

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ200015

Project Case Type (s) and Number(s): CONDITIONAL USE PERMIT – CUP200006 and PLOT PLAN PPT250056

Lead Agency Name: County of Riverside Planning Department

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

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Applicant's Name: Joseph Karaki, Karaki Western States

Applicant's Address: 4887 E. La Palma Avenue, Suite 704, Anaheim, CA 92807

Final Hearing Body (DH/PC/BOS):

Final (Date Adopted by Hearing Body):

I. PROJECT INFORMATION

Project Description:

The project is a proposal for a small retail center located on the vacant parcel (APN 377-372-038-8) on the west side of Highway 74 at the intersection of Allan Street in the unincorporated Riverside County ("County") See Figure 1 Location Map and Figure 2 Vicinity/Aerial Map. The site consists of 2.39 gross acres, with an area of disturbance of 1.28 acres. The project includes three retail buildings with a total of 12,000 square feet. Building A is proposed as a 4,050-square-foot single-story convenience market. Building B is proposed as a 3,525-square-foot single-story building with 2,015 square feet of retail and a 1,510-square-foot drive-thru restaurant. Building C is proposed as a two-story multi-tenant building with 3,025 square feet of retail on the first floor and 1,400 square feet of office space on the second floor. Additional improvements will include a parking lot, landscaped areas, and a drive aisle. The western portion of the site includes an arroyo and existing trees that will remain, with fencing separating the developed area with no access. See Figure 3 Site Plan.

The parking provided includes 57 parking spaces, which include three accessible spaces, three clean air/electric vehicle spaces, four EV chargers, two bicycle spaces, and one loading space. A parking reduction of nine spaces was requested and accepted. The applicant is also proposing the following project design considerations:

- One loading space.
- One monument sign.
- Two trash enclosures with four bins.
- Landscaping totaling approximately 11,289 square feet of permeable surface and 44,766 square feet of impervious surface (impervious area per WQMP report, which includes building areas).

Hours of operation will be as follows:

- Convenience store with alcohol sales: 24/7
- Retail: 8:00 a.m. to 9:00 p.m.
- Office: 8:00 a.m. to 6:00 pm.
- Drive-through Restaurant: 6:00 a.m. to 10:00 p.m.

The convenience store will include a Type 21 Liquor License for full liquor, beer, and wine sales for off-site consumption.

Figure 4, Preliminary Grading Plan, shows the area to be graded and a portion to the west, the Arroyo Del Toro, to remain in a natural state. As shown, the site would be graded in a manner that largely accommodates the relatively flat and gently sloping topographic condition. Grading would involve 670 cubic yards of cut and 570 cubic yards of fill. Entrance to the site will be from a single driveway on Highway 74/Central at a T-Intersection at Allan Street.

The convenience store is of contemporary commercial building design with stucco, brick veneer, and metal panels. Figure 5 provides perspectives of the building elevations. Colors will be light tan and backed clay colors, accented with a grey stucco finish and dark clay metal canopies. The building will be designed with stucco walls, brick veneers, and grey metal panels painted Lazy Gray. The primary focal point is at the main entrance into the commercial center, with metal and brick facades facing Central Avenue/Highway 74.

The project includes the following off-site improvements:

- Connection to the Elsinore Valley Municipal Water District (EVMWD) water line from the center of Highway 74/Central Avenue up the driveway to provide three one-inch connections.
- Extension of the EVMWD sewer line from the center of Highway 74/Central Avenue up the driveway as a six-inch forcemain.
- Extension of other required utilities as needed.
- The proposed striping of State Route 74/Central Avenue.
- ADA path of travel from Highway 74.
- A raised median in the north-south direction is proposed at Highway 74 and Allan Street to restrict access to right-in/right-out.
- Dedication and construction to ultimate half-width street improvements on Highway 74/Central Avenue. Highway 74/Central Avenue is classified as an Urban Arterial Highway with a 67-foot ultimate half-width. Improvements include but are not limited to curb (with curb line located 55 feet from centerline), gutter, sidewalk, curb ramps, widened pavement section, and signal modification.
- Deceleration and acceleration lanes on Highway 74/Central.
- Streetlighting along Highway 74/Central Avenue.
- Installation of a sidewalk along the Highway 74 frontage and to the north, approximately 188 feet.

The Zoning for the property is Scenic Highway Commercial C-P-S, located within the Elsinore Area Plan, Highway 74 Policy Area, Meadowbrook Zoning District, and Warm Springs Environmental Justice Community.

Construction Characteristics

The applicant proposes construction to begin in June 2025, with construction completed in six to eight months.

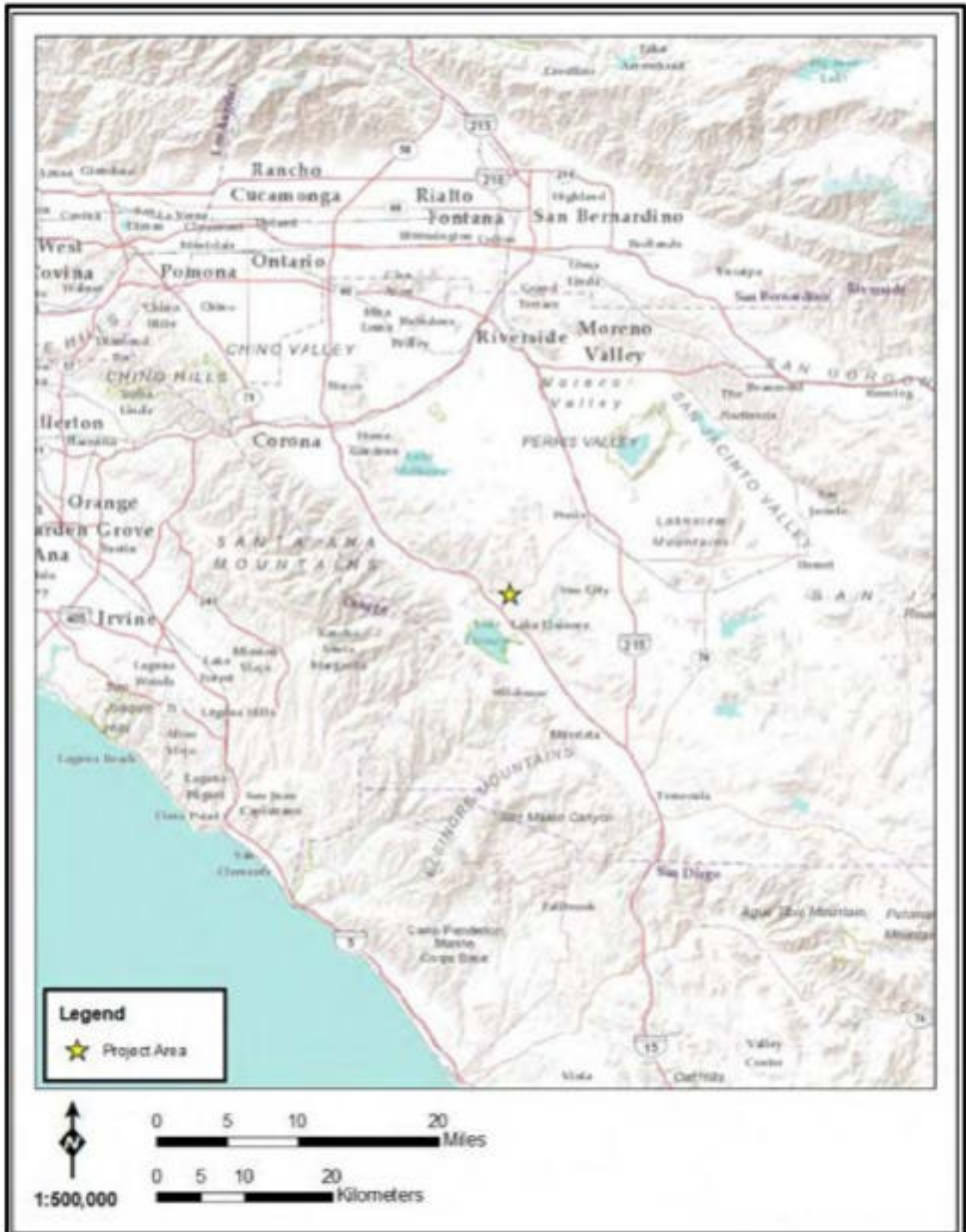


Figure No. 1 Location Map



Figure No. 2 Vicinity/Aerial Map

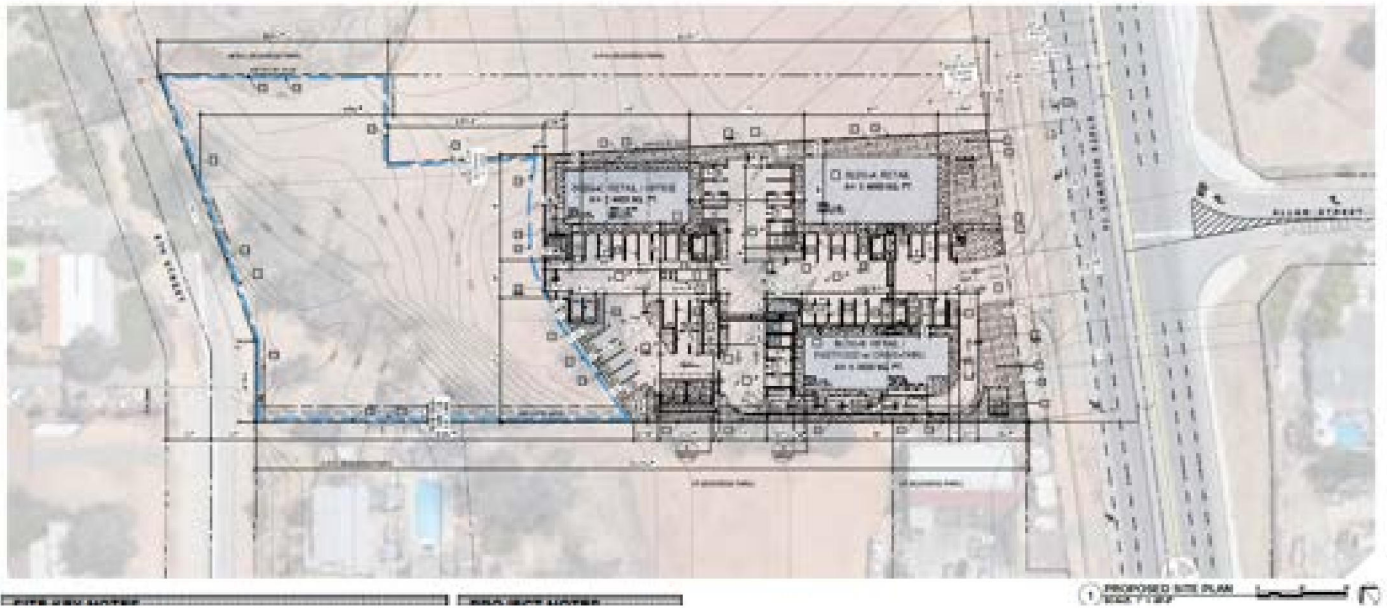


Figure No. 3 Site Plan

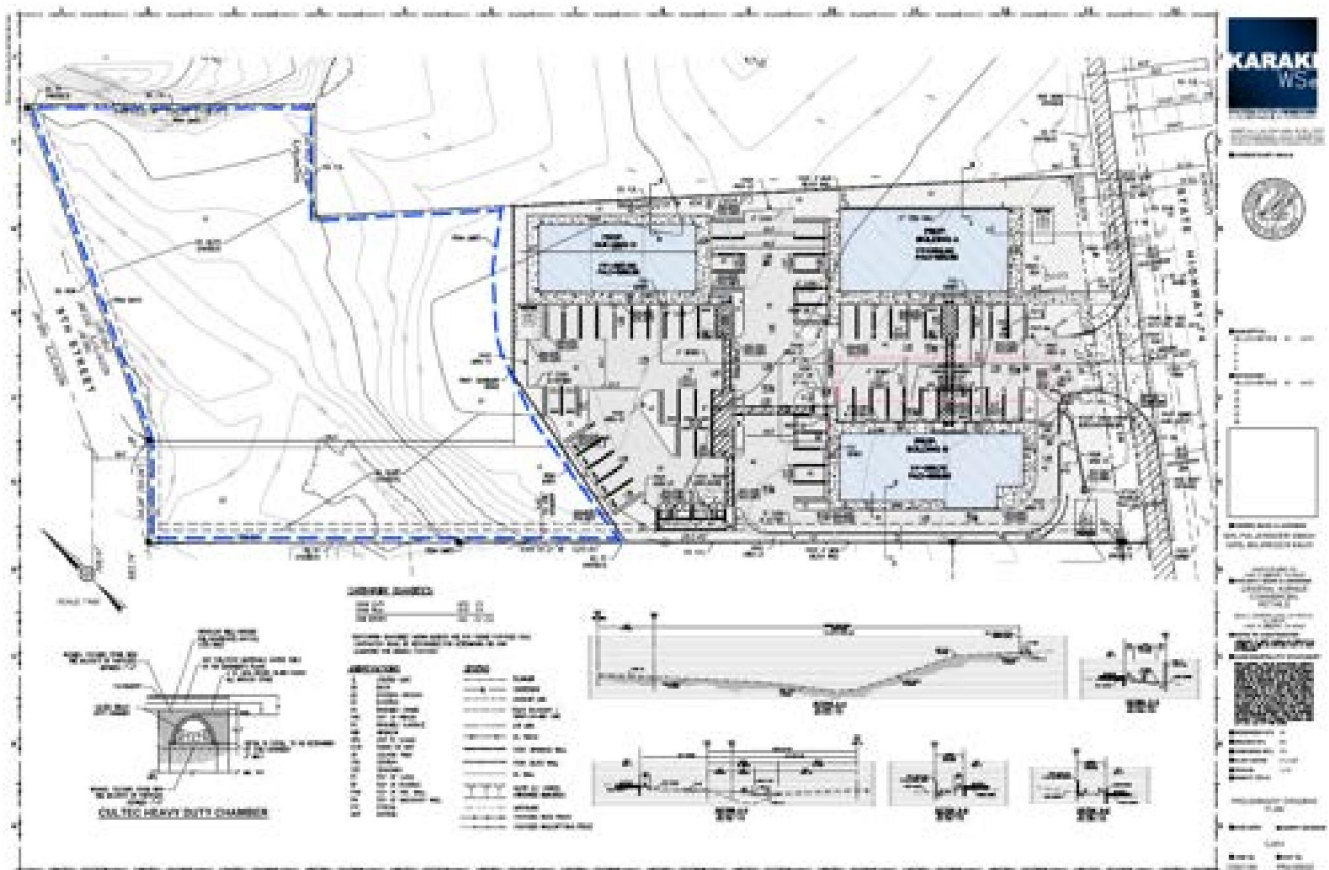


Figure No. 4 Grading Plan

Site Renderings



Figure No. 5 Elevations

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

B. Total Project Area:

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres: 2.39	Lots: 1	Sq. Ft. of Bldg. Area: 12,000	Est. No. of Employees:
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other:			

C. Assessor's Parcel No(s): 377-372-038-8

Street References: West side of Highway 74 at the intersection of Allan Street, Riverside County, CA.

