq. mi; 27%) located in northern San Diego County. The Santa Margarita Watershed basin includes the Riverside County areas of Temecula, Murrieta, Wildomar, and a small portion of southern Menifee, while the areas within San Diego County include Fallbrook, and Camp Pendleton.

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

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

The Project proposes the construction and operation of two fast food restaurants with ancillary parking and landscaping. The first restaurant will be 2,104 square feet in size, and the second will be 2,743 square feet in size. The Project will provide 67 parking spaces, including 2 electric vehicle spaces and 4 accessible spaces. The Project will also include street improvements, utility infrastructure, storm drain, and drainage storage facilities, storage pipes, impervious surfaces and landscaping for drainage and water quality purposes. According to the *WQMP*, the construction and grading activity necessary for implementation of the Project is limited to approximately 1,913 square feet of the larger 2.17-acre Project site. Approximately 32,158.89 square feet of the Project will be landscaped, and the rest will be hardscaped.

According to the *Drainage Study*, the Project site’s existing terrain slopes generally from the to the northwest of the site to Highway 79. The 2.17-acre area to be disturbed is divided into ten drainage sub-areas as depicted on **Figure 23-1, Proposed Drainage Map**. The proposed Project development will utilize low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible and a combination of the landscaped areas and infiltration trenches are included in the Project design. As set forth in the *Drainage Study*, the proposed storm drain system has adequate capacity to convey the expected 100-year peak flow from the Project site.

The Project site clearing and grading phases would disturb surface soils, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, bare soil may be subject to wind and water erosion. However, the Project proposes to landscape approximately 32,158.89 sq. ft., or 34% of the Project site.

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

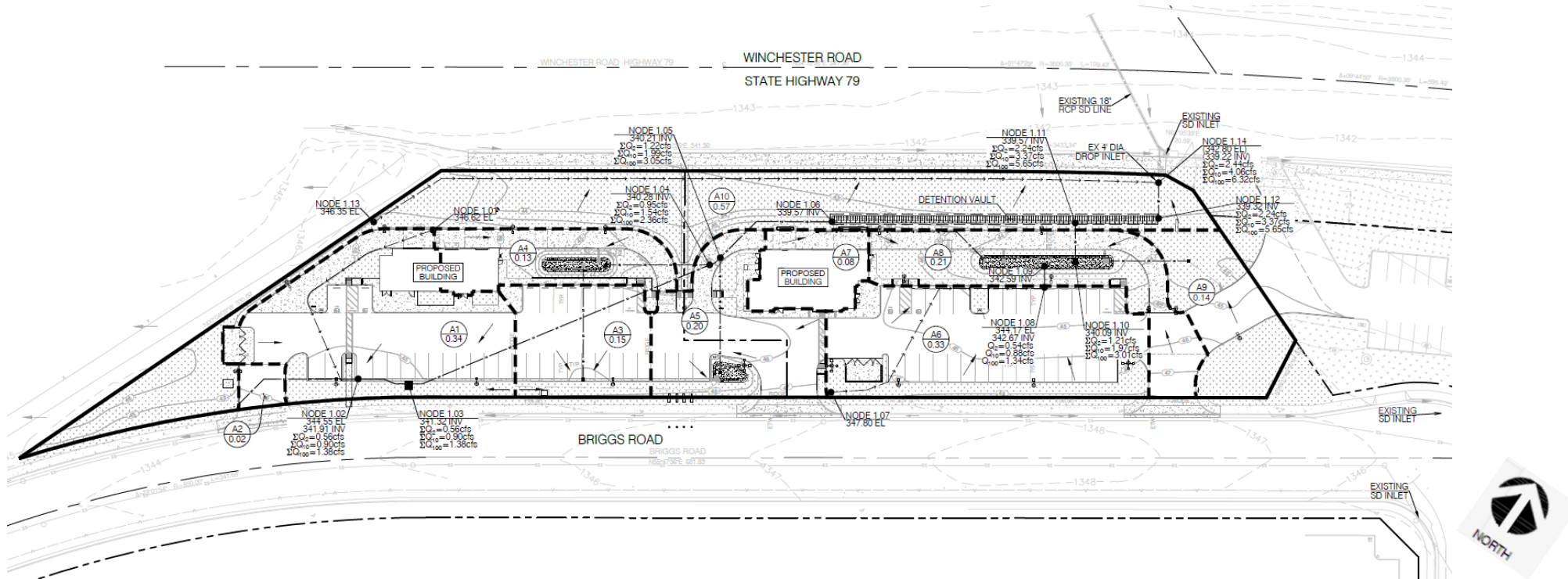
The proposed Project has been reviewed and conditioned by the Riverside County Flood Control and Water Conservation District (RCFC&WCD), the County Building Department, and the County

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation Department to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES. These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes.











Implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, the proposed Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts will be less than significant.

**FIGURE 23-1
PROPOSED DRAINAGE MAP**



Source: Drainage Study (**Appendix H1**)

LEGEND:

-  BIOFILTRATION BASIN
-  CONCRETE
-  LANDSCAPE
-  MAJOR DRAINAGE AREA (DA) BOUNDARY
-  MINOR DRAINAGE AREA (DA) BOUNDARY
-  PROPERTY LINE
-  CENTERLINE
-  DRAINAGE AREA ID
SIZE (ACRES)
-  STORM DRAIN LINE
-  FLOWPATH

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) *Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?*

Less Than Significant Impact

Infiltration testing for water quality treatment areas on the Project site in conjunction with the proposed development consisted of three exploratory excavations, the results of which indicated infiltration rates between 0.15 and 0.18 inches per hour. Infiltration areas have been spread out to utilize as much infiltration capacity as feasible on the Project site. Impervious areas have been designed with minimal widths and roofs have been designed to drain into adjacent landscaping.

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

Impervious areas have been designed to drain to localized landscaping areas that have been designed as infiltration areas. Landscaping is designed per landscaped architectural plans consistent with County standards.

The Project *WQMP* details four (4) drainage management areas (DMAs) in conjunction with the proposed Project development. A summary of the DMAs is included below; the reader is referred to the Project *WQMP* for full particulars. **Figure 23-2, *WQMP Site Plan***, identifies the proposed on-site drainage system for the Project site.

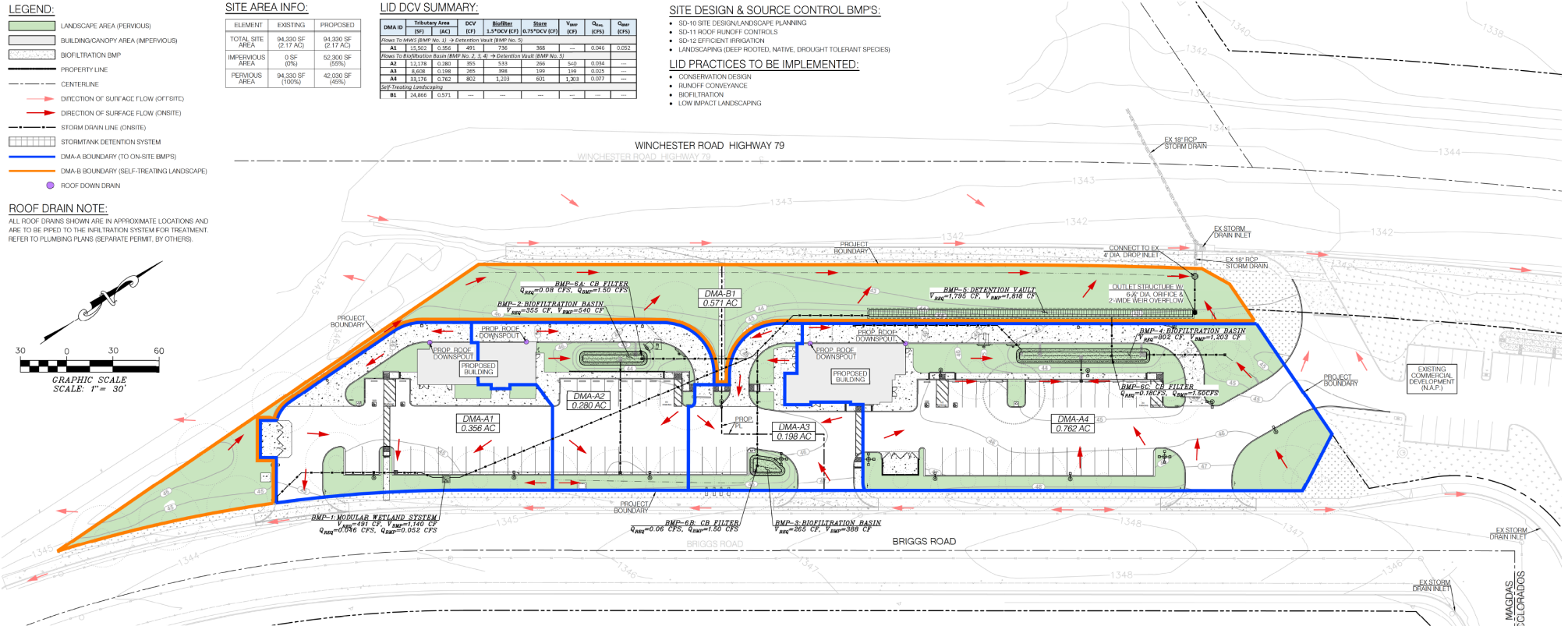
- DMA-1 consists of 0.36 acres and is located at the southern portion of the Project site.
- DMA-2 consists of 0.28 acres and is located north of DMA-1.
- DMA-3 consists of approximately 0.20 acres and is located in the central portion of the Project site.
- DMA-4 consists of 0.76 acres and is located in the northern two-thirds of the project site

A fifth drainage area consists entirely of landscaping is designated as DMA-B1, covers 0.57 acres, and is on the western side of the Project adjacent to Highway 79.

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

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

**FIGURE 23-2
WQMP SITE PLAN**



Source: WQMP (Appendix H2)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?*

Less Than Significant Impact

Please refer to the hydrology discussion set forth under Threshold 23.a. The proposed Project development will utilize low impact development standards intended to preserve the natural topography of the Project site to the maximum extent possible and a combination of the landscaped areas and infiltration trenches are included in the Project design.

The proposed Project drainage and water quality systems meet the requirements and criteria established by the County of Riverside and will include flood control protection by providing the necessary Best Management Practices to treat the runoff generated by the Project in a manner that meet the requirements outlined in the Water Quality Management Plan Guidance Document.

The post-Project drainage pattern will remain essentially the same as in the pre-Project condition.

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

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

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

Less Than Significant Impact

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

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

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

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

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

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

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

Less Than Significant Impact

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

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

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

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

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

Less Than Significant Impact

A detailed description of the post-Project storm drain system design is included in Thresholds 23.a and 23.b. **Figure 23-2, WQMP Site Plan**, provided in Threshold 23.b, identifies the proposed on-site drainage system for the Project site.

The Project WQMP details five (5) DMAs in conjunction with the proposed Project development. DMA-5 is 0.57 acres and contains most of the landscaping of the Project site.

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

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

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

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

g) Would the Project impede or redirect flood flows?