D. Section, Township & Range Description or reference/attach a Legal Description: Lake Elsinore, California 7.5-minute quadrangle within Township 5 South, Range 4 West, Section 30.

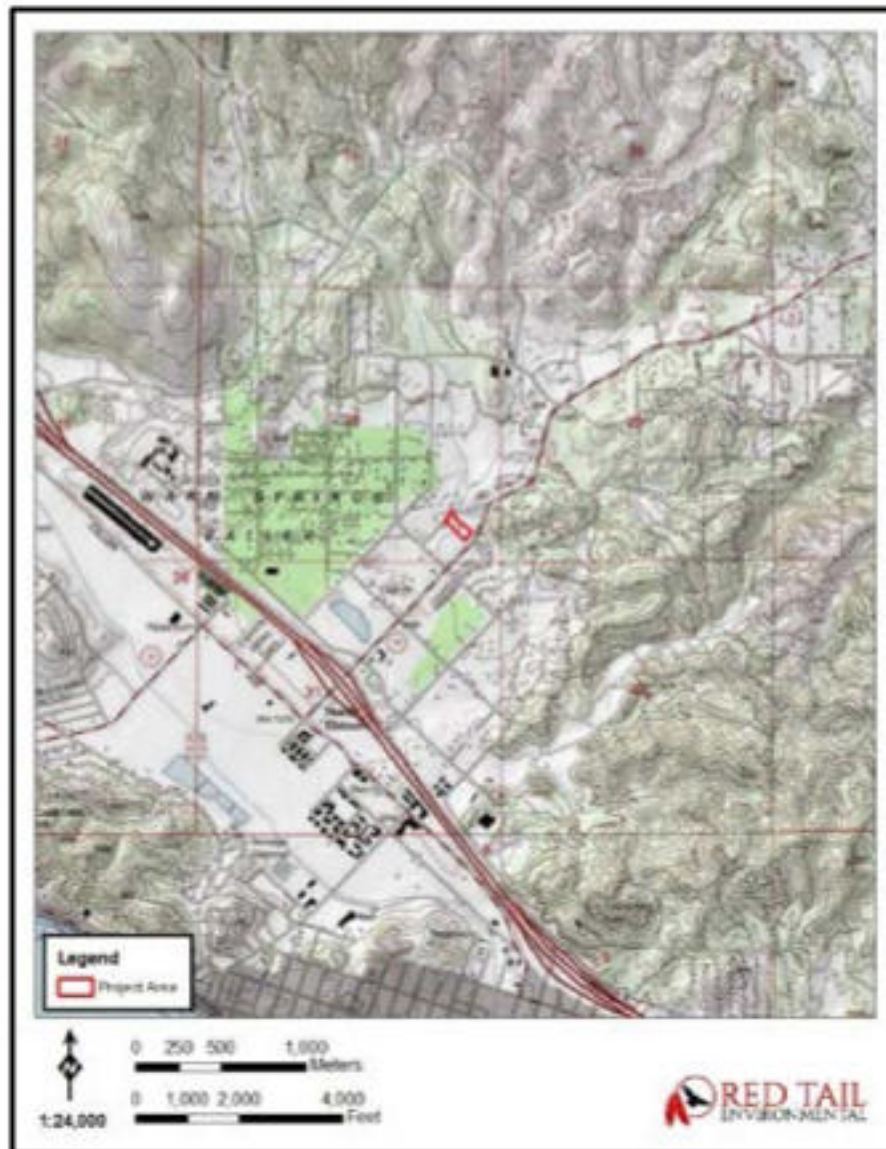


Figure No. 6 USGS Topographic Map

- E. Brief description of the existing environmental setting of the project site and its surroundings:** The project site consists of vacant, undeveloped land that has been periodically disked and is dominated by non-native ruderal species with scattered ornamental tree species. An ephemeral drainage known as Arroyo Del Toro crosses the western portion of the site and is considered a Riverine/Riparian Resource due to stormwater flow. However, the Project design avoids the Arroyo Del Toro.



The Project area is located within western Riverside County within a suburban area with elevations within the parcel ranging from 1,352 to 1,359 feet above mean sea level (amsl). Modern climate conditions within the Project area consist of a Mediterranean climate, with an average rainfall of nine to ten inches per year, generally from January through March. The project area is located within the foothills of the western and southern portions of the Santa Ana Mountain Range, which belongs to the Peninsular Ranges Geomorphic Province.

North: The property to the north is vacant.

South: The property to the south is developed with an automotive repair business and vacant land to the southwest.

East: To the east are single-family homes and apartments.

West: To the west and southwest, behind the trees are a mix of single-family residential, some with auto storage.

F. Other Public Agency Involvement and Required Permits:

- Elsinore Valley Municipal Water District (EVMWD)
- Southern California Edison
- Southern California Gas
- AT&T
- Spectrum
- Frontier
- Riverside County Flood Control and Water Conservation District (RCFCWCD)
- Riverside County Environmental Health
- South Coast Air Quality Management District (SCAQMD)
- Statewide Construction General Permit

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The project General Plan Land Use Designation is Commercial Retail (CR) (.2 to .35 FAR), permitting various commercial uses, including a convenience store, retail, fast food/drive-thru, and office uses. The project proposes a total of 12,000 square feet of commercial use, with an FAR of .0.11. The Zoning is Scenic Highway Commercial (C-P-S), which is consistent with the CR designation and support the proposed commercial uses.

The project is in the Warm Springs Policy area within the Elsinore Area Plan (ELAP). As designed and conditioned, the project is consistent with the General Plan Land Use designation and Land Use policies.

The site is on a planned transportation corridor with right-in/out access from Highway 74 at Allan Street. A median is planned, which will prohibit left turns in or out of the Project. Highway 74/Central Avenue is a State eligible scenic highway per [CalTrans Scenic Highways](#) website. The County also gives this same designation on Figure C-8 – Scenic Highways in the General Plan and on Figure 9 – Elsinore Area Plan Scenic Highway of the ELAP. Landscaping and signage will be as permitted by the County's ordinances.

Although undergrounding electric and communication distribution lines would typically be required for a scenic highway, doing so at this location would be problematic. The poles on either side of the project have not been undergrounded, and complete improvements of Highway 74/Central Avenue have not been fully developed. Therefore, undergrounding the single pole at this location would be challenging and is being deferred until the entire system can be undergrounded.

The landscape plans have been prepared in accordance with the County's water conservation and water-efficient requirements.

The following is a sampling of the Land Use Element and ELAP policies the project has been designed and conditioned for consistency with the General Plan and ELAP.

Land Use Compatibility

- LU 7.1 Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.

Circulation

- LU 13.2 Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.

Scenic Corridors

- LU 14.3 Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.
- LU 14.4 Maintain an appropriate setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways based on local surrounding development, topography, and other conditions.
- LU 14.6 Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways.

Water Conservation and Water-Efficient Landscaping

- LU 18.1 Ensure compliance with Riverside County's water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant

List. Ensure that irrigation plans for all new development incorporate weather based controllers and utilize state-of-the-art water-efficient irrigation components.

- LU 18.2 Minimize use of turf. Minimize the use of natural turf in landscape medians, front-yard typical designs, parkways, other common areas, etc. and use drought tolerant planting options, mulch, or a combination thereof as a substitute. Limit the use of natural turf to those areas that serve a functional recreational element. Incorporate other aesthetic design elements such as boulders, stamped concrete, pavers, flagstone, decomposed granite, manufactured rock products to enhance visual interest and impact.
- LU 18.3 Design and field check irrigation plans to reduce run-off. Emphasize the use of subsurface irrigation techniques for landscape areas adjoining non-permeable hardscape. Utilize subsurface irrigation or other low volume irrigation technology in association with long, narrow, or irregularly shaped turf areas. Minimize use of irregularly shaped turf areas.
- LU 18.4 Coordinate Riverside County water-efficiency efforts with those of local water agencies. Support local water agencies' water conservation efforts.

Policies:

- ELAP 1.1 Protect the life and property of residents and maintain the character of the Gavilan Hills through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the Environmentally Sensitive Lands section of the Multipurpose Open Space Element, and the Slope and Soil Instability Hazards and Fire Hazards sections of the General Plan Safety Element.
- ELAP 1.3 Require that all commercial and industrial uses be sensitive to environmental hazards (i.e., flooding) and not substantially impact environmental resources (i.e., biological and water quality).
- ELAP 1.4 Require commercial and industrial uses to not substantially impact circulation systems.

- 2. Circulation:** The northwestern side of Highway 74/Central Avenue is in the County, whereas the southwestern side is in the City of Lake Elsinore. The County designates Highway 74/Central Avenue as a 184-foot Expressway. Expressways are designed with six or eight lanes, sometimes requiring rights-of-way at intersections. An Expressway is a multi-modal highway corridor for through traffic to which access from abutting property is restricted. Intersections with other streets or highways are limited to approximately one-half-mile intervals. The City of Lake Elsinore designates Highway 74/Central Avenue as an augmented eight-lane state Highway at 134 feet of right-of-way.

As noted in the Elsinore Area Plan, Highway 74/Central Avenue has been designated an Eligible State Scenic Highway. The western segment is a secondary County entrance road and will serve as a link to Orange County's system of scenic routes.

A project-specific Vehicle Mile Traveled (VMT) analysis has been prepared pursuant to CEQA and was less than significant. The project, as designed and conditioned, is consistent with the General Plan Circulation Element.

Although not a CEQA-related issue, a Traffic Impact Analysis (TIA) was prepared to determine the project's impacts on traffic and circulation for the County's and the City of Lake Elsinore's transportation system. The result of this TIA will be analyzed with needed improvements to the circulation system to accommodate the new project added as conditions of approval.

The following is a sampling of the Circulation Element and ELAP policies the project has been designed and conditioned for consistency with the General Plan and ELAP.

Circulation Element

- C 2.4 The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.
- C 2.5 The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.
- C 3.1 Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.
- C 3.2 Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
- C 3.3 Implement design guidelines that identify intersection improvements consistent with the lane geometrics in Table C-2 unless additional lanes are needed to maintain consistency with Policy C 2.2. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification, particularly where the change takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in Figure C-4 for the segment with the lower classification to accommodate the transition.
- C 3.6 Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.
- C 3.7 C 3.11 Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience

stores or gas stations at an isolated off ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.

- C 3.13 Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.
- C 3.15 Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.
- C 3.16 Dedicate necessary rights-of-way as part of the land division and land use review processes.

Pedestrian Facilities

- C 4.4 Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
- C 4.7 Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

System Access

- C 6.2 Require all-weather access to all new development.
- C 6.3 Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Require that access points be located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement.
- C 7.8 Collaborate with all incorporated cities and all adjacent counties to implement and integrate right-of-way requirements and improvement standards for General Plan roads that cross jurisdictional boundaries. Detailed procedures have been developed and include the following:
 - a. For development under Riverside County jurisdiction but within the sphere of influence (SOI) of a city having roadway standards different from Riverside County, city and Riverside County staff will cooperate and agree on a reasonable choice of design standards for the particular circumstances involved, and negotiate logical transitions from city to Riverside County standards.
 - b. In general, for such development under Riverside County jurisdiction but within the SOI of an incorporated jurisdiction, city standards should apply if the staffs concur that annexation to the City will logically occur in the short to intermediate range future. Where annexation seems doubtful into the long-term future, Riverside County standards should apply.
 - c. Transition areas at meeting points of roadways designed to differing city and Riverside County standards or differing functional classifications should be individually designed to facilitate satisfactory operational and safety performance. Further, Riverside County should update the road standards to reflect the intent of this policy and standards agreed upon by the County of Riverside and other local agencies.

Policies:

ELAP 11.1 Protect Interstate 15 and State Route 74 from change that would diminish the aesthetic value of adjacent properties through adherence to the Scenic Corridors sections of the General Plan Land Use and Circulation Elements.

- 3. Multipurpose Open Space:** The Multipurpose Open Space Element outlines policies that protect and preserve natural resources, agriculture, and open spaces. The Project site includes an ephemeral drainage known as Arroyo Del Toro, which crosses the western portion of the site and is considered a Riverine/Riparian resource due to stormwater flow. The Project design avoids the Arroyo Del Toro, and the area will remain an open space and conservation area. Although the Elsinore Area Plan is generally located in the Santa Margarita River watershed, the project site is in the Santa Ana River watershed and the San Jacinto Sub-watershed. The developed portion of the site is not located in a floodplain, and will avoid the naturally occurring watercourse on the property. The project will adhere to all required WQMP, BMPs, NPDES, and SWPPP requirements. The site is not designated as an open space area on the County General Plan.

Water Quality

- OS 3.4 Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP).
- OS 3.7 Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating "Low Impact Development," green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.

Scenic Corridors

- OS 22.1 Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.

- 4. Safety:** A Preliminary Geotechnical Investigation Report for Foundation Design was prepared for the project. A review of the FEMA Flood Maps, Airport Land Use Commission Maps, and the General Plan Safety Element Maps has been performed to determine the project's compliance with the County's General Plan Safety Element. Safety can come in the form of hazards that are both natural and manmade conditions. The property is not located within:
- An airport influence area,
 - A dam inundation area,
 - A fault zone area,
 - On a fault line,
 - A liquefaction area, or
 - An area subject to subsidence.

The site is located in a moderate fire severity zone under the state's responsibility. The western portion of the site is located in a FEMA Flood Zone but will not be developed and is not accessible or compatible with the public.

Fire Hazards

- S 4.1 All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:
- a) All proposed development and construction shall meet minimum state, county, and local standards, and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.
 - b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.
 - c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and state requirements.
 - d) Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
 - e) Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.
 - f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.)
 - g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit, and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.