Less Than Significant Impact

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

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

Less Than Significant Impact

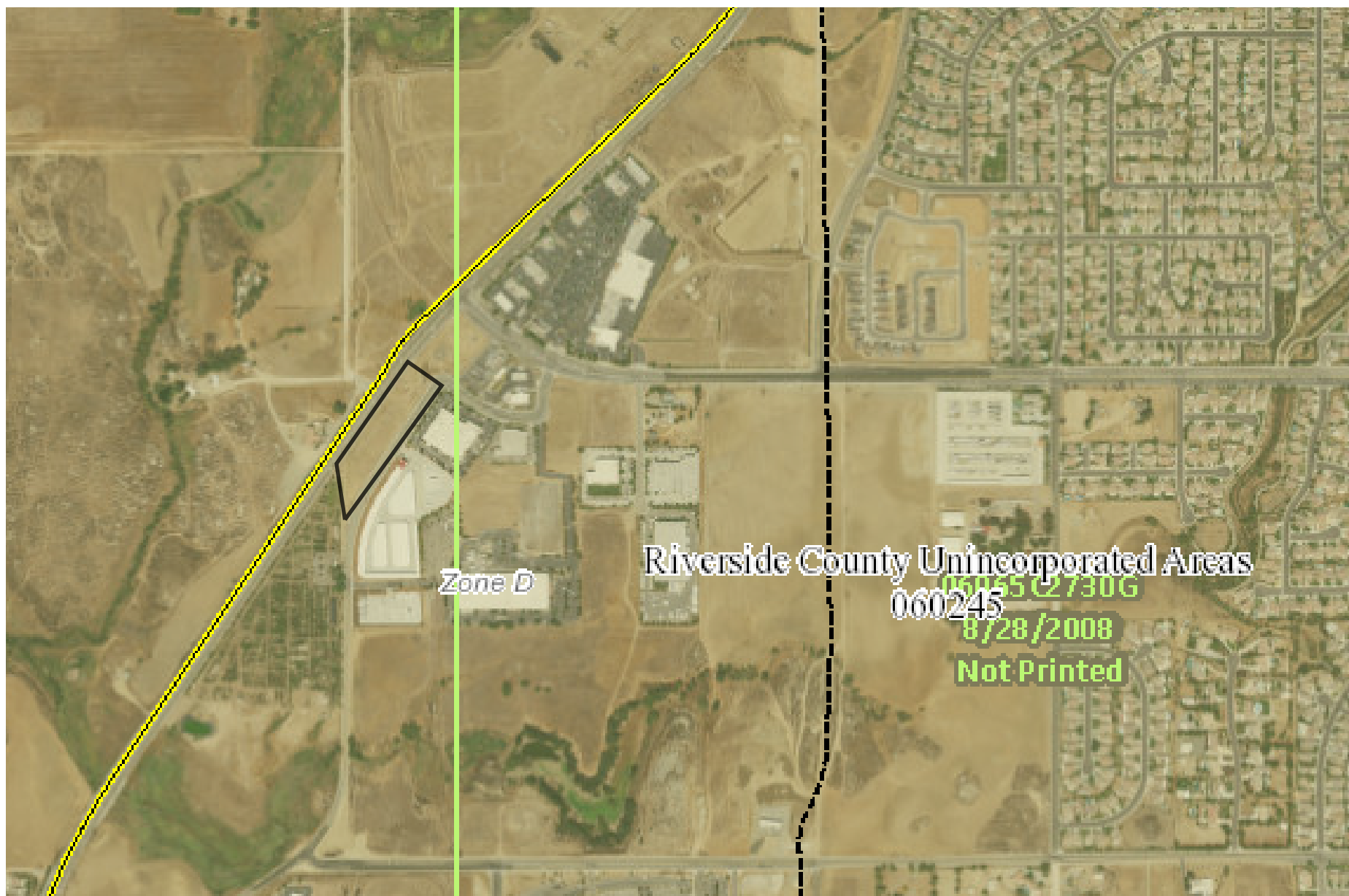
Based on a review of the FEMA Flood Rate Insurance Map (FIRM), Panel No. 06065C2710G, and the Project site is not located within a FEMA designated flood hazard area. The FEMA Map indicates that almost the entire Project site and surrounding properties to the north are located in Zone D, which corresponds to areas that are potentially prone to moderate- or low-hazard flood-risk areas, but the precise probability has not been determined. However, Riverside County's Geographical Information System shows this outside the 100-year floodplain. Refer to **Figure 23-3, FEMA Firmette Map**.

The Project site is located approximately 28 miles northeast of the nearest coastline (Pacific Ocean); therefore, the risk associated with tsunamis is negligible.

The Project site not located adjacent to a body of water; a seiche is a run-up of water within a lake or embayment triggered by fault or landslide induced ground displacement. The Project site is located approximately 3 miles west of Lake Skinner. Therefore, the risk associated with a seiche is negligible.

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

FIGURE 23-3
FEMA FIRMETTE MAP



Source: FEMA <https://msc.fema.gov/>

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

Less Than Significant Impact

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

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

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

LAND USE/PLANNING Would the Project:

24. Land Use

a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): *Map My County (Appendix A)*; Riverside County General Plan - Southwest Area Plan (SWAP), **Figure 2, Vicinity Map** and **Figure 3, Site Plan**, provided in Section I of this Initial Study.

Findings of Fact:

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

Less Than Significant Impact

The Project site is located in the Southwest Area Plan (SWAP), one of nineteen (19) planning areas within the County of Riverside's General Plan. As set forth in *Map My County*, the SWAP, and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure 3, Site Plan, the Project site’s underlying General Plan land use designation is Business Park within the Community Development Foundation Component. The Project site is within the Highway 79 Policy Area but not within a General Plan Policy Overlay area. The existing zoning of the site is Industrial Park (I-P). The Project is an allowed use in the I-P Zone as well as the Business Park land use designation in the SWAP and the General Plan.

The Project area is located in a semi-rural area that is largely surrounded by suburban residential tracts developed in recent decades. Existing land uses in the Project vicinity include several industrial uses, rural residences, a commercial nursery, and a shopping center, mixed with other parcels of vacant land (see **Figure 2, Vicinity Map**). The Project area was historically used for agriculture, but vacant land is currently fallow.

In terms of consistency with surrounding land uses, there are other Business Park uses to the south, east, and west (across Winchester Road) and commercial retail uses to the north. The proposed Project is consistent with these surrounding uses as well as the zoning of the area, including Industrial Park (I-P) to the east, City of Murrieta Building Park (BP) zone to the west, Specific Plan (SP) to the south, and commercial (CPS) to the north.

The Project’s proposed development plan is consistent with the existing zoning of the Project site and is compatible with the land uses in and zoning of the surrounding area. The Project site is not located within a specific plan area.

Additionally, the Project site is located within Cell No. 5778 of the Western Riverside County Multi-Species Habitat Conservation Plan (WR-MSHCP). As is discussed in the Section 7 (Biology) of this Initial Study, the Project is consistent with the requirements of the WR-MSHCP.

Based on the above information, the Project will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impact

The Project is consistent with the existing General Plan land use designations, zoning and surrounding developed uses. The Project would construct a sidewalk on the west side of Briggs Road which would help employees in the surrounding area better utilize the planned local serving restaurants. There is no low-income or minority community on or in close proximity to the Project site, therefore, this issue is not applicable.

Based on this information, the proposed Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES Would the Project:				
25. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): *Map My County (Appendix A); Riverside County General Plan (General Plan), Multipurpose Open Space Element, Figure OS-6, Mineral Resources Area; mindat.org website; and Site visit by Matthew Fagan on March 22, 2021.*

Findings of Fact:

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

No Impact

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

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

As shown on *General Plan Multipurpose Open Space Element, Figure OS-6, "Mineral Resources Area,"* the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposits is undetermined). The Project site has not been used for mining. Therefore, implementation of the Project is not expected to result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. No impacts will occur.

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

No Impact

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As stated in Threshold 25.a, the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposits is undetermined). The Project site has not been used for mining. Therefore, implementation of the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts will occur.

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

No Impact

Based on a site visit, it was observed that the Project is not located on, or adjacent to, an existing or abandoned quarry or mine. There are no active mines within 5 miles of the Project site.

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

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): *Map My County (Appendix A); Riverside County General Plan Figure S-20 "Airport Locations," County of Riverside Airport Facilities Map; Figure 5, Aerial Photo, provided in Section I of this IS; Southwest Area Plan (SWAP) Figure 5, French Valley Airport Influence Area; AirNav.com website; Google Maps; French Valley Fast Food Restaurants Noise Impact Study (Noise Study, Appendix I), prepared by RK Engineering Group, Inc. 3-12-2021; and County of Riverside Airport Land Use Commission Staff Report, prepared by Airport Land Use Commission, 4-8-2021 (ALUC Report, Appendix M).*

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

Findings of Fact:

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

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

The Project site is located within safety Zones B1 and C of the French Valley Airport Land Use Plan. On April 8, 2021, the Riverside County Airport Land Use Commission found the Project consistent with the French Valley Airport Land Use Plan with the imposition of several conditions. These recommendations are included as **Mitigation Measures MM-HAZ-2** and **MM-HAZ-5** as documented in Threshold 21.a regarding hazards and hazardous materials.

With implementation of **Mitigation Measures MM-HAZ-2** and **MM-HAZ-5**, any impacts are considered less than significant.

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

No Impact

Based on a review of an aerial photo of the Project site and its immediate environs (reference **Figure 5, Aerial Photo**, provided in Section I of this IS), the proposed Project is not located within the vicinity of a private airstrip or heliport. The closest private airstrip is the Billy Joe Airport - 37CA which is located approximately 8 miles southeast of the Project site and the closest heliport is at the Temecula Valley Hospital located approximately 4.5 miles southeast of the Project site. Therefore, implementation of the proposed Project would not expose people residing or working in the Project area to excessive noise levels. No impacts will occur, and no mitigation is required.

MM-HAZ-2 The following uses shall be prohibited:

- a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- c) Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect. Safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators).
- d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) Children's' schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two above ground habitable floors, critical community infrastructure facilities, and above ground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
- f) Highly noise-sensitive outdoor nonresidential uses.
- g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

MM-HAZ-5 Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Monitoring: To be monitored through the Building Permit Process by Riverside County Building and Safety Department.

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"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"), Project Application Materials, *French Valley Fast Food Restaurants Noise Impact Study (Noise Study, Appendix I)*, prepared by RK Engineering Group, Inc. 3-12-2021.

Findings of Fact:

- 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?*

Less Than Significant Impact

Noise Characteristics

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters which describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound wave. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of sound pressure ratio to the faintest sound detectable by a keen human ear is called a decibel (dB).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Because sound or noise can vary in intensity by over one million times within the range of human hearing, decibels are on a logarithmic loudness scale similar to the Richter Scale used for earthquake magnitude. Since the human ear is not as equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called “A-weighting” written as “dBA.” Any further reference to decibels written as “dB” should be understood to be A-weighted values.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called Leq), or, alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL). In some jurisdictions, the day-night level (called “Ldn”) is used for noise exposure planning. Ldn is almost equivalent to CNEL.

CNEL or Ldn-based standards apply to noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.). Since local jurisdictions cannot regulate the noise generator, they exercise land use planning authority on the receiving property. Uses that are amenable to local control are generally considered “stationary sources.” Local jurisdictions generally regulate the level of noise that one use may impose upon another.

One noise source associated with land use intensification governed by local regulation is noise from construction activities. Construction noise is exempted from requirements during the hours from 7:00 a.m. to 6:00 p.m. on weekdays. Construction noise impacts are only considered to be significant if they occur outside these allowed hours on weekdays or at any time on Sundays and holidays.

Project Noise Setting

The Project site is located within the Southwest Area Plan (SWAP) of the Riverside County General Plan and within the French Valley unincorporated community.

Existing General Plan Land Use designations surrounding the site include Highway 79 directly to the northwest and industrial / commercial land use designations beyond Highway 79 in the City of Murrieta, Commercial Retail (CR) to the northeast, and Business Park (BP) to the east and south. Specific land uses in the surrounding area Highway 79 directly to the northwest, other restaurant uses to the northeast, industrial and self-storage uses in the east, and a nursery to the southwest. Noise sources in the Project area include traffic on Highway 79, the French Valley Airport, and other commercial and industrial uses in the area.

Riverside County Noise Standards

The noise standards set forth in the Riverside County General Plan Program EIR have been adopted for use for the Project. The County noise policy is to ensure the compatibility of a proposed land use with the ambient acoustic environment and to similarly minimize excessive noise transmission from one land use to another. This policy is strongly enforced when dealing

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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with noise-sensitive uses such as residences, schools, medical facilities, libraries or places of worship. The proposed Project is classified as a commercial facility.

Noise environments of less than 70 dB CNEL are considered acceptable for commercial uses. The Noise Element of the Riverside County General Plan EIR identifies Project traffic noise impacts at future build-out as being approximately than 65 dB CNEL at 200 feet from the Highway 79 centerline in the Project vicinity. Traffic noise is not considered a significant impediment to the proposed Project.

Construction Noise Impacts

Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by earth-moving sources, then by foundation and roadway paving, and finally for finish construction.

The earth-moving sources are seen to be the noisiest with equipment noise ranging up to about 90 dB (A) at 50 feet from the source. Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance, or about 20 dB in 500 feet of propagation. The loudest earth-moving noise sources will therefore sometimes be detectable above the local background beyond 1,000 feet from the construction area. An impact radius of 1,000 feet or more pre-supposes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. With buildings and other topographical barriers to interrupt line-of-sight conditions, the potential “noise envelope” around individual construction sites is reduced. Construction noise impacts are, therefore, somewhat less than that predicted under idealized input conditions.

There are no specific performance standards that apply to construction, but construction noise impacts are typically minimized by time restrictions placed on grading permits. Per the Riverside County General Plan EIR, the following restrictions apply to the proposed Project:

- Whenever a construction site is within one-quarter (1/4) mile of an occupied residence(s), no construction activities shall be undertaken between the hours of 6:00 p.m. and 7:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

There are two farm / residential establishments approximately ¼ mile to the west of the Project; therefore, these restrictions apply.

Operation Noise Impacts

The Project involves construction of two new quick services restaurants. The main stationary sources associated with the Project will include parking lot noise, heating, ventilation, and air conditioning (HVAC) equipment, and with the speakers used for the drive-through lanes.

Parking lot noise would occur from vehicle engine idling and exhaust, doors slamming, tires screeching, people talking, and the occasional horn honking.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Speakerphones at the order boards of the drive-thru restaurants will generate noise. The speakerphones will be located approximately 170 feet from the property of the adjacent office building site and 185 feet from the property line of the Moose Lodge.

HVAC equipment will be located on the roof of each building, and each building will consist of two HVAC units. All rooftop HVAC equipment are shown to be shielded from line of sight behind rooftop parapets/screening.

Table 27-1, *Riverside County Ordinance No. 847 Sound Level Standards* shows the sound level standards established in the Riverside County Ordinance No. 847, as they pertain to land uses surrounding the Project site.

**Table 27-1
Riverside County Ordinance No. 847 Sound Level Standards**

Land Use	Maximum Decibel Level (Lmax)	
	7 am – 10pm	10 pm – 7 am
Retail Commercial (CR)	65 dBA	55 dBA
Office Commercial (CO)	65 dBA	55 dBA

The *Noise Study* first measured ambient noise levels to establish baseline conditions to determine how much Project-related noise would increase over existing levels, and if that increase would exceed applicable noise standards. The various physical parameters of the site and the proposed activities of the Project were analyzed using a computer program called SoundPLAN creates a 3-D model of existing and anticipated noise characteristics.

To estimate the future noise levels during typical operational conditions, referenced noise levels were input into SoundPLAN and projected to the nearest sensitive receptor locations. Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography and physical barriers including buildings and sound walls. The noise levels assumed the stationary sources are operating continuously during both daytime and nighttime hours, when the equipment will actually operate intermittently throughout daily operations. Project noise measurements were taken at the following four (4) nearby receptor locations:






- R-1 Denny's Restaurant
- R-2 Moose Lodge
- R-3 Office Building
- R-4 Nursery

Figure 27-1, *SoundPLAN Project Noise Level Results*, shows the locations of these four noise monitoring sites around the Project site.

**FIGURE 27-1
SOUNDPLAN PROJECT NOISE LEVEL RESULTS**



Signs and symbols

-  Ground effects
-  Wall
-  Receiver
-  Point source
-  Parking lot

Source: Noise Study (**Appendix I**)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The *Noise Study* considers all project noise sources operating simultaneously during daytime (7 a.m. to 10 p.m.) hours at the closest adjacent property lines. Additionally, the restaurants within the Project will be in operation late at night and early in the morning, (10:00 p.m. to 7:00 a.m.) so the *Noise Study* did evaluate nighttime noise. The noise standard for all surrounding land uses is 65 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from 10 p.m. to 7 a.m.

The *Noise Study* estimated the maximum daytime and nighttime noise impacts around the Project site (using the nighttime standard as a “worst case” comparison).

The *Noise Study* also evaluated Project-generated noise to see if noise levels at the closest sensitive receptors exceeded the threshold for significant noise impacts under CEQA. The analysis found that noise levels would not exceed the threshold at the nearest receptors as is shown in **Table 27-2, Daytime Noise Impact Analysis** and **Table 27-3, Nighttime Noise Impact Analysis**.

Table 27-2
Daytime Noise Impact Analysis (dBA)

Receiver	Location	Project Noise Contribution (dBA)	County of Riverside Noise Level Criteria (dBA)	Noise Level Exceeds Standard?
Receptor at Denny's	North	48.1	65.0	No
Receptor at Moose Lodge	West	51.2	65.0	No
Receptor at Office Building	East	51.5	65.0	No
Receptor at Nursery	South	53.2	65.0	No

Table 27-3
Nighttime Noise Impact Analysis (dBA)

Receiver	Location	Project Noise Contribution (dBA)	County of Riverside Noise Level Criteria (dBA)	Noise Level Exceeds Standard?
Receptor at Denny's	North	47.9	55.0	No
Receptor at Moose Lodge	West	51.1	55.0	No
Receptor at Office Building	East	51.3	55.0	No
Receptor at Nursery	South	53.0	55.0	No

In addition, **Figure 27-2, Project Noise Contours – Daytime** and **Figure 27-3, Project Noise Contours – Nighttime** graphically depict the results of the *Noise Study* on surrounding properties.

The *Noise Study* concluded that noise generated by the Project would not exceed the County's daytime or nighttime noise standards at the adjacent properties.

However, the *Noise Study* did recommend certain Project Design Features (PDF) that will reduce ambient noise levels, as described in **PDF-NOI-1** through **PDF-NOI-3**. These PDFs are

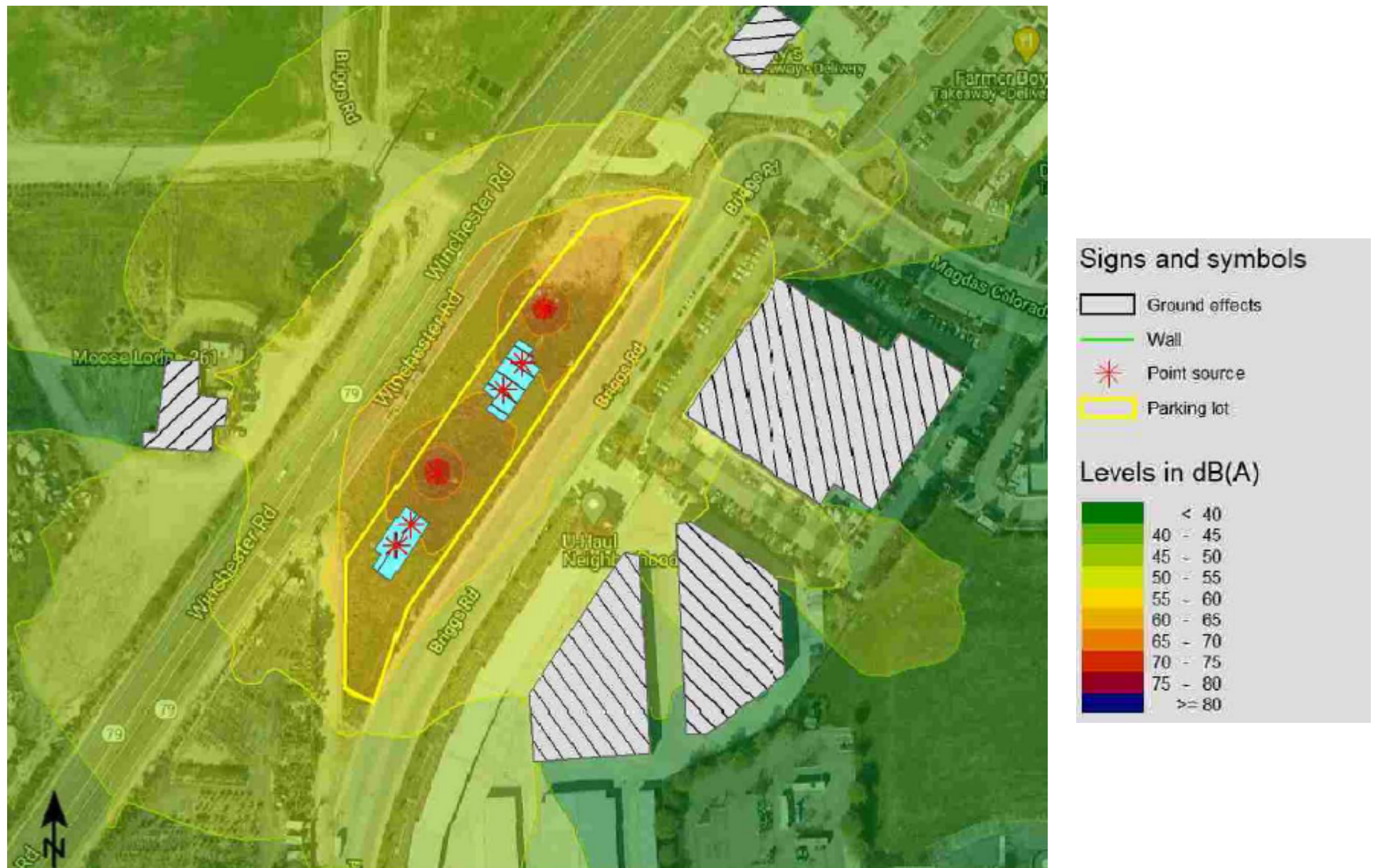
	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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considered standard and are included as part of the Project's overall approval process, but they are not considered unique mitigation under CEQA.

The Project will have a less than significant impact on noise from both construction and operational noise.