5. **Noise:** A project-specific Noise Impact Study was prepared for the project. It was determined that the project would comply with the County's General Plan and Zoning Regulations when operational. See the Noise Impact Study (Appendix K) for specific General Plan policies.
6. **Housing:** The project does not include the development or demolition of housing. It is not expected that a project of this size would create a demand for housing beyond that planned under the County's General Plan.
7. **Air Quality:** The project will meet all requirements of the South Coast Air Quality Management District (SCAQMD) and, as designed and conditioned, comply with the County's General Plan Air Quality Element. A project-specific Air Quality and Greenhouse Gas Impact Study has been prepared for the project that further details the project's compliance with SCAQMD's requirements and the County's General Plan. See the Air Quality and Greenhouse Gas Impact Study (Appendix A) for specific General Plan policies.
8. **Healthy Communities:** The Healthy Communities Element addresses areas where public health and planning intersect, including transportation and active living, access to nutritious foods, health care, mental health, quality of life, and environmental health. The project would introduce a vehicle-oriented commercial use on a heavily traveled state highway. While the project does not promote the policies of the Healthy Communities Element due to the site location, it also does not conflict with those policies.
9. **a) Environmental Justice Summary:** The project site is located in the Warm Springs Environmental Justice Community. The project is located on the outer edge of the community adjacent to Highway 74/Central Avenue. After a thorough review of the Environmental Justice Form, the project is compatible with the project design features and approval conditions. The project design features shown on the plans include the ADA path of travel from Highway 74/Central Avenue to the project site and is also to be conditioned to provide a sidewalk along the Highway 74/Central Avenue frontage adjacent to the car wash project site. Buildings are oriented closer towards the street and will include food-related uses, including a convenience store and drive-thru restaurant, which are conveniently accessible and would sell healthy food. The Project is designed to comply with Calgreen mandatory requirements, which include but are not limited to energy efficiency, water conservation, electric vehicle charging, and solar amenities.

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

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Commercial Retail (CR)

E. Overlay(s), if any: None

F. Policy Area(s), if any: Warm Springs Policy Area

G. Adjacent and Surrounding:

1. General Plan Area Plan(s):

North: BP – Business Park, VLDR – Very Low Density Residential

South: BP – Business Park, City of Lake Elsinore

East: BP – Business Park, City of Lake Elsinore, Lake Elsinore Hills – Low Density Residential, Central Avenue/Highway 74

West: BP – Business Park, VLDR – Very Low Density Residential

2. Foundation Component(s): Community Development

3. Land Use Designation(s):

North: C-P-S

South: W-1/I-P

East: City of Lake Elsinore, Lake Elsinore Hills – RE Residential Estate

West: R-A-20000

4. Overlay(s), if any: None

5. Policy Area(s), if any: Warm Springs Policy Area

H. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any: None

2. Specific Plan Planning Area, and Policies, if any: None

I. Existing Zoning: Scenic Highway Commercial (C-P-S)

J. Proposed Zoning, if any: None

K. Adjacent and Surrounding Zoning:

North: R-A-20000, M-SC

South: City of Lake Elsinore

East: City of Lake Elsinore, Lake Elsinore Hills – RE Residential Estate, M-SC, C-P-S

West: C-P-S, W1, IP, R-A-20000

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.

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

- ☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
- ☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
- ☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
- ☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1)

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



Signature

04/01/2026

Date

Suhaim Bawany

For: John Hildebrand
Planning Director

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project:				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Source(s): Riverside County General Plan Figure C-8 "Scenic Highways"
Elsinore Area Plan, December 12, 2023
Figure 7 – Elsinore Area Plan Circulation
Figure 9 – Elsinore Area Plan Scenic Highway
CalTrans Scenic Highways – Accessed November 30, 2024

Findings of Fact:

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

Less than Significant with Mitigation

The project site is adjacent to Highway 74/Central Avenue. Highway 74/Central Avenue is a State eligible scenic highway per CalTrans Scenic Highways website. The County also gives this same designation on Figure C-8 – Scenic Highways in the General Plan and on Figure 9 – Elsinore Area Plan Scenic Highway in the Elsinore Area Plan.

Short-Term Construction Impacts

Visual impacts of construction activities include exposed pads and staging areas for grading, excavation, and construction equipment. In addition, temporary structures could be located on the respective development site during various stages of construction, within materials storage areas, or associated with construction debris piles on site. Exposed trenches, roadway bedding, spoils/debris piles, and steel plates would be visible during street and utility infrastructure improvements. These construction steps could degrade the existing visual character and quality of the development site and its surroundings during the construction phase.

Construction-related impacts would be short-term and temporary; construction activity would not be continuous. With the application of mitigation measures **AES-1** and **AES-2**, the short-term visual construction impacts are reduced to **less than significant with mitigation**.

Long-Term Operational Impacts

The project site is located in an urbanized area and is appropriate and permitted at the proposed location. The project site is visible from Highway 74/Central Avenue and the residential uses to the east. The project has a contemporary design and color palette that will complement the new development further to the north. This design is accentuated by an open space area to the west in the FEMA flood plain that will be preserved, providing mature trees that work in combination with the rest of the project's proposed landscaping.

Section II A of this Initial Study states that the site is located on a planned transportation corridor with access from a signalized intersection. Highway 74/Central Avenue is a State eligible scenic highway per [CalTrans Scenic Highways](#) website. The County also gives this same designation on Figure C-8 – Scenic Highways in the General Plan and on Figure 9 – Elsinore Area Plan Scenic Highway of the ELAP.

The General Plan has several policies concerning scenic highways, including LU 14.3 through 14.6, OS 22.1, and OS 22.3. Landscaping and signage will be as permitted by the County's ordinances.

Typically, a scenic highway would require undergrounding electric and communication distribution lines. To do so at this location would be problematic as the poles on either side of the project have not been undergrounded, and complete improvements of Highway 74/Central Avenue have not been fully developed. Therefore, undergrounding the single pole at this location would be challenging and has been deferred until the entire system can be undergrounded.

The project has been evaluated against the Zoning Ordinance, the Countywide Standards and Design Guidelines. As designed and conditioned, it will have a **less than significant impact with mitigation**, directly, indirectly, or cumulatively, on a scenic highway corridor.

- 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?*

Less than Significant Impact

The project site consists of vacant, undeveloped land that has been subject to a variety of disturbances that are not representative of a scenic resource. The proposed Project will not result in the creation of an aesthetically offensive site to the public view. Therefore, the project will not damage scenic resources, including trees, rock outcroppings, or unique landmark features, or obstruct a prominent scenic vista or view open to the public. Hillsides are visible from the public right-of-way, and the single-family residences to the east are below grade. Trees located in the western portion of the site will be preserved as open space/conservation and residences to east view will remain. The open space is

proposed to be protected, maintaining the visual character and any possible biological resources it may provide. With the protection of this area, the damage to scenic resources will be **less than significant**, directly, indirectly, and cumulatively.

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

Less than Significant Impact

The project is located in the C-P-S Scenic Highway Commercial Zone, and its use is permitted with a Plot Plan review. It will include the development of three retail buildings. Access to the project site will be provided via a newly constructed driveway onto Highway 74/Central Avenue, where Allan Street connects.

While the site is currently vacant, it is in an area developing with commercial uses along a major highway classified on the County's General Plan as an Expressway. The project has been designed in compliance with the Zoning Ordinance, the Countywide Standards and Design Guidelines, and as designed and conditioned, will have a **less than significant impact**, directly, indirectly, or cumulatively, upon an urbanized area, nor would it conflict with applicable zoning and other regulations governing scenic quality.

Mitigation:

MM AES-1: Proposed staging areas shall be shown on all Pre-Construction and Construction documents for review and approval by the appropriate County Departments. The project construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment to the areas proposed on the plans. Construction equipment shall be parked and staged within the project site. Staging areas shall be screened from view from residential properties and Highway 74/Central Avenue. Where feasible, construction staging and laydown areas for equipment, personal vehicles, and material storage shall be sited to take advantage of natural screening opportunities provided by existing structures, topography, and/or vegetation within the project site.

MM AES-2: The proposed Pre-Construction and Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. In addition, Highway 74/Central Avenue shall be swept daily and maintained free of dirt and debris.

Monitoring: Prior to issuance of a grading permit, all Pre-Construction and Construction documents shall be reviewed and approved by the Building Department and other departments included in the review for compliance.

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 GIS Database, accessed November 30, 2024
Ord. No. 655 (Regulating Light Pollution)
Zoning Ordinance – Ordinance No. 348, April 4, 2023
Code of Ordinance – Chapter 8.80 – Outdoor Lighting
General Plan, December 8, 2015
Elsinore Area Plan, December 12, 2023
Figure 6 – Elsinore Area Plan Mt. Palomar Nighttime Lighting Policy Area
Central Avenue Commercial Retail Photometric Site Plan dated September 3, 2024

Findings of Fact:

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

Less than Significant Impact

The project site is in Zone B of the Mount Palomar Observatory in San Diego County. Zone B is a circular ring forty-five (45) miles in radius centered on Palomar Observatory. The Mount Palomar Observatory requires unique nighttime lighting standards to allow the night sky to be viewed clearly. Ordinance No. 655 – Regulating Light Pollution, Title 8, and Zoning Ordinance No. 348 regarding C-P-S Commercial Zone Lighting Standards restricts specific light fixtures emitting undesirable light rays that have a detrimental effect on the night sky, astronomical observation, and research. The project lighting will be designed, installed, and operated consistently with the County's Zoning Ordinance requirements. Therefore, the project would have a less than significant impact on the Mount Palomar Observatory's nighttime views directly, indirectly, or cumulatively.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3. Other Lighting Issues

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

☐☐☒☐

b) Expose residential property to unacceptable light levels?

☐☐☒☐

Source(s):

Zoning Ordinance – Ordinance No. 348, April 4, 2023
Code of Ordinance – Chapter 8.80 – Outdoor Lighting
Ord. 655 – Regulating Light Pollution
Ord. 915 – Regulating Outdoor Lighting
General Plan, December 8, 2015
Figure C-8 – Scenic Highways
Elsinore Area Plan, December 12, 2023
Figure 6 – Elsinore Area Plan, Mt. Palomar Nighttime Lighting Policy Area
Figure 7 – Elsinore Area Plan Circulation
CalTrans Scenic Highways – Accessed November 30, 2024
Central Avenue Commercial Retail Photometric Site Plan dated September 3, 2024
On-site Inspection

Findings of Fact:

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

Expose residential property to unacceptable light levels?

Less than Significant Impact

The project will utilize nighttime lighting for operational and security purposes (per the County's Ordinance). The preliminary lighting plan shows that the project's perimeter lighting levels will range between 0 and 3.0-foot candles at the project site's property line. When the light reaches Highway 74/Central Avenue, the foot candle drops to 0.0.

At the west boundary of the project site, there is an area toward the north of the western property line where the level is 4.2-foot candles. The level quickly drops to 0.2 to 0.0-foot candles within 50 feet of the property line. The nearest residences are across Highway 74/Central, with single-family homes located below grade and multi-family to the northwest across Highway 74. The foot-candle readings at the nearest residences would be 0. Vehicles entering and exiting the site during nighttime hours could shine headlights across property lines. The open space/conservation area to the western portion of the project site will not be lit and, therefore, at a 0.0-foot candle.

The greatest potential lighting change will be along the south boundary adjacent to the existing automotive use, where 4.3 will occur along the drive-thru lane. Furthermore, the photometric design has been laid out to comply with the County's exterior light ordinance.

Glare would be kept to a minimum as the project setback from Highway 74/Central Avenue, and building materials (painted stucco or stone veneer) would not contribute to substantial amounts of daytime glare as the majority of the building front faces in a southern direction with the gas canopy blocking the line of sight to the setting sun.

Chapter 8.80 – Outdoor Lighting, Ordinance 655 – [Regulating Light Pollution](#), and Ordinance 915 – [Regulating Outdoor Lighting](#) provides minimum requirements for outdoor lighting to reduce light trespass and protect the health, property, and well-being of residents in the area. Compliance with the regulations found in these ordinances will ensure the project will be compatible with the surrounding environment and not create a new source of substantial light or glare.

Therefore, the project will not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area or expose a residential property to unacceptable light levels, including nighttime headlight impacts. The impact will be **less than significant**, directly, indirectly, and cumulatively.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:**4. Agriculture**

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

☐☐☐☒

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?

☐☐☐☒

c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?

☐☐☐☒

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?

☐☐☐☒**Source(s):**

Map My County GIS Database, accessed November 30, 2024
Project Application Materials
Elsinore Area Plan, December 12, 2023
Farmland Mapping and Monitoring Program – Accessed November 30, 2024
Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources
Zoning Ordinance – Ordinance No. 348, April 4, 2023
Riverside County General Plan, December 8, 2015
Figure OS-2 – Agricultural Resources

Findings of Fact:

- 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?*

No Impact

The project site consists of vacant, undeveloped land subject to a variety of disturbances, except the western portion, which is generally undisturbed and contains a mix of trees and shrubs consisting of salt cedar trees, eucalyptus trees, and black willow shrubs. The surrounding properties vacant, residential, and existing commercial uses consisting of automotive repair to the south.

A review of the Department of Conservation, California Farmland Mapping and Monitoring Program (FMMP) mapping system has found the project site as Other Land. Other Land is defined as:

Other Land (X): Land which does not meet the criteria of any other category. Typical uses include low density rural development, heavily forested land, mined land, or government land with restrictions on use.

Therefore, the project would not affect any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and **no impact**, directly, indirectly, or cumulatively, would occur on farmland.

- 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?*

No Impact

The project site is General Plan designated and Zoned for commercial uses. The C-P-S – Scenic Highway Commercial Zone permits the proposed use with a Plot Plan review. The surrounding properties are vacant to the north and southwest, commercial auto repair to the south, and with residential uses across Highway 74/Central Avenue to the east in the City of Lake Elsinore, and the Zoning supports these uses. As such, the property is not intended for agricultural uses. A review of the County's GIS has revealed no Williamson Act contracts or Agricultural Preserve on the subject property and no Williamson Act or Agricultural Preserves on the surrounding properties. Therefore, the project will have **no impact**, directly, indirectly, or cumulatively, on zoning for agricultural uses, Williamson Act contracts, or Agricultural Preserves.

c) & d) *Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?*

Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact

The County's Right to Farm Ordinance (Ord. No. 625) is designed to "conserve, protect and encourage the development, improvement and continued viability of agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the county's residents." It seeks to "balance the rights of farmers to produce food and other agricultural products with the rights of non-farmers who own, occupy or use land within or adjacent to agricultural areas." Thus, the ordinance includes regulations to reduce the loss of agricultural resources in Riverside County by limiting the circumstances under which agricultural operations may be deemed a "nuisance." It states that an agricultural activity that has been operating for more than three years on a site (and assuming it was not a nuisance at the time it began) cannot be later classed as a public or private nuisance due to "any changed condition in or about the locality." The ordinance prevents, for example, existing dairies from being targeted by odor complaints from residents of housing units constructed in the surrounding area three or more years after the dairy use began. Further, it requires buyers of properties within 300 feet of land zoned primarily for agricultural purposes to be given notice of the pre-existing agricultural use and its right to continue. As previously stated, the project site is designated as a General Plan and zoned for industrial/commercial use. The C-P-S – Scenic Highway Commercial Zone permits the proposed use with a Plot Plan review. The surrounding properties are developing industrial and commercial uses to the north and south, with residential uses to the west and across Highway 74/Central Avenue to the east in the City of Lake Elsinore. The Zoning supports these uses.