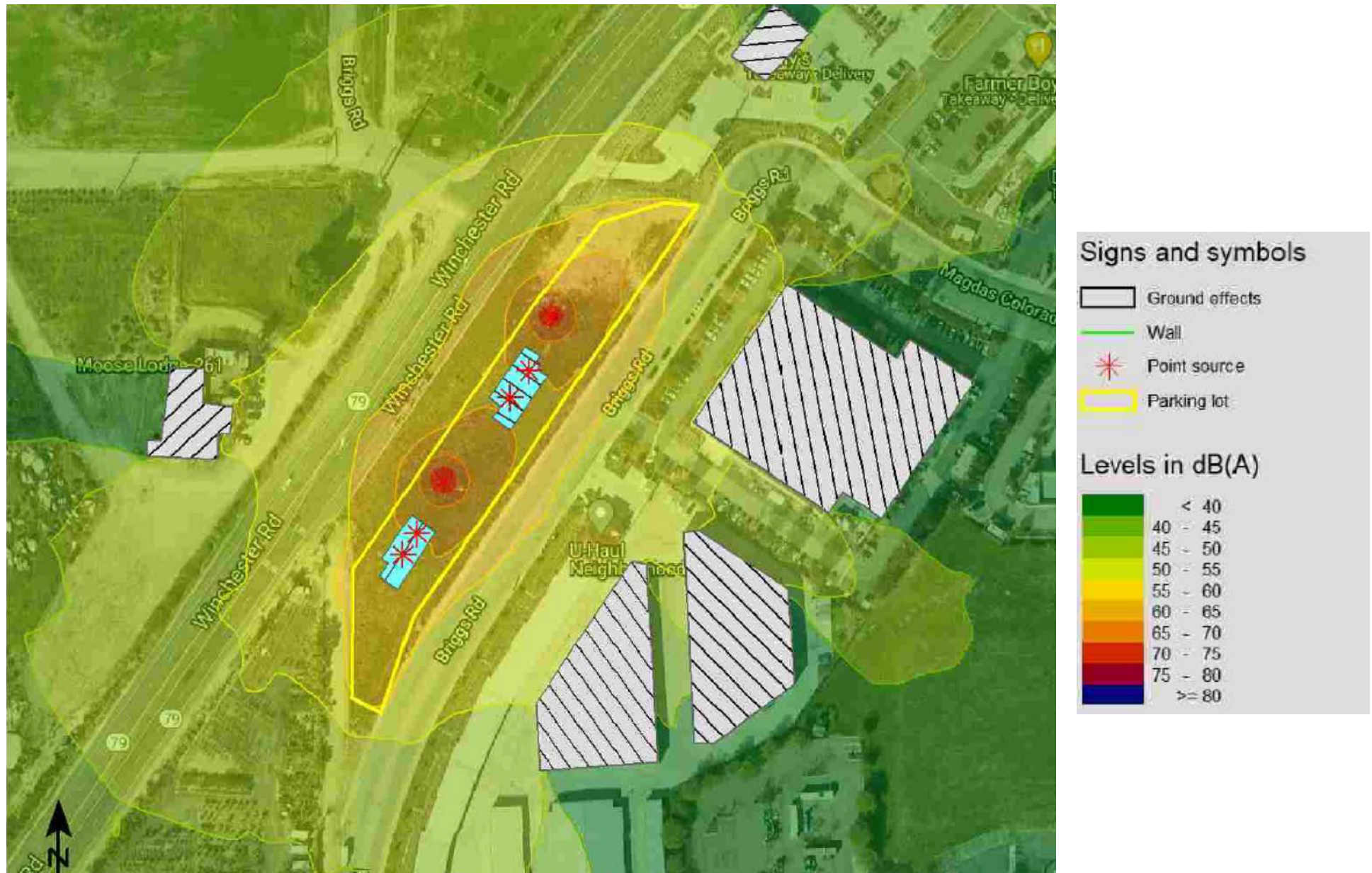
- PDF-NOI-1** All HVAC equipment should be fully shielded or enclosed from line of sight of any adjacent property or outdoor habitable area on the site.
- PDF-NOI-2** All drive-thru speakers should be equipped with Automatic Voice Control (AVC) feature to further help reduce the noise impact on the adjacent receptors.
- PDF-NOI-3** Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less. Signage should be posted in the designated loading areas to enforce the idling restrictions.

FIGURE 27-2
PROJECT NOISE CONTOURS - DAYTIME



Source: Noise Study (Appendix I)

**FIGURE 27-3
PROJECT NOISE CONTOURS - NIGHTTIME**



Source: Noise Study (**Appendix I**)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) *Generation of excessive ground-borne vibration or ground-borne noise levels?*

Less Than Significant Impact

The *Noise Study* included an assessment of vibration impacts using referenced vibration levels and methodology set forth in the Caltrans Transportation and Construction Induced Vibration Guidance Manual. To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structure. For the proposed Project, the closest sensitive receptors are the offices located approximately 95 feet east of the site. No historical or fragile buildings are known to be located within the vicinity of the site.

The construction of the proposed Project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the Project would be from bulldozer activity during site preparation and grading, loading trucks during excavation, and vibratory rollers during paving. Vibratory rollers would only be used on the paved surface areas of the site which are approximately 135 feet from the nearest structures. **Table 27-4, Construction Vibration Impacts**, shows the Project's construction-related vibration analysis at the residential structures to the south.

**Table 27-4
Construction Vibration Impacts**

Construction Activity	Distance to Closest Structure	Duration	Calculated Vibration Level - PPV (in/sec)	Damage Potential Level	Annoyance Criteria Level
Vibratory Roller	135 feet	Continuous/ Frequent	0.014	No Impact	Barely Perceptible
Large Bulldozer	135 feet	Continuous/ Frequent	0.012	No Impact	Barely Perceptible
Loaded Trucks	135 feet	Continuous/ Frequent	0.033	No Impact	Barely Perceptible

The estimated vibration noise levels at the nearest sensitive receptors are compared to the Caltrans Vibration Manual thresholds. The "worst case" vibratory impact from the site is estimated to be 0.033 PPV (in/sec) at the residential structures to the south. The *Noise Study* concluded that the annoyance potential of vibration from construction activities would be "barely perceptible" and no potential damage is expected to residential structures and modern commercial/industrial buildings in the nearby vicinity. Therefore, potential vibration impacts from construction or operation of the Project will be less than significant and no mitigation is required.

Although no mitigation is required for noise impacts, several Project Design Features are recommended for construction activities on the Project site, as described in **PDF-NOI-4** through

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PDF-NOI-6. These COAs are considered standard and are included as part of the Project's overall approval process, but they are not considered unique mitigation under CEQA.

PDF-NOI-4 Construction-related noise activities shall comply with the requirements set forth in the County of Riverside Municipal Code Noise Ordinance 847.

1. Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September;
2. Construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

PDF-NOI-5 During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.

PDF-NOI-6 Locate staging area, generators and stationary construction equipment as far from the east property line, as reasonably feasible.

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?

☐
☐
☒
☐

Source(s): Riverside County General Plan, Figure OS-8, *Paleontological Sensitivity; Map My County (Appendix A)*; and County Geologist.

Findings of Fact:

a) *Would the Project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?*

Less Than Significant Impact

According to *Map My County*, the Project site is in an area of low potential for paleontological sensitivity. Accordingly, paleontological resources are not expected to be uncovered during the course of grading. Additionally, the Project site has been mass graded previously under prior development applications and is surrounded by developed properties.

However, proposed Project site grading/earthmoving activities could potentially impact paleontological resources. To address this, the County has a standard condition of approval that requires the applicant to retain a qualified paleontologist approved by the County of Riverside to create and implement a Project-specific plan for monitoring site grading/earthmoving activities (Project paleontologist). The Project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

This is considered a standard County condition of approval which is considered regulatory compliance and not unique mitigation under CEQA. Therefore, implementation of the proposed Project will result in less than significant impacts that would directly or indirectly destroy a unique paleontological resource, or site, or unique geologic features.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

POPULATION AND HOUSING Would the Project:				
29. Housing				
a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Source(s): *Map My County (Appendix A); Project Plans (Appendix K); and Riverside County General Plan (General Plan), Housing Element.*

Findings of Fact:

- a) *Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact

The Project proposes the commercial development of two quick service restaurants on a vacant site consisting of approximately 2.2 acres. Therefore, implementation of the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

- b) *Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?*

No Impact

Implementation of the Project would not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income. The Project proposes

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the commercial development of two drive through quick service restaurants on a vacant site consisting of approximately 2.2 acres. Implementation of the Project would not generate any impacts to require additional housing. No impacts will occur.

- c) *Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact

The Project proposes the commercial development of two drive-through quick service restaurants on a vacant site consisting of approximately 2.2 acres. The Project does not include a housing component and has been designed pursuant to and in compliance with the existing Business Park general plan land use and Industrial Park (IP) zoning designation. Any direct increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by the Southern California Association of Governments for the County of Riverside General Plan. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Any impacts would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

29. Fire Services

☐ ☐ ☒ ☐

Source(s): County of Riverside General Plan - Draft Environmental Impact Report No. 521 (GP-DEIR No. 521), February 2015, Section 4.17, *Public Facilities*, Subsection 4.17.2, *Fire Protection Services*; Ordinance No. 659 (*An Ordinance of the County of Riverside Establishing a Development Impact Fee Program*); and Google Earth.

Findings of Fact:

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

Less Than Significant Impact

The Project site, along with the surrounding unincorporated Southwest Riverside County area, is served by the Riverside County Fire Department/CAL Fire. The closest station is the French Valley Fire Station #83 located at 37600 Sky Canyon Drive, Murrieta, CA 92563, approximately 1 mile north/northwest of the Project site.

As part of the Project approval(s), standard conditions would be assessed on the Project to reduce impacts from the proposed Project to fire services. Funding for the Riverside County Fire Department (RCFD) is obtained from various sources, including the County's general fund, city general and benefit assessment funds, and other sources. RCFD capital funding is mostly provided by Development Impact Fees (DIF) collected by Riverside County or by the cities in which the specific project is located, pursuant to Ordinance No. 659. DIF for fire protection shall be paid prior to the issuance of a certificate of occupancy. Payment of DIF is a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire services, are considered incremental, and less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

30. Sheriff Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): GP-DEIR No. 521, February 2015, Section 4.17, Public Facilities, Subsection 4.17.3, Law Enforcement Services; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); and Google Earth.

Findings of Fact:

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

Less Than Significant Impact

The proposed Project would have law enforcement services available from the County Sheriff's Department and the California Highway Patrol. The California Highway Patrol has jurisdiction over both the north and south bound sides of Winchester Road (SR-79) at the Project site and as it extends through the unincorporated French Valley and Winchester areas from Thompson Road to Domenigoni Parkway. [It is noted, SR-79N jurisdiction is shared between the CHP (North Bound) and the City of Murrieta (South Bound) south of the Project site, between Thompson Rd/Max Gillis Blvd and south of Murrieta Hot Springs Rd as it extends along the City of Murrieta boundary]. The closest station is the Southwest Sheriff's Station located at 30755-A Auld Road approximately 7 miles south/southwest of the Project site.

As part of the Project approval(s), standard conditions would be assessed on the proposed Project to reduce impacts from the proposed Project on sheriff services. The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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in the Ordinance. Furthermore, the Project must comply with County Ordinance No. 659 to prevent any potential effects to sheriff services from rising to a level of significance. County Ordinance No. 659 establishes the utilities and public services mitigation fee applicable to all projects to reduce incremental impacts to sheriff services. Payment of DIF is a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services would be incremental and less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

31. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): *Map My County (Appendix A); GP-DEIR No. 521, February 2015, Section 4.17, Public Facilities, Subsection 4.17.5, Schools; Temecula Valley Unified School District website; and Google Earth.*

Findings of Fact:

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

Less Than Significant Impact

The Project site is located in the Temecula Valley Unified School District (TVUSD) boundary. The closest school is TVUSD's French Valley Elementary School located at 36680 Cady Road, Winchester, 92596, approximately 1 mile east of the Project site.

The Project proposes commercial development of two quick service restaurants and does not include a residential component. As such, implementation of the Project would not directly create a source of school-aged children, but it would indirectly affect schools by providing a very modest source of employment that would have the potential to draw new residents into the area.

The Project would be required to pay school fees to the Temecula Valley Unified School District (based on Project square footage) at the time of building permit issuance in order to mitigate any incremental impacts to school facilities. This is a standard condition and is not considered unique mitigation under CEQA. With payment of the applicable school fees, any impacts would be less than significant.

Mitigation: No mitigation measures are required.

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

32. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): GP-DEIR No. 521, February 2015, Section 4.17, *Public Facilities*, Subsection 4.17.6, *Libraries*; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Riverside County Library System website; and Google Earth.

Findings of Fact:

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

Less Than Significant Impact

The County of Riverside operates a system of thirty-five (35) libraries and two (2) bookmobiles to serve unincorporated populations. The library system manages a library catalog consisting of 1.3 million items in the library system and the annual checkout of over 3.5 million books, audios and videos. The closest library is the Temecula Public Library located at 30600 Pauba Road, Temecula 92592, approximately 5 miles south of the Project site.

Library impacts are typically attributed to residential development as reflected in Ordinance No. 659. The Project proposes commercial development of two quick service restaurants; there is no residential component associated with the proposed Project. As such, the proposed commercial use would result in a very limited impact on library services.

Implementation of the Project would not result in the expansion of the existing library system or require any new construction of library facilities. The Project site's proposed commercial development will result in an incremental, but not significant increase the demand of library services.

The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

With payment of the DIF, any impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services, would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): GP-DEIR No. 521, February 2015, Section 4.17, *Public Facilities*, Subsection 4.17.7, *Medical Facilities*; and Google Earth.

Findings of Fact:

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

No Impact

Implementation of the Project's proposed commercial use would not result in the need to alter any existing health service facilities or result in the need to construct new facilities. The closest health service facility is the Loma Linda University Medical Center, located at 28062 Baxter Road, Murrieta, approximately 2.8 miles to the northwest of the Project site.

No housing component, which could increase the demand for health services, is being proposed in conjunction with the Project. No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): *Map My County (Appendix A)*; Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ord. No. 659 (Establishing Development Impact Fees); Parks & Open Space Department Review; and Project Plans (**Appendix K**).

Findings of Fact:

a) *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact

The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The Project proposes the construction and operation of two quick service restaurants and associated uses; these uses do not create impacts to these facilities. No impacts will occur.

- 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?*

No Impact

The proposed Project does not include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As discussed in Threshold 35.a, the proposed uses do not create impacts to these facilities. No impacts will occur.

- c) *Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?*

No Impact

The Project's proposed two quick service restaurants would not create impacts to a C.S.A. or recreation and park district with a Community Parks and Recreation Plan (Quimby fees). No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

36. Recreational Trails

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

Source(s): Southwest Area Plan (SWAP) Figure 8, *Southwest Area Plan Trails and Bikeway System*; and Project Plans (**Appendix K**).

Findings of Fact:

- a) *Include the construction or expansion of a trail system?*

Less Than Significant Impact

According to SWAP Figure 8, *Southwest Area Plan Trails and Bikeway System*, a Regional Open Space Trail shall be located along Leon Road, approximately ½ mile to the east. The Project will include the payment of Development Impact Fees to facilitate construction of future roadway trails. Any impacts will be less than significant.

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

Monitoring: No mitigation monitoring is required.

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

Source(s): *Jack in the Box Traffic Impact Analysis*, prepared by Trames Solutions, Inc., 9-23-2019 (*TIA, Appendix J1*); *JIB French Valley Trip Generation Comparison and Vehicle Miles Evaluation*, prepared by Trames Solutions, Inc., 10-2-2020 (*VMT Analysis, Appendix J2*); *General Plan*; *SWAP*, Figure 8, *Southwest Area Plan Trails and Bikeway System*; Ordinance No. 348; *Map My County (Appendix A)*; Riverside Transit Agency (RTA) website; Riverside County Transportation Commission website; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Ordinance No. 824 (An Ordinance of the County of Riverside Authorizing Participation in the Western Riverside County Transportation Uniform Mitigation Fee Program); Ordinance No. 461 (County of Riverside, State of California Road Improvement Standards and Specifications); *Technical Advisory on Evaluating Transportation Impacts in CEQA*, prepared by the California Governor's Office of Planning and Research (OPR Advisory) dated 12-2018; *French Valley Fast Food Restaurants Air Quality and Greenhouse Gas Impact Study County of Riverside*, prepared by RK Engineering Group, Inc., 8-25-2021 (*AQ/GHG Study, Appendix B*); *Quantifying Greenhouse Gas Mitigation Measures*, California Air Pollution Control Officers Association, dated August 2010; and Project Plans (**Appendix K**).

Findings of Fact:

- a) *Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Less Than Significant Impact

Overview

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Although the vehicle miles traveled (VMT) methodology is now applied in evaluating potential transportation impacts of a project, the County's General Plan identifies standards for maintaining an adequate level of service (LOS) for County streets and intersections. To evaluate Project consistency with the General Plan Circulation Element, a Traffic Impact Analysis (*TIA*, **Appendix J1**) was prepared for the Project. As previously stated, to be consistent with the 2020 CEQA Guidelines, LOS analysis is not required for purposes of this Initial Study impact analysis. However, the LOS analysis provided in the *TIA* will be considered by the County's decision-makers when making General Plan consistency findings for the Project. A separate *VMT Analysis* was prepared for this Project (see **Appendix J2**).

Circulation Element Consistency. The *TIA* stated that the Riverside County General Plan has established Level of Service (LOS) "C" as the County-wide target along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections. For the purposes of the *TIA*, LOS "D" has been determined to be the maximum allowable threshold for the intersection operations.

Tables 5-2 and 5-3 from the *TIA* demonstrate that, with planned improvements and payment of applicable Development Impact Fees (DIF), the County's Transportation Uniform Mitigation Fee (TUMF), and fair share contributions to area road and intersection improvements, the Project will not exceed the County's LOS standards and is therefore consistent with the vehicular requirements of the County's Circulation Element relative to CEQA.

Transit. Bus service in western Riverside County is provided by the Riverside Transit Authority (RTA). RTA Routes 23, 61, 79, 208, and 217 currently provide bus transit services the Project area. The closest bus stops are located approximately 600 feet east of the site on Briggs Road.

Bicycle and Pedestrian Trails. There are no marked bike lanes on any of the streets adjacent to or immediately surrounding the Project site. According to SWAP Figure 8, *Southwest Area Plan Trails and Bikeway System*, there are no existing or planned Regional Open Space Trails or bikeways located along Winchester Road (Highway 79), Benton Road north of the site, or Auld Road south of the site. The closest future County bikeway (Class I) is planned in Pourroy Road 1.4 miles east of the site. There are currently sidewalks on the east side of Briggs Road across from the Project site, and on the west side of Briggs Road³ that extend from the north end of the Project site and connect to Benton Road to the north.

Summary. Based on this information, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any impacts will be less than significant, and no mitigation is required.

b) *Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Less Than Significant Impact

³ North of the site Briggs Road becomes Magdas Colorados Street then Temeku Street before connecting to Benton Road

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify VMT as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric of LOS, typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact. A separate *VMT Analysis* was prepared for this Project.

The intent of the VMT analysis is to reduce greenhouse gas emissions while promoting the development of infill land use project and multimodal transportation networks, and to promote a diversity of Land uses within developments. The County has developed a six-step process for evaluating land use projects as follows:

- Step 1 - Evaluate land use
- Step 2 – Screen for non-significant transportation impact
- Step 3 – Determine significance threshold and methodology
- Step 4 – Scope of Analysis Agreement
- Step 5 – Analysis and Mitigation
- Step 6 – Mitigation Monitoring (if Required)

Step 1 – Evaluate Land Use. The proposed Project will consist of two fast food, drive-thru restaurants that are intended to serve the local community. Regional traffic to the site is not anticipated based on the type of restaurants and the target customers. Land Use Code 970 from the Institute of Transportation Engineers (ITE) Trip Generation Manual was determined to be the appropriate use for this Project.

Step 2 – Screen for Non-Significant Transportation Impact. This step is intended to determine if a project would have a non-significant transportation impact. The County has provided seven screening criteria that would allow a project to have a presumed less than significant impact and eliminate the need for further analysis. Criteria 3 – Local-Serving Retail presumes that a local serving retail project will cause a less-than-significant impact if a single store on-site does not exceed 50,000 square feet in size. Since the proposed Project will have only 5,694 square feet and intended to serve the nearby community, the County's VMT process indicates it will have a less than significant impact.

Trip Generation Note. It should also be noted the currently proposed Project will generate fewer vehicular trips than the amount analyzed in the approved *TIA*. It is anticipated that the current Project would generate 979 fewer net trips per day with 36 fewer net trip ends during the AM Peak Hour and 75 fewer net trip ends during the PM Peak Hour. Since the proposed Project would generate fewer trips than the previously analyzed land use assumptions, it is likely that its impacts would be equal or less than those analyzed in the approved *TIA*.

Due to the size of the Project and the nature of the business (fast food serving the nearby community), it will have a less than significant VMT impact and no further analysis is required.

- c) *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site is located on the west side of Briggs Road just east of Winchester Road (Highway 79) a quarter mile south of Benton Road. Briggs Road has an “S” curve⁴ just north of the Project site but roadway speeds are not excessive with appropriate signage. South of the site Briggs Road has a more linear alignment although it does have to more shallow curves to its intersection with Auld Road. Based on road geometries and posted speed limits, travelers along Briggs Road have no sight distance constraints relative to the Project site and any future access points.

Any Project-related roadway improvements will be installed in conformance with Ordinance No. 461 and will be installed concurrently with other Project utilities or infrastructure facilities. Conditions of approval have been added to the Project to implement Ordinance No. 461. Therefore, implementation of the proposed Project will not create any roadways or road improvements that could increase hazards to a circulation system design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). There are no active farming uses in the immediate Project area. Any impacts are considered less than significant, and no mitigation is required.

d) *Would the Project cause an effect upon, or a need for new or altered maintenance of roads?*

Less Than Significant Impact

The Project will improve its frontage along Briggs Road and Winchester Road (Highway 79) which are already improved and functioning roadways. The development of the Project site would not cause an effect upon or result in the need for new or altered maintenance of roads since no new roads are being constructed and no existing roads are being substantially altered. Therefore, impacts will be less than significant, and no mitigation is required.

e) *Would the Project cause an effect upon circulation during the Project’s construction?*

Less Than Significant Impact

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work adjacent to Winchester Road and Briggs Road will be limited to frontage improvements on both roadways and lateral utility connections (i.e., water) in Briggs Road which will limit the amount of potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP) which is a standard County Condition of Approval (COA) which is not considered mitigation under CEQA. In addition, compliance with Ordinance No. 457 regulating construction hours of operation and other County of Riverside Transportation Department procedures and permits will ensure that the safety of the traveling public is protected during construction. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and onsite circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department’s requirements.

⁴ The connector segment south of Benton Road is a 90-degree left turn then a 90-degree right turn in the southbound direction.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, the Project will not cause a significant impact on circulation during the Project's construction or for emergency access. Any impacts will be less than significant, and no mitigation is required.

f) *Would the Project result in inadequate emergency access or access to nearby uses?*

No Impact

As discussed above under Threshold 37.e, the Project will not cause inadequate emergency access or access to nearby uses. The County of Riverside Fire Prevention Department has reviewed and conditioned the proposed Project without requiring additional emergency access or secondary access through other uses. No impacts will occur.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

38. Bike Trails

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

Source(s): SWAP Figure 8, *Southwest Area Plan Trails and Bikeway System*; and Project Plans (Appendix L).

Findings of Fact:

a) *Would the Project include the construction or expansion of a bike system or bike lanes?*

Less Than Significant Impact

According to SWAP Figure 8, *Southwest Area Plan Trails and Bikeway System*, there are no existing or planned Regional Open Space Trails located along Winchester Road (Highway 79), Benton Road north of the site, or Auld Road south of the site. The closest future County bikeway (Class I) is planned in Pourroy Road 1.4 miles east of the site. The Project will not include the construction or expansion of any trails as part of Project site improvements. Any impacts will be less than significant, and no mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

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☒
☐
☐

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.)