The property is not intended for agricultural uses, and no uses on the surrounding properties include farming or agricultural use of any kind. Therefore, this project will have **no impact** on the development of non-agricultural uses within 300 feet of agriculturally zoned property or the conversion of Farmland to non-agricultural use.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5. Forest

a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code

☐ ☐ ☐ ☒

section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?

b) Result in the loss of forest land or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

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? ☐ ☐ ☐ ☒

Source(s): Riverside County General Plan, December 8, 2015
Figure OS-3a – Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas
Figure OS-3b – Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas
Elsinore Area Plan, December 12, 2023
Map My County GIS Database, accessed November 30, 2024
Project Application Materials

Findings of Fact:

- 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))?*

No Impact

In Southern California, including Riverside County, climate and topography limit forest land types and locations and their potential for commercial or industrial timber utilization. Accordingly, there is no existing or currently proposed zoning of forest land, timberland, or Timberland Production Zones within the project area. Also, figures released by the State of California indicate that no “California forest land” ownership, either public or private, is mapped for Riverside County. Therefore, the project would not conflict with the existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. The project will have **no impact**, directly, indirectly, or cumulatively, on forest land.

- b & c) *Result in the loss of forest land or conversion of forest land to non-forest use?*

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

There is no forest land, nor would the project convert forest land to non-forest use. Therefore, the project would not result in forest land loss or conversion to non-forest use. The project will have **no impact**, directly, indirectly, or cumulatively, on the loss of forest land or forest land conversion to a non-forest use or other changes in the existing environment, which would result in the loss of forest land to a non-forest use.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:**6. Air Quality Impacts**

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Source(s): Riverside County General Plan, Riverside County Climate Action Plan ("CAP")
 SCAQMD CEQA Air Quality Handbook
 Zoning Ordinance – Ordinance No. 348, April 1, 2021
 General Plan, December 8, 2015
 Elsinore Area Plan, August 4, 2020
 Riverside County Climate Action Plan ("CAP")
 SCAQMD CEQA Air Quality Handbook
 South Coast Air Quality Management District's 2016 Air Quality Management Plan
 Central Avenue Commercial Retail Project Air Quality and Greenhouse Gas Impact Study County of Riverside, CA prepared by MD Acoustics, June 28, 2021 (Appendix A)

Findings of Fact:

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

No Impact

MD Acoustics prepared the Central Avenue Commercial Retail Project Air Quality and Greenhouse Gas Impact Study (Appendix A) quoted throughout this Section.

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction over an approximately 10,743 square-mile area and is principally responsible for air pollution control in the SCAB by working with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and State and Federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and Federal ambient air quality standards.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land-use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed 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, delay timely attainment of air quality standards, or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

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

Based on the air quality modeling analysis contained in the Central Avenue Commercial Retail Project Air Quality and Greenhouse Gas Impact Study (Section 6 pages 42 – 48 Appendix A), neither short-term construction nor long-term operations will not result in significant air quality impacts based on the SCAQMD regional and local thresholds of significance below.

AQMP Regional Significance Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions are established for the Basin:

- | | |
|--------------------------------------|-----------------------------------|
| • 75 pounds per day (lbs/day) of VOC | • 150 lbs/day of PM ₁₀ |
| • 100 lbs/day of NO _x | • 55 lbs/day of PM _{2.5} |
| • 550 lbs/day of CO | • 150 lbs/day of SO ₂ |

AQMP Regional Significance Thresholds for Operational Emissions

The daily operational emissions significance thresholds for the Basin are as follows:

- | | |
|--------------------------------------|-----------------------------------|
| • 55 pounds per day (lbs/day) of VOC | • 150 lbs/day of PM ₁₀ |
| • 55 lbs/day of NO _x | • 55 lbs/day of PM _{2.5} |
| • 550 lbs/day of CO | • 150 lbs/day of SO ₂ |

Therefore, the project is not projected to contribute to the exceedance of any air pollutant concentration standards and is consistent with the AQMP for the first criterion.

B. Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the project with the assumptions in the AQMP. This criterion's emphasis is to ensure that the analyses conducted for the project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG 2016, 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 must use these as the basis of their plans for consistency with applicable regional plans under CEQA. For this project, the County of Riverside and the City of Lake Elsinore Land Use Plans define the assumptions represented in the AQMP.

The County of Riverside Elsinore Area Plan identifies the land use designation of the site as Business Park. Furthermore, the project site has a current land use classification of Business Professional, and the current Zoning is Scenic Highway Commercial (C-P-S) according to the City of Lake Elsinore North Central Sphere Specific Plan Land Use Plan. An application for Change of Zone No. 2000009 is in process, which includes a change of zone from Scenic Highway Commercial (C-P-S) to Industrial Park (I-P). The current Zone (C-P-S) allows the proposed uses and the I-P zone will also allow the proposed uses. Therefore, the Change of Zone does not affect the proposed uses or buildings.

The proposed project is to develop the site with commercial uses including retail uses, a convenience market, office uses, and a fast-food restaurant with drive-through. Therefore, the proposed project would not result in an inconsistency with the land use designation in either the County or City's General Plans. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the project will not be inconsistent with the SCAQMD AQMP. Therefore, a **less than significant impact** will occur on the SCAQMD AQMP directly, indirectly, or cumulatively.

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?

Less Than Significant Impact

MD Acoustics prepared the Central Avenue Commercial Retail Project Air Quality and Greenhouse Gas Impact Study (Appendix A) quoted throughout this Section.

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. The area is designated as an “attainment” area if standards are met. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in the attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. The following Table 1 lists the South Coast Air Basin criteria pollutants attainment status, which applies to the Project area.

Table 1
South Coast Air Basin Attainment Status

South Coast Air Basin Attainment Status				
Pollutant	Standard ¹	Averaging Time	Designation ²	Attainment Date ³
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (not attained) ⁴
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone⁵	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO₂⁶	NAAQS	1-Hour (0.1 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-hour (0.18 ppm) Annual (0.030 ppm)	Attainment	-
SO₂⁷	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
PM₁₀	NAAQS	1987 24-Hour (150 µg/m ³)	Attainment (Maintenance) ⁸	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m ³) Annual (20 µg/m ³)	Nonattainment	N/A
PM_{2.5}⁹	NAAQS	2006 24-Hour (35 µg/m ³)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m ³)	Attainment	8/24/2016
	NAAQS	2021 Annual	Nonattainment (Serious)	12/31/2025

South Coast Air Basin Attainment Status				
Pollutant	Standard ¹	Averaging Time	Designation ²	Attainment Date ³
		(12.0 µg/m ³)		
	CAAQS	Annual (12.0 µg/m ³)	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m ³)	Nonattainment (Partial) ¹⁰	12/31/2015
Hydrogen Sulfide (H ₂ S)	CAAQS	1-Hour (0.03 ppm/42 µg/m ³)	Attainment	----
Sulfates	CAAQS	24-Hour (25 µg/m ³)	Attainment	----
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m ³)	Attainment	----
<p>Notes:</p> <p>Source: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf</p> <p>¹ NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards</p> <p>² U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.</p> <p>³ A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.</p> <p>⁴ 1-hour O₃ standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements.</p> <p>⁵ 1997 8-hour O₃ standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O₃ standard is still subject to anti-backsliding requirements.</p> <p>⁶ New NO₂ 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO₂ standard retained.</p> <p>⁷ The 1971 annual and 24-hour SO₂ standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO₂ 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.</p> <p>⁸ Annual PM₁₀ standard was revoked, effective December 18, 2006; 24-hour PM₁₀ NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM₁₀ maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.</p> <p>⁹ Attainment deadline for the 2006 24-Hour PM_{2.5} NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after the effective date of designations for Serious nonattainment areas). The annual PM_{2.5} standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m³. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.</p> <p>¹⁰ Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.</p>				

Ozone

Of the seven NAAQS/CAAQS pollutants, Ozone is the only one not measured in CalEEMod. During the 2017 to 2019 monitoring period, the State 1-hour concentration standard for ozone was exceeded for four days in 2017 and two days in 2018 at the Winchester Station. The State's 8-hour ozone standard (0.07 ppm) has been exceeded between seven and 49 days each year over the past three years at the Winchester Station. The Federal 8-hour ozone standard has been exceeded between six and 47 days each year over the past three years at the Winchester Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone results from chemical reactions between other pollutants, most importantly hydrocarbons and NO₂, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Construction Air Quality Emissions Impact

Typical emission rates from construction activities were obtained from CalEEMod Version 2020.4.0. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for the southwestern portion of Riverside County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and

presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions.

The analysis assesses the emissions associated with the proposed project's construction. The phases of the construction activities that have been analyzed below are: 1) site preparation, 2) grading, 3) building, 4) paving, and 5) architectural coating.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (disturbance area of approximately 1.27 acres) and the fact that the project won't export more than 5,000 cubic yards of material a day a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require using water trucks during all phases where earth-moving operations occur. Compliance with Rule 403 is required.

Regional Construction Emissions

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level, as demonstrated in the Regional Significance – Construction Emissions (pounds/day) Table 2 (Table 8 of the Air Quality and Greenhouse Gas Impact Study (Appendix A)) and therefore would be considered less than significant.

Table 2
Regional Significance – Construction Emissions (pounds/day)
(Next Page)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Site Preparation						
On-Site ²	0.19	1.90	2.26	0.00	0.18	0.11
Off-Site ³	0.01	0.01	0.13	0.00	0.03	0.01
Total	0.20	1.90	2.39	0.00	0.21	0.12
Grading						
On-Site ²	1.83	20.21	9.76	0.02	3.68	2.18
Off-Site ³	0.06	0.50	0.53	0.00	0.17	0.05
Total	1.88	20.71	10.29	0.02	3.85	2.23
Building Construction						
On-Site ²	2.41	19.11	19.16	0.03	1.00	0.96
Off-Site ³	0.12	0.56	1.15	0.00	0.33	0.10
Total	2.53	19.67	20.31	0.04	1.32	1.06
Paving						
On-Site ²	0.92	7.74	8.86	0.01	0.42	0.38
Off-Site ³	0.06	0.04	0.57	0.00	0.15	0.04
Total	0.97	7.78	9.42	0.01	0.56	0.42
Architectural Coating						
On-Site ²	12.60	1.53	1.82	0.00	0.09	0.09
Off-Site ³	0.02	0.02	0.22	0.00	0.06	0.02
Total	12.62	1.54	2.04	0.00	0.15	0.11
Total of overlapping phases⁴	16.12	28.99	31.77	0.05	2.04	1.59
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	No	No	No	No	No	No
Notes: ¹ Source: CalEEMod Version 2020.4.0 ² On-site emissions from equipment operated on-site that is not operated on public roads. ³ Off-site emissions from equipment operated on public roads. ⁴ Construction, architectural coatings and paving phases may overlap.						

Regional Operational Emissions

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of CalEEMod model. The operating emissions were based on year 2021, which is the anticipated opening year for the project per the project-specific traffic impact analysis (Integrated Engineering Group, 2020). The summer and winter emissions created by the proposed project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 3 (Table 10 of the Air Quality Study).

Table 3
Regional Significance – Unmitigated Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Area Sources ²	0.29	0.00	0.01	0.00	0.00	0.00
Energy Usage ³	0.01	0.12	0.10	0.00	0.01	0.01
Mobile Sources ⁴	3.90	5.36	31.55	0.06	5.92	1.63
Total Emissions	4.20	5.48	31.66	0.06	5.93	1.64
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Notes: ¹ Source: CalEEMod Version 2020.4.0 ² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. ³ Energy usage consists of emissions from on-site natural gas usage. ⁴ Mobile sources consist of emissions from vehicles and road dust.						

The table above provides the project's unmitigated operational emissions and shows that the project does not exceed the SCAQMD daily emission threshold and regional operational emissions are less than significant.

The Tables show how the project would have a **less than significant impact** on a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment.

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

Less Than Significant Impact

MD Acoustics prepared the Central Avenue Commercial Retail Project Air Quality and Greenhouse Gas Impact Study (Appendix A) quoted throughout this Section.

Understanding the project as it relates to sensitive receptors will help understand the analysis in this Section. Sensitive receptors are considered land uses or other population groups more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For the California Environmental Quality Act (CEQA) purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24 hours or longer, such as residencies, hospitals, schools, etc.

The closest existing sensitive receptors (to the site area) are the residential land uses located adjacent to the south, approximately 60 feet west (across 8th Street), approximately 40 feet northwest (across 8th Street), and approximately 150 feet east (across Highway 74/Central Avenue, in the City of Lake Elsinore's jurisdiction) of the project site. (Central Avenue Commercial Retail Project Air Quality and Greenhouse Gas Impact Study (Appendix A) Section 1.2.3 – Sensitive Receptors, page 2).

Localized Construction Emissions

The data provided in the Localized Significance – Construction the Table 4 below shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a **less than significant** local air quality impact would occur from the construction of the project.

Table 4
Localized Significance – Construction

Phase	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Site Preparation	1.90	2.26	0.18	0.11
Grading	20.21	9.76	3.68	2.18
Building Construction	19.11	19.16	1.00	0.96
Paving	7.74	8.86	0.42	0.38
Architectural Coating	1.53	1.82	0.09	0.09
Total of overlapping phases	28.38	29.83	1.51	1.44
SCAQMD Threshold for 25 meters (82 feet) or less ²	162	750	4	3
Exceeds Threshold?	No	No	No	No
Notes: ¹ Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in Lake Elsinore Source Receptor Area (SRA 25). Project will disturb a maximum of 2 acres per day (see Table 7); however, per SCAQMD methodology, as the site is only 1.27 acres in size, to be conservative, the one-acre threshold has been utilized. ² The nearest sensitive receptors are located adjacent to the south of the project site; therefore, the 25-meter threshold has been used.				