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Source(s): County Archaeologist; Native American Consultation; and *Phase I Archaeological Assessment, French Valley Industrial Park Near the City of Murrieta, Riverside County, California*, prepared by CRMTECH, 6-7-2016 (*Archaeological Assessment, Appendix D*).

Findings of Fact:

Less Than Significant with Mitigation Incorporated

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

Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law's purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this Project were mailed to all requesting tribes on December 14, 2020. These included the Pechanga Band of Luiseno Indians,

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Rincon Band of Luiseno Indians, Soboba Band of Luiseno Indians, Ramona Band of Cahuilla, Pala Band of Mission Indians, and the Cahuilla Band of Indians.

No response was received from the Cahuilla Band of Indians, Pala Band of Mission Indians, or the Ramona Band of Cahuilla Mission Indians. The Agua Caliente Band of Cahuilla Indians deferred to closer groups.

Consultation was requested by the Pechanga Band of Mission Indians and Rincon Band of Mission Indians. The Soboba Band of Mission Indians deferred to Pechanga.

The Pechanga Band of Luiseño Indians responded in an email letter dated December 31, 2020. Pechanga also provided information that the project was located within a Traditional Cultural Property. During consultation, Pechanga stated that the Project may fall within a village site and a traditional cultural landscape. Based on the known village name and the Pechanga's experience with the area, the Pechanga believe this cultural landscape to be a tribal cultural resource.

The Rincon Band requested to consult in a letter dated December 30, 2020. Rincon was provided with the *Archaeological Assessment* and the Geotechnical report.

Both of the consulting tribes expressed concerns that the project has the potential for as yet unidentified subsurface tribal cultural resources. Because the Project area was previously part of the Adobe Springs village complex and previous grading activities on the Project were not monitored, both Pechanga and Rincon recommended that a tribal monitor be present during ground disturbance activities so any unanticipated finds will be handled in a timely and culturally appropriate manner.

The *Archaeological Assessment* indicated that the Project area has been previously mass graded and that this grading removed all of the compressible alluvial soils and replaced as fill. No evidence was found that this is correct and there are no previous grading permits associated with this property.

Although the soils are not intact there is the possibility that artifacts may still be present in the disturbed soils as artifacts have been found on adjacent projects during grading activities. These artifacts are important to the tribes. Based on information provided by the consulting tribes this Project will require a Native American Monitor to be present during ground disturbing activities. **Mitigation Measure MM-TCR-1**, which requires that prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) for Native American Monitor(s), shall be incorporated.

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

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Therefore, mitigation that dictates the procedures to be followed should any

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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unanticipated cultural resources be identified during ground disturbing activities has been placed on this Project (**Mitigation Measure MM-TCR-3**).

With the inclusion of these **MM-TCR-1** through **MM-TCR-3**, impacts to any previously unidentified Tribal Cultural Resources would be less than significant.

Mitigation:

MM-TCR-1 Native American Monitoring

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

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

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

This agreement shall not modify any condition of approval or mitigation measure.

MM-TCR-2 If Human Remains Found

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

MM-TCR-3 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

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

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

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): County of Riverside, General Plan Amendment No. 960, Environmental Impact Report No. 521, *Section 4.19, Water Resources*, February 2015; Eastern Municipal Water District *2020 Urban Water Management Plan (EMWD 2020 UWMP)*; Metropolitan Water District *2020 Urban Water Management Plan (2020 RUWMP)*; *Project Specific WQMP for French Valley Development*, prepared by Commercial Development Resources, 2-18-2021 (*WQMP, Appendix H2*).

Findings of Fact:

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

Less Than Significant Impact

Water

The Project site is located within the water service district boundary of the Eastern Municipal Water District, which has an existing 12" water line located along the Project site's Briggs Road frontage

The proposed Project will have an incremental impact that is anticipated and planned for in the *2020 UWMP* prepared by EWMD and the *2020 RUWMP* prepared by MWD. Therefore, it is anticipated that water supplies will be sufficient to serve the Project as proposed without the need for the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. The incremental impact resulting with Project implementation will be less than significant.

Wastewater/Sewer

The Project site is located within the wastewater/sewer service boundary of the Eastern Municipal Water District (EMWD). Accordingly, the Project will connect to existing EMWD sewer line facilities in Briggs Road. Implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Any impacts will be less than significant.

Stormwater/Drainage

As previously discussed in Section 23 of this Initial Study (Hydrology and Water Quality), all new development in the County of Riverside is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and for properties located within the Santa Margarita Watershed - the 2013 Santa Margarita Municipal Separate Sewer Permit (MS4) Permit (amended 2015), as enforced by the San Diego Regional Water Quality Board (SDRWQCB).

The Project proposes the construction and operation of two fast food restaurants with drive-through services. The Project will provide 67 parking spaces, including 2 electric vehicle spaces and 4 accessible spaces. The Project will also include street improvements, utility infrastructure, storm drain, and drainage storage facilities, storage pipes, impervious surfaces and landscaping for drainage and water quality purposes.

As was discussed in Section 23, the Project has been designed to have a less than significant impact on drainage to the surrounding properties. With adherence to the project-specific *WQMP*, the proposed Project will not substantially alter the existing drainage pattern of the site or area, nor will it require new or expanded off-site storm drain facilities. Any impacts would be less than significant.

Based on the above data and analysis, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects. Any impacts would be less than significant.

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

Less Than Significant Impact

As previously discussed in Threshold 40.a, the Project site is located within the water service boundary of the EMWD which has an existing 12" water line located along the Project site's Briggs Road frontage. No additional off-site water infrastructure is anticipated in conjunction with the Project site development, as proposed.

The EMWD water supply/demand analysis within its service area is set forth in the *EMWD 2020 UWMP* which assesses the District's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the EMWD service area was projected for the 25-year planning period 2020 to 2045. **Table 40-1, *EMWD Projected Water Demand and Supply (Potable and Raw Water)*** shows the projected water supply and demand for EMWD for 2025 through 2045 from the 2020 UWMP.

Table 40-1
EMWD Projected Water Demand and Supply (Potable and Raw Water)

Water Condition	2025	2030	2035	2040	2045
Overall Demand	145,930	157,320	168,900	178,700	187,100
Overall Supply	145,930	157,320	168,900	178,700	187,100
Surplus/Deficit	0	0	0	0	0

Source: Tables 4-5 and 7-3, EMWD UWMP 2020

In Section 7.2, Drought Risk Assessment, of the UWMP, EMWD documents that it will have sufficient supplies to meet demands under all water year conditions from 2020 through 2045 (including single and multiple dry years). To supplement MWD imported sources and improve reliability, EMWD has developed several local resource programs. Production of local groundwater has been a source of supply for EMWD's service area for decades, but overproduction of groundwater has led to a need for enhanced groundwater management. Native production is limited and EMWD will recharge local groundwater basins in the future to increase supply reliability. Desalination of groundwater with high total dissolved solids will also provide for a more reliable local supply of water in the future.

Recycled water production and sales reduce the demand for imported water and help provide a more sustainable local supply. EMWD also has several planned projects that will increase regional supply reliability by increasing local supplies and decreasing demands for imported water from MWD. These projects include increasing local groundwater banking, expanding its desalter program with the Perris II Desalter, and wider utilization of recycled water.

The California Water Code requires suppliers to prepare a Five-Year Drought Risk Assessment (DRA) to assess their ability to meet demands if the next five years are dry. The UWMP demonstrates that EMWD can meet single and multiple dry year conditions through 2045.

Based on the analysis and conclusions set forth in the *EMWD 2020 UWMP* (Sec 7.3 *Supply and Demand Assessment*), EMWD will be able to meet 100% of its demand under all anticipated hydrologic scenarios through the year 2045.

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): *Infiltration System Design Interpretive Report*, prepared by CW Soils, 7-23-2019 (**Appendix F2**); Project Plans (**Appendix K**); Wine Country Community Plan - Program EIR No. 524; *Wine Country Infrastructure Update*, published by Eastern Municipal Water District, 2-14-2019; Riverside County, Department of Environmental Health, Review.

Findings of Fact:

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

No Impact

Refer also to Thresholds 18.c and 40.a. The Project site is located within the EMWD wastewater/sewer service boundary. At present, there is sufficient sewer facility infrastructure in this immediate area. Therefore, there is no need for additional septic systems on the Project site and there will be no impact.

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

Less than significant impact

Wastewater / sewer services are provided by EMWD, which has existing sewer lines within Briggs Road. Additionally, this Project was part of a larger, prior development for which commercial development of this kind was anticipated. There will be a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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wastes including the CIWMP (County Integrated Waste Management Plan)?

Source(s): Riverside County General Plan EIR No. 521, Section 4.17.4, *Solid Waste Management*; Riverside County Municipal Code; Assembly Bill (AB) 939 Riverside County Department of Waste Resources (RCDWR), Planning Section and Countywide Integrated Waste Management Plan; CalRecycle, SWIS Facility Detail, El Sobrante Landfill, 33-AA-0217; El Sobrante Landfill Fact Sheet, issued by Waste Management of California; CalRecycle website; El Sobrante Landfill Annual Monitoring Report, January 1, 2019 through December 31, 2019, by USA Waste of CA, Inc., 9-2020.

Findings of Fact:

- a) *Would the Project generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less Than Significant Impact

Solid waste management in Riverside County is required to comply with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).

AB 939 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources.

AB 939 required each of the cities and unincorporated portions of counties throughout the state to divert a minimum of 25% by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices.

In response to the State requirements, the Riverside County Department of Waste Resources (RCDWR; formerly known prior to 2015 as the Riverside County Waste Management Department [RCWMD]) prepared the Countywide Integrated Waste Management Plan (CIWMP). In its entirety, the CIWMP is comprised of the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, Household Hazardous Waste Elements, and Nondisposal Facility Elements for Unincorporated Riverside County and each of the cities in Riverside County.

The Countywide Summary Plan contains goals and policies, as well as a summary of integrated waste management issues faced by the County and its cities. The Summary Plan summarizes the steps needed to cooperatively implement programs among the County's jurisdictions to meet *and maintain* the 50% diversion mandates. The Countywide Siting Element demonstrates that there are at least 15 years of remaining disposal capacity to serve all the jurisdictions within the County. If there is not adequate capacity, a discussion of alternative disposal sites and additional diversion programs must be included in the Siting Element.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The RCDWR - Planning Section ensures that the Department's planned and proposed waste management activities and projects are in compliance with applicable federal, State and local land use and environmental laws, regulations, and ordinances.

Among other responsibilities, the RCDWR – Planning Section is required to review all land-use/development cases processed within the County and issue Conditions of Approval on projects to ensure that Department facilities/assets/programs are protected from incompatible land uses, that adequate space is provided for collection of recyclables, that Waste Recycling Plans (Form B) and Waste Reporting (Form C) are submitted, and that projects will not overburden the solid waste disposal capacity of County facilities.

The RCDWR operates six (6) active landfills (Badlands, Blythe, Desert Center, Lamb Canyon, Mecca II and Oasis) and administers a contract agreement for the private El Sobrante Landfill serving the greater Riverside County area. The RCDWR also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs.

Municipal waste collection services for unincorporated French Valley are provided by Waste Management, Inc. and all non-hazardous, non-recyclable, non-green municipal waste is deposited at the El Sobrante Landfill.

El Sobrante Landfill

The Project site is located within the service area of the El Sobrante Landfill, a service area that includes the cities/communities within southwestern Riverside County (inclusive of the Project site), as well as multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino and San Diego. Located near the center of the highly populated western third of Riverside County, it processes approximately 43% of Riverside County's annual waste, according to Waste Management, Inc., the landfill's operator.

The El Sobrante Landfill is located approximately 31½ miles northwest of the Project site in the unincorporated Temescal Canyon area of Riverside County between the City of Lake Elsinore and the City of Corona, east of Interstate 15 and Temescal Canyon Road, and south of Cajalco Road, at 10910 Dawson Canyon Road, Corona, CA 91719.

The landfill, which is owned and operated by USA Waste of California (a subsidiary of Waste Management, Inc.) started disposal operations in 1986. From 1986 to 1998, the landfill was operated pursuant to the original El Sobrante Landfill Agreement, its Amendments and one Addendum.

On September 1, 1998, the Riverside County Board of Supervisors (BOS) approved the El Sobrante Landfill Expansion Project, a vertical and lateral expansion of the landfill, and entered into a Second Agreement, which became effective on September 17, 1998.

The Second Agreement represents a public/private relationship between the owner/operator of the landfill and the County of Riverside and provides for the RCDWR to operate the landfill gate, to set the County rate for disposal at the gate with BOS approval, and to operate the Hazardous Waste Inspection Program.

The El Sobrante Landfill Expansion Project included the following major elements:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- An increase in landfill disposal capacity to approximately 196.11 million cubic yards or approximately 109 million tons of municipal solid waste;
- An increase in the daily disposal capacity up to 10,000 tons (pursuant to the Second Amendment of the Expansion Agreement, approved by the BOS in March 2007, and subsequently implemented on August 31, 2009, the daily capacity was increased to 70,000 tons per week, not exceeding 16,054 tons per day [limited in part due to the number of vehicle trips per day], and a continuous 24-hour disposal);
- An increase in the landfill area to a total of 1,322 acres;
- An increase in the landfill footprint to 495 acres;
- An increase in the hours of operation, allowing 24-hour continuous operations, 7 days a week, for non-waste functions (i.e., application of daily cover, stockpiling of daily cover, site maintenance, grading, and vehicle maintenance) and allowing disposal operations from 4:00 a.m. to Midnight.

The El Sobrante Landfill facility currently comprises a total area of 1,322 acres which includes a 495-acre footprint permitted for landfill operations, and a 688-acre wildlife preserve.

The current operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day.

2019 Disposal Volumes: During calendar year 2019, a total of 3,419,617 tons of municipal solid waste was disposed at the El Sobrante Landfill. Of this amount, 1,047,785 tons originated from Riverside County sources, and 2,371,832 tons originated from out-of-County sources. El Sobrante received 99,875 tons of Alternative Daily Cover in the form of cement treated incinerator ash.

Based on 307 working days, an average of 11,139 (rounded to nearest whole number) tons of waste were received at the landfill on a daily basis in 2019. This compares with, and is substantially lower than, the maximum 16,054 tons per day allowed under the current permit.

Landfill Capacity Used in 2019 and Landfills Remaining Capacity at End of 2019: Landfill capacity is closely monitored by the Engineering Department at El Sobrante Landfill to ensure that the landfill's operational efficiency is meeting WM and community expectations.

- The AMR reported 134,549,993 tons remaining at the end of 2018 less the 3,419,617 tons from 2019 yields 132,130,376 tons remaining at the end of 2019.
- At the current rate this equates to approximately 39 years of site life remaining.
- As of November 9, 2018, a modified Solid Waste Facilities Permit for the El Sobrante Landfill was issued which revised the landfill's Estimated Closure Year from 2045 under the former 2009 permit, to 2051 pursuant to the current permit.

The County evaluates current and projected solid waste generation for planning and public policy purposes in conjunction the preparation of its General Plan and General Plan EIR. The anticipated growth in population (from new residential uses) and jobs and economic activity (from commercial, industrial and institutional uses) that would result from the approval and subsequent development of projects within the County result in a corresponding increase in the amount of solid waste generated by these various uses, both during their construction (short-term) and their operation (long-term). The disposal of this additional waste would incrementally increase the wastes going into existing landfills, potentially hastening the end of their usable lives and contributing to the eventual need for new or expanded landfill facilities.

Solid waste generation rates estimate the amount of waste created by residences and businesses over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream. In this way, they are useful in providing a general level of information for planning purposes and estimating potential effects. It should be noted that the Generation Rates used by the County do not take into account any recycling, reduction or diversion (potentially upwards of 50%-75%, associated with compliance with AB 341.

As set forth in Section 4.17.4 (Solid Waste) of the GPEIR, the County applies a Generation Rate of 2.4 Tons per 1,000 square feet of building area for commercial use ("commercial" includes commercial-retail, commercial-tourist, commercial-office and business park uses), and a Generation Rate of 10.8 Tons per 1,000 square feet of building area for industrial use ("industrial" includes light industrial, heavy industrial, and [for existing uses] ranches). There is not a specific category for restaurant use; however, the State of California' CalRecycle website cites a waste generation rate of 17 lbs/employee/day. Typically, it can be assumed that 15.7 full time equivalent employees work at a typical quick-service restaurant.

The Project proposes two quick service restaurants. The following solid waste generation analysis applies a restaurant waste generation rate to the proposed Project.

- Applying the CalRecycle estimated waste Generation Rate of 17 lbs/employee/day indicates the Project would generate 97.42 tons of solid waste per year (2 restaurants x 15.7 employees/restaurant x 17 lbs/employees/day x 365 days /year) which equals an average daily amount of 533.8 pounds.
- Assuming a mandatory 50% recycling rate, daily solid waste generation is forecast to be approximately 48.71 lbs. per day for disposal at the El Sobrante Landfill. As an average of 11,031 tons of waste were received at the El Sobrante Landfill during 2018, the Project represents a solid waste disposal increase of approximately 0.0044% at the landfill.

Therefore, the proposed Project use would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts will be less than significant.

- b) *Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?*

Less Than Significant Impact

All land uses within the unincorporated Riverside County area, inclusive of the Temecula Valley Wine Country, that generate waste are required to coordinate with the County's contracted waste hauler (Waste Management, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and State programs.

Additionally, all development within the unincorporated County jurisdiction is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), Title 8 of the County Municipal Code, and other local, State, and federal solid waste disposal standards.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50 percent by and after the year 2000. The purpose of AB 939 is to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.”

As set forth in Threshold 42.a, in response to the State requirements, the Riverside County Department of Waste Resources prepared the CIWMP.

All solid waste disposals within the unincorporated County of Riverside are subject to the requirements set forth in *Title 8, Health and Safety*, Chapter 8.136 - Comprehensive Collection and Disposal of Solid Waste within Specified Unincorporated Areas and Chapter 8.24 - County Solid Waste Facilities, other, as provided in the Municipal Code. Chapters 8.136 and 8.24 provide integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the County of Riverside shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the unincorporated County jurisdiction.

The Project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, Title 8 of the County Municipal Code, and other applicable local, State, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations. Any impacts would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

43. Utilities

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

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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): *French Valley Fast Food Restaurants Energy Conservation Analysis County of Riverside*, prepared by RK Engineering, Inc., 8-25-2021 (*Energy Analysis, Appendix E*); Ordinance No. 461 (County of Riverside Road Improvement Standards and Specifications); Southern California Edison website; Ordinance No. 655 (An Ordinance of the County Of Riverside Regulating Light Pollution); Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Riverside County Network of Care website; and *County of Riverside General Plan EIR No. 521, Sec.4.10 Energy Resources*.

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

- a) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to electricity?*

Less Than Significant Impact

There are electricity connections currently serving the Project site. Electricity lines are located along the northern border of the Project, as well as across Briggs Road to the east.

The electrical service provider to the area is Southern California Edison (SCE). Overhead electrical service lines currently exist adjacent to the property to the north. Additionally, all neighboring properties to the east and north have electrical service.

The Project's impact is considered less than significant as the Project will be required to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with California's building code will ensure that wasteful, inefficient, or unnecessary consumption of energy is minimized. The building standards code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources.

Adequate commercial electricity supplies are presently available to meet the incremental increase in demand attributed to the Project. Provision of electricity to the Project site is not anticipated to require or result in the construction of new facilities or the expansion of existing facilities, the construction or relocation of which would cause significant environmental effects to electricity. Impacts in this regard will be less than significant.

- b) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to natural gas?*

Less Than Significant Impact

The Project will be serviced by the Southern California Gas, which services all of the properties in this area. The proposed Project would not require or result in construction, expansion, or relocation of natural gas facilities that could result in a significant environmental effect. Any impacts will be less than significant.

- c) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to communications systems?*

Less Than Significant Impact

Communication systems for the Project area are provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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facilities will be necessary to connect the Project to the existing communication system located adjacent to the Project site, and therefore, such construction or relocation would not cause a significant environmental effect to communications systems. Impacts will be less than significant.

- d) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to street lighting?*

Less Than Significant Impact

The proposed Project will require the installation of any new or additional streetlights along Briggs Road in accordance with standard requirements and County Ordinance No. 655. The intent of Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research at the Palomar Observatory. Ordinance No. 655 contains approved materials and methods of installation, definitions, general design requirements, requirements for lamp source and shielding, prohibitions and exceptions.

Adherence to Ordinance No. 655 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA. Any impacts from light and glare are discussed in Section 2 (Mt. Palomar Observatory) and Section 3 (Other Lighting Issues) of this Initial Study. Therefore, the Project would not require or result in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to street lighting. Impacts will be less than significant.

- e) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to maintenance of public facilities, including roads?*

Less Than Significant Impact

The proposed Project will have a less than significant impact on public facilities. Riverside County Ordinance No. 659 establishes a developer impact fee to mitigate the cost of public facilities, including roads. The Project does not include roads or road improvements requiring or resulting in the construction of new facilities or the expansion of existing facilities.

Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Any impacts will be less than significant.

- f) *Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to other governmental services?*

Less Than Significant Impact

Other Government Services impacts are typically attributed to residential development. This is reflected in Ordinance No. 659. Regional Multi-Service Centers are located throughout the County and provide a variety of services on a regional basis with events ranging from: athletic programs,

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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wellness programs, senior citizen activities, arts and crafts, etc. The Project does not have a new residential component.

Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance to offset any incremental increase in or demand for such services generated by the Project. Payment of such fees would ensure that the Project would not require or result in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects to other governmental services. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

44. Wildfire Impacts

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

Source(s): *Map My County (Appendix A); General Plan; Ordinance No. 787 (An Ordinance of the County of Riverside Adopting the 2016 California Fire Code as Amended); Riverside County General Plan, Chapter 6, Safety Element, Figure S-8 Wind Erosion Susceptibility Areas; and Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program).*

Findings of Fact:

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to *Map My County*, the Project site is:

- 1) Classified by Riverside County as being in a Very High Fire Hazard area, and
- 2) Located in a Local Fire Responsibility Area (LRA).

The Project site currently has access via three driveways along Briggs Road, along with another driveway connecting the property to the commercial activities to the north. Briggs Road connects to Highway 79, which is part of an adopted emergency response plan/emergency evacuation plan, as implemented by the County of Riverside, via Magdas Coloradas Drive, Temeku Court, and Benton Road.

The Project proposes two quick service restaurants. A limited potential exists to interfere with an emergency response or evacuation plan during construction of the property. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is not considered unique mitigation under CEQA.