Localized Operational Emissions

The Localized Significance – Unmitigated Operational Emissions shown below the calculated emissions for the proposed operational activities compared with appropriate Localized Significance Thresholds (LSTs). The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 5 include all on-site project-related stationary sources and 10% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table 5
Localized Significance – Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Area Sources ²	0.00	0.01	0.00	0.00
Energy Usage ³	0.12	0.10	0.01	0.01
On-Site Vehicle Emissions ⁴	0.54	3.16	0.59	0.16
Total Emissions	0.65	3.26	0.60	0.17
SCAQMD Threshold for 25 meters (82 feet)⁵	162	750	1	1
Exceeds Threshold?	No	No	No	No
Notes:				
¹ Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre, to be conservative, in Lake Elsinore Source Receptor Area (SRA 25).				
² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.				
³ Energy usage consists of emissions from generation of electricity and on-site natural gas usage.				
⁴ On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.				
⁵ The nearest sensitive receptor is located adjacent to the south of the project site; therefore, the 25-meter threshold has been used.				

Table 5 indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors located adjacent to the project. Therefore, the project will not result in significant Localized Operational emissions.

CO Hot Spot Emissions

Carbon Monoxide (CO) is the pollutant of major concern along roadways because motor vehicles are the most notable source of CO. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no “hot spots” anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no “hot spot” potential, any local impacts will be below thresholds.

The traffic impact analysis showed that the project would generate 1,212 trips per day. The intersection with the highest traffic volume is located at Highway 74/Central Avenue and Allan Street/Project Driveway and has a Project Completion Year (2025) With a Project PM peak hour volume of 1,960

vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Construction-Related Toxic Air Contaminant Impact

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during the project's construction. The Office of Environmental Health Hazard Assessment (OEHHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015, to describe the algorithms, recommended exposure variates, cancer, and noncancer health values. The air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts and identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited number of heavy-duty construction equipment and construction schedule, the project would not result in a substantial long-term source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local (Table 9) or regional (Table 8) thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during the project's construction.

The construction and operational emission rates would not exceed the LST thresholds for the project. Therefore, the project will have a **less than significant impact** on exposing sensitive receptors to substantial pollutant concentrations.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

☐☒☐☐

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

☐☐☐☒

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

☐☐☐☒

Source(s):

GIS database, WRCMSHCP and/or CVMSHCP, On-site Inspection, Map My County GIS Database, accessed June 17, 2021
Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)
Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP)
Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, Commercial Retail – 76 Station Central Avenue (Hwy 74) and Eighth Street, prepared by Jericho Systems, Inc, October 2020, Revised June 2021 (Appendix B)
Biological Resources Assessment (BRA), Jurisdictional Delineation (JD), Commercial Retail Central Avenue (Hwy 74), Riverside County, California, prepared by Jericho Systems, Inc., October 1, 2020 (Appendix C)
Cratch's Bumblebee Habitat Survey, prepared by BioCultural LLC, on behalf of Natural Resources Assessment, Inc., June 2025 (Appendix D)

Findings of Fact:

- a) *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 Impact

See also responses b) and c) below. The subject property is located within the boundaries of the MSHCP. The project will be conditioned for the payment of the MSHCP Development Mitigation Fees, which will mitigate potential impacts on MSHCP-covered species.

The project site is not within the MSHCP Criteria Area or adjacent to an MSHCP-designated Conservation Area, so no additional mitigation measures or provisions are required. The project will not conflict with the provisions of any Habitat Conservation Plans or Natural Community Conservation Plans.

Consistency with the biological requirements of the MSHCP is identified in the responses below.

With Standard Condition **SC BIO-1**, the project will have a **less than significant impact**, directly, indirectly, or cumulatively, on an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or other approved state habitat conservation plan. These are standard conditions for the County of Riverside and are not considered unique mitigation under CEQA.

SC BIO-1: Prior to the issuance of grading permits, the project Permittee/Owner shall comply with the provisions of the MSHCP regarding the payment of the MSHCP Local Development Mitigation Fee.

b) &c) *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)?*

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 Impact

Jericho Systems, Inc. (Jericho) conducted a Biological Resources Assessment (BRA) and Jurisdictional Delineation (JD) for the project and MSHCP Consistency Analysis (Appendices B and C). The focus of the assessments was to identify potential habitats for special status wildlife within the project area, focusing on specific sensitive species documented in the project vicinity and/or whose habitat requirements are present within the project site as identified through the database search. The report also addressed the potential for jurisdictional waters and resources to be present on the site.

The project site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances. These disturbances have resulted in the entire project site being dominated by non-native ruderal species, with ornamental tree species scattered about the site. Per the biological report, no suitable habitat was identified for rare, threatened, endangered, or candidate species.

Because the project is also located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) area, Jericho also completed an MSHCP Consistency Analysis, which addressed species surveys specific to the MSHCP requirements, as well as riverine/riparian resources in accordance with the MSHCP guidelines.

The project site is located within the Elsinore Area Plan of the MSHCP and requires that a project complies with the MSHCP policies identified in Section 6 of the MSHCP. The project site is not located within any cell designated as a "criteria" area for potential or existing conservation. Also, the project site is not located in an area where additional surveys are required for any Narrow Endemic Plant, Amphibian, Mammal, Invertebrate, or other Criteria Area Species.

Vernal Pools

A review of historic aerial photographs and observations during field investigations concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring on the project site, as no ponding was observed on-site. Further, no special-status plant and wildlife species associated with vernal pools were observed during the field visit. Additionally, the routine disturbances onsite, and compacted soils also preclude vernal pools from existing on-site.

Fairy Shrimp

Fairy shrimp can be found in non-vernal pool features such as stock ponds, ephemeral pools, road ruts, human-made depressions, or other depressions that may hold water. No habitat features suitable for fairy shrimp exist on the site.

Riparian Birds

Riparian Birds covered under the MSHCP such as the Least Bell's vireo (*Vireo bellii pusillus*) [LBVI], Southwestern willow flycatcher (*Empidonax trillii extimus*) [SWWF], and Yellow-billed cuckoo (*Coccyzus americanus*) [YBCU], are found only in well-developed riparian habitat. No habitat features suitable for any riparian birds exist on site.

Burrowing Owl

Subsequent to the original report, the Burrowing owl is now listed as a candidate species. The site was evaluated for its presence because aerial imagery indicated that the site had potential habitat for the burrowing owl; however, the field investigation resulted in dismissing what was seen on aerial imagery because the site conditions are entirely unsuitable for burrowing owl. Vegetation on site is dense, and no suitable burrows or burrow surrogates are on site. There was no recent or historic sign (pellets, feathers, castings, or whitewash) of BUOW on the Project site.

Crotch's Bumble Bee

Subsequent to the original survey and report being complete, a new candidate species, the Crotch's bumble bee (CBB), has been listed and was contemplated and analyzed in a subsequent study conducted in June 2025.

Crotch's bumblebee is native to North America, particularly the western regions of the United States and parts of Canada. This species typically inhabits open grasslands, meadows, and areas with abundant wildflowers, favoring environments that provide ample foraging opportunities. Crotch's bumblebee is often associated with habitats that have a mix of native flora, which supports its role as a pollinator. The species thrives in areas with moderate to high elevations, where it can find suitable nesting sites in the ground, often in abandoned rodent burrows or under dense vegetation (Williams et al., 2014).

On May 1, 2025, biologists conducted the site survey for the Crotch's bumble bee. A literature and records review was completed and found that CBB was found approximately four (4) miles southeast of the project site at Canyon Lake on 23 April 2025 (iNaturalist 2025). The relative proximity to that observation and another observation from 2017, approximately four (4) miles northeast of the site, warranted the site's evaluation as a potential habitat. Crotch's bumble bee prefers open grassland and scrub but can also persist in semi-natural habitats surrounded by intensely modified landscapes (Love 2010, Williams et al. 2014). Its common foodplants include plants in the genera *Asclepias*, *Chaenactis*, *Lupinus*, *Medicago*, *Phacelia*, and *Salvia* (Williams et al. 2014).

Dispersal occurs primarily in spring by queens while searching for suitable nest sites (Goulson 2010). There is evidence that bumble bees are able to disperse relatively long distances, from at least between 1.6 to over six (6) miles from the colony of origin (Kraus et al. 2008). Dispersing female CBBs could occur on the site; however, no bumblebees were observed during the one-day survey.

Although the Crotch's bumble bee (CBB) can inhabit semi-natural environments surrounded by heavily modified landscapes (Love 2010), ongoing site maintenance and adjacent land uses continue to degrade the on-site habitats (Appendix B, Photograph 5 of the CBB Report). Historical aerial imagery dating back to 1961 indicates that this area was developed prior to 1978, providing evidence of long-term land use.

The only known food plants for the CBB on the project site are caterpillar phacelia and California buckwheat. The remainder of the property is maintained for fire safety purposes or is covered by trees that are unlikely to provide suitable habitat for the CBB. Given the limited availability of suitable habitat, it is improbable that the CBB regularly utilizes this site, especially considering the presence of better and more expansive habitats in the surrounding region. Therefore, the project is unlikely to have a detrimental impact on the species.

Therefore, the project has no impact either directly or through habitat modifications on any endangered or threatened species or on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations.

- 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?*

Less Than Significant Impact with Mitigation

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts on wildlife. In summary, habitat fragmentation is dividing or breaking up larger habitat areas into smaller areas that may or may not sustain wildlife and plant populations independently. Wildlife movement (more properly recognized as species movement) is the temporal movement of species along with diverse types of corridors. Wildlife corridors are especially important for connecting fragmented wildlife habitat areas.

Riparian Birds

Section 6.1.2 of the MSHCP identifies that the conservation of Riverine/Riparian Areas and Vernal Pools is intended to protect habitat essential to a number of listed or special status water-dependent fish, amphibian, avian, and plant species. The Project will avoid the Arroyo; therefore, no permitting or mitigation is necessary. However, the 25 eucalyptus/gum trees on site that range in diameter at breast height (DBH) from 8 inches to 48 inches provide potentially suitable nesting habitat for birds, including raptor species. Therefore, mitigation measure **MM BIO-1** is recommended to avoid or minimize potential impacts on nesting birds and/or raptors:

Recommendation: Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. In general, Projects should be constructed outside of this time to avoid impacts to nesting birds. If a Project cannot be constructed outside of nesting season, the project site shall be surveyed for nesting birds by a qualified avian biologist prior to initiating the construction activities. If active nests are found during the pre-construction nesting bird surveys, a Nesting Bird Plan (NBP) will be prepared and implemented. At a minimum, the NBP will include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The NBP will include a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be with concurrence from the Riverside County Environmental Programs Division and the California Department of Fish and Wildlife (CDFW), if necessary and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist has determined the young birds have successfully fledged or that the nest has otherwise become inactive.

The property is in an area undergoing fragmentation. It is surrounded by paved roads, vacant land to the north, and commercial and residential development. The eucalyptus/gums trees growing on the property's western side provide a potentially suitable nesting habitat for birds, including raptor species. Therefore, **MM BIO-1** is required to avoid potential impacts on nesting birds and/or raptors (common and special status) during nesting season. The project will have **less than a significant impact with mitigation, directly** or indirectly, on habitat fragmentation and wildlife movement.

MM BIO-1: Nesting bird nesting season generally extends from February 1 through September 15 in southern California, and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season as established by CDFW, a qualified Avian Biologist shall conduct pre-construction Nesting Bird Surveys (NBS) prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set no-work buffers

around the nest, which will be based upon the nesting species (e.g., 300 feet for songbirds and 500 feet for raptors), its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

- 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?*

Less Than Significant Impact with Mitigation

Jericho Systems, Inc. (Jericho) conducted a Biological Resources Assessment (BRA) and Jurisdictional Delineation for the project. The report addressed potential jurisdictional resources in addition to an evaluation of sensitive wildlife resources. The MSHCP Consistency Analysis also addressed the potential for riverine/riparian resources in accordance with the MSHCP guidelines (Appendices C and D).

Riverine/Riparian Areas and Jurisdictional Waters

An ephemeral drainage, known as the Arroyo Del Toro, crosses through the eastern portion of the site, running from northwest to southeast. The Arroyo is approximately 12 feet wide and 4 inches deep and is fairly consistent in width and depth through its course through the western portion of the parcel.

The channel bed is bare and consists of gravel and sand-sized substrates. Vegetation on the outer edges of this Arroyo consists of scattered and degraded Gooding's willow, gum trees, and Peruvian pepper trees. The Arroyo continues past the parcel boundaries, terminating at Conard Avenue to the southwest of the site. The functions and values of this drainage course include slowing erosion, maintaining soil quality and filtering pollution.

The footprint of Arroyo Del Toro on the Project site totals approximately 0.055 acres. It is considered a riverine riparian area and is also considered a jurisdictional streambed subject to the CDFW's jurisdiction. This feature conveys water during rainfall and therefore meets the definition of a Riparian/Riverine system, as identified in Section 6.1.2 of the MSHCP. Although this drainage is defined as a Riparian/Riverine area, it does not provide suitable habitat for, or contribute to the conservation of, any of the species listed in Section 6.1.2 of the MSHCP.

The Arroyo Del Toro is ephemeral and it is not tributary to a relatively permanent water downstream of the property and lacks a tributary connection/nexus to traditionally navigable waters (TNW), so it would not be considered a jurisdictional Water of the US. Therefore, Arroyo Del Toro is not subject to the CWA Sections 404 or 401 regulations.

There are no vernal pools on site. None of the mapped soils on site are listed on the USDA-NRCS National Hydric Soils List to indicate the potential for vernal pools. The soils onsite are well drained, and the duration, timing, and frequency of inundation on-site provide no indication or validation of vernal pool ecology. Clay soils are not mapped on the site. The site as a whole lacks the water retention capabilities necessary to support vernal pools; therefore, the biological functions and values of Vernal Pools do not exist on the site.

The entire site is mapped by the RCA MSHCP Vegetation (2012) layer as developed/disturbed land, and field reconnaissance confirmed these findings. The Project site is currently vacant and has been

subject to human disturbances. Soils on site have been bladed and many of the trees on site have had trunks/branches sawed off.

The Project site is surrounded by development on the east, south, and west and by more disturbed habitat (annual grassland) on the northwest side. The site does not connect to native, undisturbed areas. The Arroyo Del Toro will remain in its natural state with no development occurring on the western portion of the site. Fencing will provide a barrier between the Arroyo and the development area.

Based on the project's Site Plan Figure 7 (Figure 3 of the MSHCP Consistency Analysis, shown below), 1.27 acres will be permanently impacted by grading and construction.



Figure 7 (Figure 3 of the MSHCP Consistency Analysis)



Figure 8 Project Soils (Figure 4 of the MSHCP Consistency Analysis)

No permit is required because the Arroyo is not included in the development footprint, will not be disturbed, and will remain in its natural state. However, to ensure that no development occurs in the Arroyo, the following Mitigation Measures are to be implemented. Therefore, the project will have a **less than significant impact with mitigation** on Riverine/Riparian Areas and Jurisdictional Waters directly, indirectly, and cumulatively.