The proposed Project will be reviewed, and conditions of approval will be placed on the proposed Project to address any potential impacts to Fire Resources, consistent with the Fire Hazards section of the Safety Element of the General Plan, and Ordinance No. 787.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire services. Prior to final map recordation, prior to grading permit issuance, prior to building permit issuance, and prior to building final inspection the Project will need to demonstrate compliance with Ordinance No. 787. Adherence to Ordinance No. 787 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Another standard condition assessed on the proposed Project to reduce impacts from the proposed Project to fire services is Ordinance No. 659. Applicant payment of Development Impact Fees (DIF) for non-residential uses for fire protection will be required prior to the issuance of a certificate of occupancy. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate DIF fees set forth in the Ordinance. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

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

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The entire Project site is located within an LRA and a very high fire hazard area.

The Project site has been previously disturbed and is relatively flat, and slopes northwesterly towards Highway 79. Access to the Project is via three driveways along Briggs Road, along with another driveway connecting the property to the commercial activities to the north.

On-site vegetation is ruderal, since the Project site has been mass graded previously and is part of a larger development.

According to *Map My County*, the Project site has grassland vegetation. Based on a visual inspection of the site, and given the existing site improvements and use, no native vegetation was observed on-site.

The Project site is situated in the French Valley area of unincorporated Riverside County. There are no significant drainages impacting the Project site, and the site is in an area of rapid urbanization.

The Project proposes new and repurposed structural improvements which will be built to the most recent fire codes. These codes are designed to suppress any fire risks (including wildfire risks). The Project would be required to comply with California Fire Code Chapter 47 and the Riverside County No. 787 Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, adequate fire flows, etc.

Based on this information, the Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Any impacts will be less than significant.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less Than Significant Impact

The entire Project site is located within an LRA and a very high fire hazard area.

The Project does not include and or require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Existing roads and utilities including Briggs Road (east) and Winchester Road (west) are in place and currently serving the Project site. Both of these roads serve as fire breaks. Refer also to Thresholds 44.b and 44.c for Project conformance to applicable fire-related codes to reduce the potential for wildfire hazards to occur. Any impacts will be less than significant.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The entire Project site is located within an LRA and a very high fire hazard area. Refer also to Thresholds 23.e and 14.a relative to the potential for flooding and/or landslides to occur.

Project development will include hardscape (buildings, parking lots, driveways) and landscape improvements that would serve to stabilize the existing built environment. Based on this information, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Any impacts will be less than significant.

e) *Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

Less Than Significant Impact

The entire Project site is located within an LRA and a very high fire hazard area.

The proposed Project will be reviewed by the County as part of the discretionary process, and conditions of approval will be placed on the proposed Project to address any potential impacts to Fire Resources, consistent with the Fire Hazards section of the Safety Element of the General Plan, and Ordinance No. 787.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire services. Prior to final map recordation, prior to grading permit issuance, prior to building permit issuance, and prior to building final inspection the Project will need to demonstrate compliance with Ordinance No. 787. Adherence to Ordinance No. 787 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Another standard condition assessed on the proposed Project to reduce impacts from the proposed Project to fire services is Ordinance No. 659. Applicant payment of DIF for expanded non-residential uses for fire protection will be required prior to the issuance of a certificate of occupancy. It is noted, the proposed Project plan will not require any offsite improvements which could create demand for fire services.

The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate DIF fees set forth in the Ordinance. Adherence to the Ordinance No. 659 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

Based on this information, the Project would not, expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Any impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): Staff Review; and Project Plans (**Appendix K**)

Findings of Fact:

Less Than Significant with Mitigation Incorporated

Implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Please reference the discussions in Section 7 (Biological Resources – Wildlife & Vegetation), Section 8 and 9 (Cultural Resources – Historic Resources and Archaeological Resources), Section 28 (Paleontological Resources – Paleontological Resources), and Section 39 (Tribal Cultural Resources). In addition to the mitigation outlined below, standard conditions will apply to the proposed Project. Any impacts are considered less than significant with mitigation incorporated (see below).

Biological Resources

- MM-BIO-1** Burrowing Owl Pre-Construction Survey
- MM-BIO-2** Burrowing Owl Relocation
- MM-BIO-3** Nesting Bird Survey

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review; Sections 1-44; and Project Plans (**Appendix K**)

Findings of Fact:

Less Than Significant Impact

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project does not have impacts which are individually limited, but cumulatively considerable. As demonstrated in Sections 1 – 44 of this Environmental Assessment, in particular regarding air quality and greenhouse gas emissions that have established thresholds to consider cumulative impacts as well as hydrology and traffic impacts that consider the existing and currently planned development of the area and the specific respective drainage and traffic impacts to the overall area in a cumulative manner. As illustrated in the EA, the Project will not have any impacts that cannot be reduced to less than significant with the incorporation of mitigation, Project design features, and/or conditions of approval. Therefore, no cumulative impacts are anticipated to occur. The proposed Project is not considerable when viewed in connection with other projects (past, current, or future) as most properties in this area are light industrial, commercial, or vacant land. Any impacts are considered less than significant with implementation of standard conditions of approval and mitigation for impacts to biological resources.

47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review; Sections 1-44; and Project Plans (**Appendix K**)

Findings of Fact:

Less Than Significant with Mitigation Incorporated

Effects on human beings were evaluated as part of this analysis of this Initial Study and found to be less than significant with implementation of mitigation measures, standard conditions, and/or Project design features in aesthetics, air quality, geology and soils, greenhouse gas emissions, hydrology & water quality, noise, public services, and transportation. Based on the analysis and conclusions in this Initial Study, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings. Mitigation was recommended for impacts related to greenhouse gas emissions and hazards (see below), and a number of standard conditions of approval were added for noise impacts.

Air Quality/Greenhouse Gas Emissions

PDF-AQ-1 through **PDF-AQ-16** Construction emission controls

Hazards (ALUC Recommendations)

- MM-HAZ-1** Outdoor Lighting Limits
- MM-HAZ-2** ALUC Restrictions
- MM-HAZ-3** Avigation Easements
- MM-HAZ-4** Detention Basin Landscaping
- MM-HAZ-5** Noise Attenuation
- MM-HAZ-6** ALUC Square Footage Restrictions
- MM-HAZ-7** Future Solar Glare Study

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

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

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

VII. AUTHORITIES CITED

Authorities cited: Public Resources Code – various Sections; California Code of Regulations – various Sections.

VII. SOURCES CITED

Note: All websites were accessed between February and April of 2021 by MFCS, Inc. Staff.

AirNav.com
<https://www.airnav.com/>

Assembly Bill 52
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52

California Building Code
<http://www.bsc.ca.gov/Home/Current2013Codes.aspx>

California Code of Regulations
<https://govt.westlaw.com/calregs/Index?bhcp=1&transitionType=Default&contextData=%28sc.Default%29>

California Department of Forestry and Fire Protection
<https://forest-practice-calfire-forestry.hub.arcgis.com/>

CalRecycle, SWIS Facility Detail, El Sobrante Landfill, 33-AA-0217
https://www.wmsolutions.com/pdf/factsheet/El_Sobrante_Landfill.pdf

CalRecycle website
<https://www.ibisworld.com/industry-statistics/employment/fast-food-restaurants-united-states/>

County Ordinances
<http://www.rivcocob.org/ordinances/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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County of Riverside, Climate Action Plan Update, November 2019

https://planning.rctlma.org/Portals/14/CAP/2019/2019_CAP_Update_Full.pdf

Dam Breach Inundation Maps, California Department of Water Resources, Division of Safety of Dams

https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2

Eastern Municipal Water District *2020 Urban Water Management Plan*

<https://www.emwd.org/post/urban-water-management-plan>

El Sobrante Landfill Annual Monitoring Report

<https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217>

El Sobrante Landfill Fact Sheet, issued by Waste Management of California

<http://www.rcwaste.org/Portals/0/Files/EISobranite/2019/DRAFT%202018%20Annual%20Report.pdf>

EnviroStor Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List)

<http://www.envirostor.dtsc.ca.gov>

Farmland Mapping and Monitoring Program, California Resources Agency, Department of Conservation

<https://www.conservation.ca.gov/dlrp/fmmp>

<https://maps.conservation.ca.gov/DLRP/CIFF/>

FEMA

<https://msc.fema.gov>

French Valley Airport Compatibility Plan

[http://rcaluc.org/Portals/13/15%20-](http://rcaluc.org/Portals/13/15%20-%20Vol.%201%20French%20Valley%20Amd%202011.pdf?ver=2016-08-15-151151-090)

[%20Vol.%201%20French%20Valley%20Amd%202011.pdf?ver=2016-08-15-151151-090](http://rcaluc.org/Portals/13/15%20-%20Vol.%201%20French%20Valley%20Amd%202011.pdf?ver=2016-08-15-151151-090)

GeoTracker

<http://geotracker.waterboards.ca.gov>

Google Maps

<https://maps.google.com>

Health and Safety Code

<https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC&tocTitle=+Health+and+Safety+Code+-+HSC>

Metropolitan Water District *2020 Urban Water Management Plan*

http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf

mindat.org website

<https://www.mindat.org/loc-3522.html>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Murrieta Valley Unified School District website

<https://www.murrieta.k12.ca.us/>

Public Resources Code

<https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle=+Public+Resources+Code+-+PRC>

Quantifying Greenhouse Gas Mitigation Measures

<http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf>

Riverside County Department of Waste Resources (RCDWR), Planning Section and Countywide Integrated Waste Management Plan

<http://www.rcwaste.org/business/planning>; and
<http://www.rcwaste.org/business/planning/ciwmp>

Riverside County General Plan

<https://planning.rctlma.org/General-Plan-Zoning/General-Plan>

Riverside County Library System

<http://rivlib.info/riverside-county-library-system/>

Riverside County Municipal Code

https://library.municode.com/ca/riverside_county/codes/code_of_ordinances

Riverside County Network of Care

<https://riverside.networkofcare.org/>

Riverside County Transportation Commission

<https://www.rctc.org/>

Southwest Area Plan

https://planning.rctlma.org/Portals/14/genplan/2019/ap/SWAP_41619.pdf

Technical Advisory on Evaluating Transportation Impacts in CEQA

https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Temecula Valley Unified School District

<https://www.tvusd.k12.ca.us/>

Title 24 building requirements

<http://www.bsc.ca.gov/codes.aspx>

Title 50, Code of Federal Regulations

<https://www.gpo.gov/fdsys/granule/CFR-2010-title50-vol2/CFR-2010-title50-vol2-sec17-11>

Western Riverside County Multiple Species Habitat Conservation Plan (Adopted June 2003)

<https://www.rchca.us/DocumentCenter/View/200/SKR-Plan-Area>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Email from Evan Langan, dated 4-11-2022:

From: Langan, Evan <ELangan@Rivco.org>
Sent: Monday, April 11, 2022 11:37 AM
To: angie.douvres@verizon.net
Subject: RE: PPT210024 Jack in the Box and Taco Bell

Good Morning Angie,

Following up on your message below...and more specifically, information concerning the history of the commercial nursery adjacent to the subject property for use in the project's draft CEQA doc., I received the following information from Advanced Planning:

The property (APN 963-070-056) had been entered into a contract pursuant to the Williamson Act, as well as designated as an Agricultural Preserve by the County of Riverside (the latter occurring on November 17, 1969). A Notice of Non-Renewal (NNR) was subsequently filed (by the owner/applicant) with the Board of Supervisors on 10/30/1990. Ten years have passed since the NNR was filed and so the property is no longer under contract. However, the site remains designated as an Agricultural Preserve, requiring the owner to file for an Agricultural Diminishment should they wish to completely de-list the site.

Thank you for your patience in receiving; if I may answer additional questions, just lemme know.

Evan Langan, AICP
Urban/Regional Planner IV
County of Riverside, TLMA, Planning Department
4080 Lemon Street (12th Floor), Riverside, CA 92507
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