MM BIO-2: Prior to the issuance of a grading permit, the applicant shall submit a proposed PERMANENT fencing and signage plan for the protection of all biologically sensitive areas. Areas of the project adjacent to areas labeled as “Extent of Arroyo Del Torro within the parcel” on the Final Map and found on Figure 3 and discussed in “Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Commercial Retail – Northwest Corner of Central Avenue (Hwy 74) and Allan Street”, prepared by Jericho Systems Inc., dated, revised June 2021”, shall be permanently fenced. The fencing shall provide a physical barrier to minimize unauthorized public access, domestic animals, illegal trespass, or dumping. Fencing shall be proposed and installed at all interfaces between conservation lands and urban uses such as roads, development, residential, etc. The fence shall have a minimum height of six feet at its shortest point. Fence posts shall be no more than five feet apart. The fence design shall be such that a sphere with a diameter of three inches cannot pass through the plane of the fence at

any point below the minimum height. The fencing plan will be reviewed and approved by Riverside County's Environmental Programs Division (EPD). The fence shall not be installed until EPD staff have reviewed and approved the fencing plan. EPD staff shall have sole discretion in determining whether the proposed fencing will adequately protect the conservation area and whether changes to the proposed fencing and signage plan are required.

MM BIO-3: Prior to the issuance of a grading permit, a deed restriction shall be recorded over the area delineated as "Extent of Arroyo Del Torro within the parcel" referenced on Figure 3 in the document, "Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Commercial Retail – Northwest Corner of Central Avenue (Hwy 74) and Allan Street", prepared by Jericho Systems Inc., dated, revised June 2021", to protect it from any disturbance in the future. Easements allowing for the management of fuel modification areas or detention basins shall not be accepted.

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?*

No Impact

Jericho Systems, Inc. (Jericho) conducted a Biological Resources Assessment (BRA) and Jurisdictional Delineation for the project. The report addressed potential jurisdictional resources in addition to an evaluation of sensitive wildlife resources. The MSHCP Consistency Analysis also addressed the potential for riverine/riparian resources in accordance with the MSHCP guidelines (Appendices B and C).

Vernal Pools

Vernal pools are seasonally inundated, ponded areas that only form in regions where specialized soil and climatic conditions exist. During fall and winter rains typical of Mediterranean climates, water collects in shallow depressions where downward percolation of water is prevented by the presence of a hardpan or claypan layer (duripan) below the soil surface. Later in the spring, when rains decrease and the weather warms, the water evaporates, and the pools generally disappear by May. The shallow depressions remain relatively dry until late fall and early winter with the advent of greater precipitation and cooler temperatures.

Vernal pools provide unusual "flood and drought" habitat conditions to which certain plant and wildlife species have specifically adapted and invertebrate species such as fairy shrimp.

One of the factors for determining the suitability of the habitat for fairy shrimp would be demonstrable evidence of seasonal ponding in an area of topographic depression that is not subject to flowing waters. These astatic pools are typically characterized as vernal pools. More specifically, vernal pools are seasonal wetlands that occur in depression areas without a continual source of water. They have wetland indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season. The determination that an area exhibits vernal pool characteristics and the definition of the watershed supporting vernal pool hydrology is made on a case-by-case basis. Such determinations should consider the length of time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. The seasonal hydrology of vernal pools provides a unique environment that supports plants and invertebrates specifically adapted to a regime of winter inundation, followed by an extended period when the pool soils are dry.

The MSHCP lists two general classes of soils known to be associated with special-status plant species; clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Without the appropriate soils to create the impermeable restrictive layer, none of the special-status species associated with vernal pools can occur on the project site.

No ponding was observed on-site. Soils are well-drained, and no mud/soil cracks or other pooling indicators were observed on site.

From a review of historic aerial photographs and observations during the field investigation, it is concluded that no vernal pools or suitable fairy shrimp habitats exist on site. Further, no special-status plant and/or wildlife species associated with vernal pools were observed during the field visit. Additionally, the routine disturbances on-site and well-drained soils also preclude vernal pools from existing on-site.

Fairy Shrimp

Fairy shrimp can be found in non-vernal pool features such as stock ponds, ephemeral pools, road ruts, human-made depressions, or other depressions that may pond water. No habitat features suitable for fairy shrimp exist on site.

Therefore, evaluations for the presence of fairy shrimp were not warranted or required. No further discussion on fairy shrimp is made in this report.

Riverine/Riparian Areas and Jurisdictional Waters

The project site was assessed for State and /or Federal jurisdictional waters that are subject to Sections 404 and 401 of the Federal CWA regulated by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) respectively; and/or Section 1602 of the California Fish and Game Code (FCG) administered by the CDFW and Riverine/Riparian and Vernal Pool habitat subject to Section 6.1.2 of the MSHCP.

An ephemeral drainage, known as the Arroyo Del Toro, crosses through the eastern portion of the site, running from northwest to southeast. The Arroyo is approximately 12 feet wide and 4 inches deep and is fairly consistent in width and depth through its course through the western portion of the parcel. The entire site is mapped by the RCA MSHCP Vegetation (2012) layer as developed/disturbed land, and field reconnaissance confirmed these findings. The Project site is currently vacant and has been subject to human disturbances. The Arroyo Del Toro will remain in its current state, as open space, and no development will occur.

The Project site is surrounded by development on the east, south, and west and by more disturbed habitat (annual grassland) on the northwest side. The site does not connect to native, undisturbed areas. The soils are well drained, and no evidence of pooling or ponding is present. Further historical imagery provides no evidence of past ponding or pooling. No wetlands are present on the site. Therefore, **no impacts** 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 will occur on the site.

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

No Impact

Riverside County Ordinance No. 559 prohibits the removal of any living native tree on any parcel greater than one-half acre in size, located in an area above 5,000 feet in elevation. The project site elevation ranges in elevation from approximately 1,389 feet above msl to approximately 1,414 feet above mean sea level (amsl). The site is developed/disturbed land except for the northeast corner, which consists of a mix of salt cedar, eucalyptus, and willow scrub. As such, Ordinance No. 559 does not apply to the project. Therefore, **no impact** on native trees within the County will occur.

Riverside County Oak Tree Management Guidelines are intended to address the treatment of oak woodlands in areas where zoning and/or general plan density restrictions will allow the effective use of clustering. During the biology survey, no oak trees were identified. Therefore, there is **no impact** on oak trees.

Since the project is located across the street from the City of Lake Elsinore, a review of their tree preservation ordinances was conducted. The City of Lake Elsinore does have a Palm Tree Preservation Program, but it is limited to palm species within the City limits. Palm trees are not on-site; therefore, the project will **not impact** heritage trees in the City of Lake Elsinore.

Mitigation:

MM BIO-1: Nesting bird nesting season generally extends from February 1 through September 15 in southern California, and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season as established by CDFW, a qualified Avian Biologist shall conduct pre-construction Nesting Bird Surveys (NBS) prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set no-work buffers around the nest, which will be based upon the nesting species (e.g., 300 feet for songbirds and 500 feet for raptors), its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

MM BIO-2: Prior to the issuance of a grading permit, the applicant shall submit a proposed PERMANENT fencing and signage plan for the protection of all biologically sensitive areas. Areas of the project adjacent to areas labeled as "Extent of Arroyo Del Torro within the parcel" on the Final Map and found on Figure 3 and discussed in "Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Commercial Retail – Northwest Corner of Central Avenue (Hwy 74) and Allan Street", prepared by Jericho Systems Inc., dated, revised June 2021", shall be permanently fenced. The fencing shall provide a physical barrier to minimize unauthorized public access, domestic animals, illegal trespass, or dumping. Fencing shall be proposed and installed at all interfaces between conservation lands and urban uses such as roads, development, residential, etc. The fence shall have a minimum height of six feet at its shortest point. Fence posts shall be no more than five feet apart. The fence design shall be such that a sphere with a diameter of three inches cannot pass through the plane of the fence at any point below the minimum height. The fencing plan will be reviewed and approved by Riverside County's Environmental Programs Division (EPD). The fence shall not be

installed until EPD staff has reviewed and approved the fencing plan. EPD staff shall have sole discretion in determining whether the proposed fencing will adequately protect the conservation area, and whether changes to the proposed fencing and signage plan are required.

MM BIO-3: Prior to the issuance of a grading permit, a deed restriction shall be recorded over the area delineated as "Extent of Arroyo Del Torro within the parcel" referenced on Figure 3 in the document, "Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Commercial Retail – Northwest Corner of Central Avenue (Hwy 74) and Allan Street", prepared by Jericho Systems Inc., dated, revised June 2021", to protect it from any disturbance in the future. Easements allowing for the management of fuel modification areas or detention basins shall not be accepted.

SC BIO-1: Prior to the issuance of grading permits, the project Permittee/Owner shall comply with the provisions of the MSHCP regarding the payment of the MSHCP Local Development Mitigation Fee.

Monitoring: **BIO-1** Prior to issuance of a grading permit or other permit authorizing ground-disturbing construction activities, the Riverside County Environmental Programs Department shall ensure that pre-construction surveys are conducted by a designated biologist retained by the Developer/Permit Holder.

BIO-2 and 3 Prior to the issuance of a grading permit, the Riverside County Environmental Programs Department shall ensure that the mitigation measures are completed.

CULTURAL RESOURCES Would the project:

8. Historic Resources

a) Alter or destroy a historic site?

☐
☐
☐
☒

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

☐
☐
☐
☒

Source(s): Phase 1 Cultural Resources Assessment Report for the Highway 74 and Allan Street Project, APN 377-372-036-8, Lake Elsinore, Riverside County, CA December 2020 (Appendix E)
On-site Inspection, Project Application Materials

Findings of Fact:

The Phase 1 Cultural Resource Assessment prepared by Red Tail Environmental is quoted throughout this section (Appendix E).

a) and b) Alter or destroy a historic site?

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

No Impact

Eastern Information Center Record Search Results

The EIC record search of the project site, and one-mile record search radius indicated that a total of 55 cultural resources studies had been completed within the one-mile record search radius, but only one has partially involved the Project area. Seventeen cultural resources have been previously recorded within the record search radius, none of which were within the Project area. Nine of which are previously recorded historic resources located within one mile of the project site. No historic resources were previously recorded within the project site.

Historic Map and Aerial Photograph Research Results

Red Tail reviewed the topographic maps and aerial photographs of the historic United States Geologic Survey (USGS). Historical topographic maps were reviewed using USGS Historical Topographic Map Explorer, and aerial imagery was accessed via HistoricalAerials.com, part of NETROnline.com. The earliest any type of structure was depicted was in 1953, and in 2005, imagery depicts that the structure no longer exists and that the parcel was disked/graded.

Field Survey

The archaeological survey was negative, and no historic cultural resources were identified within the project site.

Based upon analysis of records and a survey of the property, it has been determined that there will be no impacts on historical resources as defined in the California Code of Regulations, Section 15064.5 because they do not occur on the project site. As such, no change in the significance of historical resources would occur with the implementation of the proposed project. Therefore, there will be **no impacts** in this regard

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

9. Archaeological Resources	☐	☒	☐	☐
a) Alter or destroy an archaeological site?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Source(s): Phase 1 Cultural Resources Assessment Report for the Highway 74 and Allan Street Project, APN 377-372-036-8, Lake Elsinore, Riverside County, CA December 2020 (Appendix E)
On-site Inspection, Project Application Materials

Findings of Fact:

The Phase 1 Cultural Resource Assessment prepared by Red Tail Environmental is quoted throughout this section (Appendix E).

a), and b) Alter or destroy an archaeological site?

Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?

Less Than Significant Impact with Mitigation

Eastern Information Center Record Search Results

The EIC records search also indicated that eight (8) previously recorded prehistoric resources were located within one mile of the project site. No resources were identified within the project site limits.

FIELD SURVEY RESULTS

The field survey was completed, and no resources were identified. Much of the area was overgrown with a mix of wild mustard and non-native vegetation, including Russian thistle and annual grasses. Several large eucalyptus trees are present within the western portion of the project area in addition to several additional eucalyptus present along the banks of the seasonal drainage to the north. Due to the overlying vegetation, ground visibility was generally poor throughout the project area, with less than 25 percent visibility.

No previously unrecorded cultural resources were identified during the survey effort, and no indications of potential intact subsurface deposits were observed.

While the archaeological survey was negative, prehistoric archaeological resources have been recorded within the record search radius. It is recommended that archaeological monitoring be applied to the project to ensure that if any previously undocumented cultural resources are identified, they will be treated appropriately. With the implementation of Mitigation Measures **MM CUL-1, 2, and 3**, the impact will be **less than significant with mitigation**.

c) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact with Mitigation

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 in the event that human remains are encountered and by ensure that no further disturbance occurs until the County Coroner has made the necessary findings as to the 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.

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. A County Standard conditions of approval has been placed on the project that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground-disturbing activities. This is a standard condition of approval and is not considered mitigation.

With the inclusion of the following Condition of Approval, impacts to any previously unidentified cultural resources would be **less than significant with mitigation**.

MM CUL-1 If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

MM CUL-2: 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 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: See monitoring recommendations in Conditions of Approval Numbers 60 and 70.
Standard Conditions

SC 60. Prior To Grading Permit Issuance

060 - Planning-CUL. 1

Native American Monitor

Not Satisfied

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

060 - Planning-CUL. 2

Project Archaeologist

Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

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

The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

SC 70. Prior To Grading

Final Inspection Planning-

CUL 070 - Planning-CUL. 1

Artifact Disposition Not Satisfied

In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods.

070 - Planning-CUL. 1 Historic Resources

Artifact Disposition (cont.)

Not Satisfied

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

Prehistoric and/or Tribal Cultural Resources One of the following treatments shall be applied.

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

Human Remains

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, 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. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains and any associated items as provided in Public Resources Code Section 5097.98.

070 - Planning-CUL. 2
Phase IV Monitoring Report
Not Satisfied

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

ENERGY Would the project:

10. Energy Impacts

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

☐ ☐ ☒ ☐

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

☐ ☐ ☒ ☐

Source(s):

Riverside County Zoning Ordinance – Ordinance No. 348, April 4, 2023
General Plan, December 8, 2015
Elsinore Area Plan, December 12, 2023
Riverside County Climate Action Plan ("CAP")
SCAQMD CEQA Air Quality Handbook
South Coast Air Quality Management District's 2016 Air Quality Management Plan
Central Avenue Commercial Retail Project Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, June 28, 2021 (Appendix A)
Central Avenue Commercial Retail Project – CEQA Energy Review, City of Lake Elsinore, CA, prepared by MD Acoustics, Updated June 28, 2021 (Appendix F)

Findings of Fact:

MD Acoustics (MD) prepared the Central Avenue Commercial Retail Project – CEQA Energy Review and Air Quality and Greenhouse Gas Impact Study (Appendix A and E) quoted throughout this section.

a) 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

Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the Central Avenue Air Quality and Greenhouse Gas Impact Study, prepared for the project by MD (June 21, 2021) was

utilized for this analysis (see Appendix A of the Air Quality and Greenhouse Gas Impact Study – Appendix A). The CalEEMod outputs detail project-related construction equipment, transportation energy demands, and facility energy demands. It should be noted that the project analyzed emissions from natural gas usage based on CalEEMod default usage data for the project; however, the project will not be using natural gas, which will result in a reduction in emissions, and therefore, this analysis is conservative.

Energy Review

Construction Energy Demand

The construction schedule is anticipated to begin in February 2025, take approximately eight months to complete, and be completed in one phase. Construction vehicles and equipment will be staged on-site.

Construction Equipment Electricity Usage Estimates

The SCE will provide electrical service. This section focuses on the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction. Based on the 2017 National Construction Estimator, Richard Pray (2017), the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32.

The project plans to develop the site with three buildings: Building A consists of 4,050 square feet of convenience market, Building B consists of 3,525 square feet of retail/fast-food with drive-through (includes 1,510 square feet of fast-food restaurant with drive-through and 2,015 square feet of retail use), and Building C consists of 4,425 square feet of retail/office space (includes a 1,400 square foot second-floor office space) over the course of approximately five months. Based on Table 3, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately \$139.20. Furthermore, as of April 13, 2020, SCE's general service rate schedule (GS-1) is approximately \$0.09 per kWh of electricity.²¹ As shown in Table 6, the total electricity usage from Project construction-related activities is estimated to be approximately 1,547 kWh.

Table 6
Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)	Construction Duration (months)	Total Project Construction Power Cost
\$2.32	12.000	5	\$139.20

Cost per kWh	Total Project Construction Electricity Usage (kWh)
\$0.09	1,547

*Assumes the project will be under the GS-1 General Service rate under SCE.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of approximately six months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from 6 to 7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table

D-21 of the Moyer Guidelines:

(https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sourced within the region
- Project construction represents a “single-event” for diesel fuel demand and would not require the ongoing or permanent commitment of diesel fuel resources during long-term operation

Using the CalEEMod data input from Appendix A of the Air Quality and Greenhouse Gas Analysis, the project’s construction phase would consume electricity and fossil fuels as a single energy demand. that is, once construction is completed, their use would cease. CARB’s 2013 Emissions Factors Tables show that aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. The Construction Equipment Fuel Consumption Estimates in Table 7 show the results of the analysis of construction equipment.

Table 7
Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Site Preparation	2	Tractors/Loaders/Backhoes	1	8	97	0.37	287	31
Grading	4	Graders	1	8	187	0.41	613	133
	4	Rubber Tired Dozers	1	8	247	0.4	790	171
	4	Tractors/Loaders/Backhoes	2	7	97	0.37	502	109
	4	Tractors/Loaders/Backhoes	2	7	97	0.37	502	109
Building Construction	100	Cranes	1	6	231	0.29	402	2,173
	100	Forklifts	2	6	89	0.2	214	1,155
	100	Generator Sets	2	8	84	0.74	995	5,376
	100	Tractors/Loaders/Backhoes	2	6	97	0.37	431	2,328
	100	Welders	3	8	46	0.45	497	2,685
Paving	10	Cement and Mortar Mixers	1	6	9	0.56	30	16
	10	Pavers	1	6	130	0.42	328	177
	10	Paving Equipment	1	8	132	0.36	380	205
	10	Rollers	1	7	80	0.38	213	115
	10	Tractors/Loaders/Backhoes	1	8	97	0.37	287	155
Architectural Coating	10	Air Compressors	1	6	78	0.48	225	121
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								14,950

Notes:

¹Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp. (Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

As the table above shows, project construction activities would consume an estimated 14,950 gallons of diesel fuel. As stated, project construction would represent a “single-event” diesel fuel demand and would not require an ongoing or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light-duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 37,132 VMT. Data regarding project-related construction worker trips were based on CalEEMod 2020.4.0 model defaults.

The Air Quality and Greenhouse Gas Analysis estimated vehicle fuel efficiencies for construction workers using information generated using CARB's EMFAC model (see Appendix A for details). The aggregate fuel efficiency of 30.13 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. The Construction Worker Fuel Consumption Estimates in Table 8 show that an estimated 1,232 gallons of fuel would be consumed for construction worker trips.

**Table 8
Construction Worker Fuel Consumption Estimates**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	3	14.7	88	30.13	3
Grading	4	10	14.7	588	30.13	20
Building Construction	100	23	14.7	33,810	30.13	1,122
Paving	10	13	14.7	1,911	30.13	63
Architectural Coating	10	5	14.7	735	30.13	24
Total Construction Worker Fuel Consumption						1,232

Notes: Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Construction Vendor/Hauling Fuel Estimates

The Table Construction Vendor Fuel Consumption Estimates (MHD Trucks) and Table Construction Hauling Fuel Consumption Estimates (HHD Trucks) below show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 6,930 VMT. Data regarding project-related construction worker trips were based on CalEEMod 2020.4.0 model defaults.

It is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles for the architectural coatings. Therefore, vendors delivering construction material or hauling debris from the site during grading would use medium to heavy-duty vehicles with average fuel consumption of 8.93 mpg for medium heavy-duty trucks and 6.51 mpg for heavy heavy-duty trucks (see Appendix A of the Air Quality and Greenhouse Gas Analysis for details). Tables 9 and 10 that an estimated 927 gallons of fuel would be consumed for vendor and hauling trips.

**Table 9
Construction Vendor Fuel Consumption Estimates (MHD Trucks)**

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	0	6.9	0	8.93	0
Grading	4	0	6.9	0	8.93	0
Building Construction	100	9	6.9	6,210	8.93	695
Paving	10	0	6.9	0	8.93	0
Architectural Coating	10	0	6.9	0	8.93	0
Total Construction Vendor Fuel Consumption						695

Notes: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Table 10
Construction Hauling Fuel Consumption Estimates (HHD Trucks)

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	2	0	20	0	6.51	0
Grading	4	12	20	960	6.51	147
Building Construction	100	0	20	0	6.51	0
Paving	10	0	20	0	6.51	0
Architectural Coating	10	0	20	0	6.51	0
Total Construction Hauling Fuel Consumption						147

Notes: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately six-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. Construction of the proposed commercial development would require the typical use of energy resources. No unusual project characteristics or construction processes would require the use of equipment that would be more energy-intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the project's construction would not result in inefficient, wasteful, or unnecessary fuel consumption.

CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints. Compliance with these measures would result in more efficient use of construction-related energy and minimize or eliminate wasteful or unnecessary energy consumption. Idling restrictions and newer engines and equipment would result in less fuel combustion and energy consumption.

Furthermore, the project has been designed to comply with California's Energy Efficiency and 2019 CALGreen Standards. These measures include but are not limited to water-conserving plumbing, bicycle racks installation, LED lighting, and water-efficient irrigation systems.

Operation Energy Demand

Energy consumption in support of project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

The largest source of operational energy use would be the vehicle operation of customers. The site is in an urbanized area at the northwest corner of Highway 74/Central Avenue and Allan Street. Furthermore, there are existing transit services provided by RTA, approximately 0.13-mile walking distance of the project site. The nearest transit service is Riverside Transit Route 22, with a stop along Highway 74/Central Avenue just north of Rosetta Canyon Drive.

Using the CalEEMod output from the Air Quality and Greenhouse Gas Analysis (see Appendix A), it is assumed that an average trip for autos was assumed to be 16.6 miles, light trucks were assumed to travel an average of 8.4 miles, and 3- 4-axle trucks were assumed to travel an average of 6.9 miles. As the project is a commercial project, it was assumed that vehicles would operate 365 days per year. The Estimated Vehicle Operations Fuel Consumption Table below shows the worst-case estimated annual fuel consumption for all classes of vehicles, from autos to heavy-heavy trucks.

The project would generate approximately 1,212 trips per day. The vehicle fleet mix was used from the CalEEMod output from the Air Quality and Greenhouse Gas Analysis (Appendix A). The CalEEMod files are in Appendix A of the Air Quality and Greenhouse Gas Analysis. Table 11 below shows that an estimated 277,240 gallons of fuel would be consumed per year for the project's operation.

Table 11
Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	639	16.6	10,607	28.57	371.28	135,516
Light Truck	Automobile	67	8.4	563	14.08	39.97	14,590
Light Truck	Automobile	208	8.4	1,747	14.08	124.09	45,293
Medium Truck	Automobile	178	6.9	1,228	8.5	144.49	52,740
Light Heavy Truck	2-Axle Truck	34	6.9	235	8.5	27.60	10,074
Light Heavy Truck 10,000 lbs +	2-Axle Truck	9	6.9	62	8.5	7.31	2,667
Medium Heavy Truck	3-Axle Truck	15	6.9	104	5.85	17.69	6,458
Heavy Heavy Truck	4-Axle Truck	23	6.9	159	5.85	27.13	9,902
Total		1,212	—	14,705	11.74	759.56	—
Total Annual Fuel Consumption							277,240

Notes: Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation and VMT generated by the project are consistent with similar commercial uses of similar scale and configuration, as reflected in the Institute of Transportation Engineers (ITE) Trip Generation Manual (20th Edition, 2017). The project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. Therefore the increase in fuel consumption from the proposed project is insignificant in comparison to the State's demand. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by Southern California Gas Company). The project's operation would involve the use of energy for heating, cooling, and equipment operation. These facilities would comply with all California Energy Efficiency and 2019 CALGreen Standards.

The annual natural gas and electricity demands were provided per the CalEEMod output from the Air Quality and Greenhouse Gas Analysis and are provided in the Project Mitigated Annual Operational Energy Demand Summary in Table 12 (see Appendix A for CalEEMod output files). It should be noted that the project analyzed emissions from natural gas usage based on CalEEMod default usage data for the project; however, the project will not be using natural gas, which will result in a reduction in emissions, and therefore, this analysis is conservative.

Table 12
Project Mitigated Annual Operational Energy Demand Summary

Natural Gas Demand	kBTU/year
Fast Food Restaurant with Drive Thru	411,717
Regional Shopping Center	23,078
Total	434,795

Electricity Demand	kWh/year
Fast Food Restaurant with Drive Thru	69,702
Regional Shopping Center	127,349
Parking Lot	8,540
Total	205,591

Notes: Taken from the CalEEMod 2020.4.0 annual output in Central Avenue Commercial Retail Air Quality and Greenhouse Gas Impact Study prepared for the Project by MD Acoustics (June 28, 2021).

As shown in Table 12 above, the estimated electricity demand for the project is approximately 205,591 kWh per year. In 2019, the non-residential sector of the County of Riverside consumed approximately 8,183 million kWh of electricity. In addition, the estimated natural gas consumption for the proposed project is approximately 434,795 kBTU per year. In 2019, the non-residential sector of the County of Riverside consumed approximately 148.2 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2021 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use, can be subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

Furthermore, the project energy demands in total would be comparable to other commercial projects of similar scale and configuration. Therefore, the project facilities' energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Renewable Energy and Energy Efficiency Plan Consistency

Regarding Federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place, so the project would not interfere with nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption,

employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Conclusion

As supported by the preceding analyses, neither construction nor operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources. The proposed project does not include any unusual project characteristics or construction processes that would require the use of equipment that would be more energy-intensive than is used for comparable activities and is a commercial project that is not proposing any additional features that would require a larger energy demand than other commercial projects of similar scale and configuration. As the proposed project is consistent with the existing General Plan land use designation, the energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California.

The Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. These measures include, but are not limited to the use of water conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and therefore, impacts would be **less than significant**.

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

Less Than Significant Impact

Regarding Federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place, so the project would not interfere with nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy-efficient buildings and appliances and utility energy efficiency programs implemented by the SCE.

The project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Therefore, the project would be consistent with the State's Renewable Energy Portfolio Standards.

In addition, the Air Quality and Greenhouse Gas Impact Study (Appendix A) analysis showed that the project is consistent with the County of Riverside Climate Action Plan Update.

The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be **less than significant**, directly, indirectly, or cumulatively.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

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

☐☐☒☐

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

Source(s):

Riverside County General Plan, Safety Element June 25, 2024
Figure S-1 – Fault Lines
Figure S-2 – Liquefaction Study Zones
Elsinore Area Plan, December 12, 2023
Figure 12 – Elsinore Area Plan Seismic Hazards
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 2 – Riverside County Faults and Zones
Map 3 – Fault Activity
Map 4 – Ground Shaking Potential
Map 5 – Fault Activity Map of California, Western Riverside County
Map My County GIS Database, accessed November 30, 2024
Preliminary Geotechnical Investigation Report for Foundation Design, Proposed Commercial Retail, NWC Central Avenue 9HWY 74) & Allen Street, Lake Elsinore, California (Appendix G)
Addendum Geotechnical Report Per County of Riverside (Appendix H)

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?*

Less than Significant

The project site is not located within any State of California or County of Riverside designated fault zone. The most significant known active fault zone in the Elsinore Area Plan capable of seismic ground shaking is the Elsinore Fault Zone to the west across Interstate 15, running north-south. The project site is located 3.11 miles from the Elsinore Fault, capable of generating an earthquake with a magnitude of 7.7. Therefore, the project will likely experience strong seismic shaking during the project's design life. In general, the intensity of ground shaking will depend on several factors, including the distance to the earthquake focus, the earthquake magnitude, the response characteristics of the underlying materials, and the quality and type of construction.

Surface ground rupture associated with ground shaking represents primary or direct seismic hazards to structures. No known or potentially active faults pass through or are adjacent to the site, and the site is not situated within an Alquist-Priolo Special Studies Zone. Given the proximity of the Elsinore Fault Zone, it is likely that moderate to severe ground shaking during the project's life expectancy may have adverse effects on the structures requiring minor to moderate repair.

Compliance with the California Building Code will ensure minimal risks associated with primary surface ground rupture. Therefore, impacts will be **less than significant** directly, indirectly, or cumulatively.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone

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

☐☐☒☐

Source(s):

Riverside County General Plan Safety Element June 25, 2024
Figure S-1 – Fault Lines
Figure S-2 – Liquefaction Zones
Elsinore Area Plan, December 12, 2023
Figure 12 – Elsinore Area Plan Seismic Hazards
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 2 – Riverside County Faults and Zones
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Addendum Geotechnical Report Per County of Riverside (Appendix H)

Findings of Fact:

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

Less Than Significant Impact

General Plan Figure S-2 – Liquefaction Zones identifies the project site as not in a liquefaction area. However, the Map My County database indicated a moderate liquefaction. Liquefaction is caused by the build-up of excess hydrostatic pressures in saturated cohesionless soils due to cyclic stress generated by ground shaking. The significant factors on which liquefaction potential depends, among other things, are the soil type, relative soil density, earthquake intensity, ground shaking duration, and groundwater depth.

The Preliminary Geotechnical Investigation included a liquefaction analysis. Exploratory borings to fifty feet were drilled. The test results showed that the site is underlain by very stiff soils, and upon testing, it was found that the standard penetration test (SPT) blow counts are relatively high, which shows that the project site's potential for liquefaction is considered very low. See Appendix D, Liquefaction Analysis in the Preliminary Geotechnical Investigative Report.

Implementation of existing State and local laws and regulations concerning soil liquefaction and ground failure is required for all projects in the County. Therefore, impacts related to liquefaction and ground failure would be **less than significant** directly, indirectly, or cumulatively.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

☐☐☒☐

Source(s):

Riverside County General Plan Safety Element, June 25, 2024
Figure S-1 – Fault Lines
Figure S-2 – Liquefaction Zones
Figure S-3 – Landslide Risk
Elsinore Area Plan, December 12, 2023
Figure 12 – Elsinore Area Plan Seismic Hazards

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018

Map 2 – Riverside County Faults and Zones

Map 3 – Fault Activity

Map 4 – Ground Shaking Potential

Map 5 – Fault Activity Map of California, Western Riverside County

Map My County GIS Database, accessed November 30, 2024

Preliminary Geotechnical Investigation Report for Foundation Design, Proposed Commercial Retail, NWC Central Avenue 9HWY 74) & Allen Street, Lake Elsinore, California (Appendix G)

Addendum Geotechnical Report Per County of Riverside (Appendix H)

Findings of Fact:

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

Less Than Significant Impact

The project site is not located within any State of California or County of Riverside designated fault zone. The most significant known active fault zone in the Elsinore Area Plan capable of seismic ground shaking is the Elsinore Fault Zone to the west across Interstate 15, running north-south. The project site is located 3.11 miles from the Elsinore Fault, capable of generating an earthquake with a magnitude of 7.7. Therefore, the project will likely experience strong seismic shaking during the project's design life. In general, the intensity of ground shaking will depend on several factors, including the distance to the earthquake focus, the earthquake magnitude, the response characteristics of the underlying materials, and the quality and type of construction.

The Southern California region is known to be seismically active. Strong seismic shaking from nearby active faults is expected to produce strong seismic shaking during the project's design life. Although the project site is expected to experience moderate to severe ground shaking, the project would be designed and constructed to reduce the risk of seismic hazards based on the California Building Code. Compliance with the California Building Code will ensure minimal risks associated with primary surface ground rupture. Therefore, impacts will be less than significant directly, indirectly, or cumulatively.

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): Riverside County General Plan Safety Element June 25, 2024

Figure S-1 – Fault Lines

Figure S-2 – Liquefaction Zones

Figure S-3 – Landslide Risk

Elsinore Area Plan, December 12, 2023

Figure 12 – Elsinore Area Plan Seismic Hazards

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018

Map 2 – Riverside County Faults and Zones

Map 3 – Fault Activity

Map 4 – Ground Shaking Potential

Map 5 – Fault Activity Map of California, Western Riverside County

Map My County GIS Database, accessed November 30, 2024

Preliminary Geotechnical Investigation Report for Foundation Design, Proposed Commercial Retail, NWC Central Avenue 9HWY 74) & Allen Street, Lake Elsinore, California (Appendix G)

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?*

Less Than Significant Impact

The site is relatively flat and disked. The site is not located in an area with slopes of 15% or greater, so the risk of a landslide or rockfall hazard is improbable.

The proposed structures or facilities are expected to withstand predicted ground softening and/or vertical and lateral ground spreading/displacements to an acceptable level of risk. Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Based on the general topography of the site and its adjacent, the potential for seismically induced lateral ground spreading with the implementation of the California Building Code is considered "remote," ensuring impacts will be **less than significant** directly, indirectly, or cumulatively

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence

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

☐☐☒☐

Source(s): Riverside County General Plan Safety Element June 25, 2024
Figure S-2 – Liquefaction Zones
Figure S-3 – Landslide Risk
Elsinore Area Plan, December 12, 2023
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Addendum Geotechnical Report Per County of Riverside (Appendix F-1)

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

Subsidence is the sinking or downward setline of the ground's surface, with little or no horizontal motion occurring when large amounts of groundwater have been withdrawn from the aquifers below ground. The project site has the potential for subsidence and is low per the geotechnical investigation. The Addendum Geotechnical Report noted that according to the Riverside County Hazards report (Earth

Consultants International, 2001), Subsidence in Riverside County has been linked to significant fluctuations in groundwater levels within deep alluvial basins, and generally, the subsidence occurs throughout the valley region. Three areas have been identified with documented subsidence: the Elsinore Trough, the San Jacinto Valley, and the southern Coachella Valley. The property is not situated within an area of Riverside County with documented subsidence. The potential for subsidence to impact the site is considered low. There are no components of the project that would result in increased potential for subsidence hazards. The project would be subject to compliance with the recommendations in the Report will ensure impacts will be **less than significant** directly, indirectly, or cumulatively

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): Riverside County General Plan Safety Element June 25, 2024
Figure S-2 – Liquefaction Zones
Figure S-3 – Landslide Risk
Elsinore Area Plan, December 12, 2023
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 2 – Riverside County Faults and Zones
Map 3 – Fault Activity
Map 4 – Ground Shaking Potential
Map 5 – Fault Activity Map of California, Western Riverside County
Map My County GIS Database, accessed November 30, 2024
Preliminary Geotechnical Investigation Report for Foundation Design, Proposed Commercial Retail, NWC Central Avenue 9HWY 74) & Allen Street, Lake Elsinore, California (Appendix F)
Addendum Geotechnical Report Per County of Riverside (Appendix F-1)

Findings of Fact:

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

No Impact

Seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.

Mudflows (or debris flows) are rivers of rock, earth, and other debris saturated with water. They develop when water rapidly accumulates in the ground, such as during heavy rainfall or rapid snowmelt, changing the earth into a flowing river of mud.

The project site is not located near any large bodies of water that would result in seiche on-site. The nearest bodies of water are Lake Elsinore, located approximately 2.7 miles southwest of the project site, and Canyon Lake, located approximately 3 miles southeast of the project site. The project site is relatively flat, with slopes less than 15 percent, and is not located adjacent to an area with steep slopes. Therefore, the threat of mudslides is very low. There are no known volcanos near the project site. The Salton Buttes are the nearest volcano to the project site, located over 100 miles southeast of the site, at the southeast edge of the Salton Sea. The project would **not be impacted** by geologic hazards such as seiche, mudflow, or volcano.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes				
a) Change topography or ground surface relief features?	☐	☐	☐	☒
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☐	☒
c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

Source(s): Riverside County General Plan Safety Element June 25, 2024
Figure S-2 – Liquefaction Zones
Figure S-3 – Landslide Risk
Elsinore Area Plan, December 12, 2023
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
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Addendum Geotechnical Report Per County of Riverside (Appendix F-1)

Findings of Fact:

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

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

No Impact

The project site elevation ranges from 1,344 to 1,355 feet above mean sea level (MSL) with surface topography sloping towards the east and southeast. Development of the project would require rough grading and finished pad construction in accordance with the CBC. The maximum slopes within the project site will be less than or equal to the 2:1 ratio and will not be greater than ten feet in height. As such, the cut and fill required for project implementation would not substantially change the site's topography or surface relief features. Therefore, **no impact** to changes in topography or ground surface relief features or the creation of cut or fill slopes greater than 2:1 or higher than 10 feet will occur.

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

No Impact

No subsurface sewage disposal systems have been identified within the project site. The project will have a six-inch sewer line and connect to the nearest sewer pipe within the public right-of-way in Highway 74/Central Avenue. Grading activities associated with the project would be limited to on-site improvements and parkway improvements (i.e., curb and gutter, sidewalk, and landscaping) within the public ROW along the project frontage. Off-site roadway improvements would be limited to existing paved roadways and would not require grading that would affect the existing subsurface wastewater

infrastructure. As such, grading required for the project would not result in excavation, and **no impact** to existing subsurface utility infrastructure, including sewage disposal systems, would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Source(s): Riverside County 2019 General Plan Safety Element Figure S-8 "Wind Erosion Susceptibility Areas," Ord. No. 460, Article XV & Ord. No. 484
Riverside County General Plan Safety Element June 25, 2024
Figure S-2 – Liquefaction Zones
Figure S-3 – Landslide Risk
Elsinore Area Plan, December 12, 2023
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 2 – Riverside County Faults and Zones
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Preliminary Geotechnical Investigation Report for Foundation Design, Proposed Commercial Retail, NWC Central Avenue 9HWY 74) & Allen Street, Lake Elsinore, California (Appendix F)
Addendum Geotechnical Report Per County of Riverside (Appendix F-1)

Findings of Fact:

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

Less Than Significant Impact

Project construction would be subject to local and State codes, erosion control, and grading requirements. Because construction activities would disturb one or more acres, the project must adhere to the NPDES Construction General Permit provisions. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., BMPs) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent. The site is also not in an area subjected to soil erosion due to wind erosion susceptibility (Figure S-8 of the General Plan).

In addition, grading activities would be required to conform to the most current version of the California Building Code, the County Code, the approved grading plans, and good engineering practices. The project must also comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), as noted under the Air Quality Section, which would reduce construction erosion impacts. Rule 403 requires

control measures to reduce fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20% opacity. Rule 402 requires dust suppression techniques to be implemented to prevent dust and soil erosion from creating a nuisance off-site. Compliance with these Federal, regional, and local requirements would reduce the potential for on-site and off-site erosion effects to accepted levels during project construction. Upon completion of construction activities, ground surfaces would be stabilized by project structures, paving, and landscaping. Therefore, impacts associated with soil erosion and the loss of topsoil would be **less than significant**.

- 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

Expansive soils contain certain clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semi-arid areas with seasonal soil moisture changes experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. Table 13 includes the classification of expansive soils as defined in the Uniform Building Code.

Table 13
Table 18-1 -B of the Uniform Building Code

TABLE 18-1-B – CLASSIFICATION OF EXPANSIVE SOILS	
EXPANSION INDEX	POTENTIAL EXPANSION
0 – 20	Very Low
21 – 50	Low
51 – 90	Medium
91 – 130	High
Above 130	Very High

The general soil series found at the project site (in the project construction area) consists of the Cortina cobbly loam sand and Lodo rocky loam sand series. According to the U.S. Department of Agriculture Soil Survey of Riverside County, California Western Riverside County, the Cortina series contains excessively drained soils formed on alluvial fans in valley fills. The surface layer is grayish-brown gravely coarse sandy loam about ten inches thick, which is rapidly permeable. The Lodo series consists of somewhat excessively drained upland soils on 8 to 50 percent slopes. The Lodo soils are used for range and dryland pasture. Lodo rocky loam has rapid runoff. These soils exhibit low plasticity and, thus, are not expansive.

Through adherence to state and local seismic and structural regulations (i.e., California Seismic Hazards Mapping Act, California Building Code, Riverside County Code, NPDES Permit Requirements) and the recommendation of the Geotechnical and Environmental Engineering Consultants, Inc, report the impacts of expansive soils will be **less than significant**, directly, indirectly, or cumulatively.

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

No Impact

The Elsinore Valley Municipal Water District (EVMWD) provides wastewater collection services to the project area. The project will have a six-inch line through the site and connect to the nearest sewer pipe within the public ROW in Highway 74/Central Avenue. The use of septic tanks or other alternative

wastewater disposal systems would not be required for the project, so **no impact** on septic tanks or alternative wastewater disposal systems will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

19. Wind Erosion and Blows and 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): [Ord. 460](#) – Article XV – Soil Erosion Control Due to Wind
 [Ord. 484](#) – For the Control of Blowing Sand
 [General Plan](#), December 8, 2015
 Figure S-8 – Wind Erosion Susceptibility Areas
 [Elsinore Area Plan](#), August 4, 2020
 [County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan](#), July 2018
 Figure 39 – Direction of Santa Ana Wind Patterns
 Map 17 – Riverside County Wind Erosion Map
 Map My County GIS Database, accessed June 17, 2021
 USDA [Web Soil Survey](#), Accessed July 30, 2021.

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

The project site is in an area with “moderate” susceptibility for wind erosion (Figure S-8 of the General Plan). Soil erosion control subject to Ordinance 460 Article XV occurs when soils noted in Section 15.2 B are present on the site. An evaluation of the subject soils on the property using the USDA Web Soil Survey found that the site was comprised of Cortina cobbly loamy sand (CmC), Lodo rocky loam (LpF2), and Ysidora gravely very fine sandy loam (YsC2), none of which are subject to the requirements of Ordinance 460.

Ordinance No. 484 requires protective actions from landowners disturbing sandy or sandy loam soils to prevent substantial quantities of soil from being deposited on public roads and private property. The project applicant will adhere to Ordinance No. 484 by implementing SCAQMD Rule 403 (see Air Quality section) during construction, in addition to complying with Federal, State, and local requirements and guidelines to minimize the potential for wind erosion through the application of standard best management practices (BMPs). Development of the project would result in the construction of impervious surfaces across much of the project site, which would reduce the exposure of soils within the project site, resulting in reduced impacts associated with wind erosion during the long-term operation of the project.

Standard construction practices employed to reduce fugitive dust emissions include watering the active sites three times per day, depending on weather conditions. Compliance with existing SCAQMD regulations and Ordinance No. 484 would ensure that impacts associated with wind erosion are **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:**20. Greenhouse Gas Emissions**

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

☐ ☐ ☒ ☐

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

☐ ☐ ☐ ☒
Source(s):

Zoning Ordinance – Ordinance No. 348, April 1, 2021
 General Plan, December 8, 2015
 Elsinore Area Plan, August 4, 2020
 Riverside County Climate Action Plan ("CAP")
 SCAQMD CEQA Air Quality Handbook
 South Coast Air Quality Management District's 2016 Air Quality Management Plan
 Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), Project Application Materials, (List Greenhouse Gas Analysis)
 Central Avenue Commercial Retail Project – CEQA Energy Review, City of Lake Elsinore, CA, prepared by MD Acoustics, Updated June 28, 2021 (Appendix F)

Findings of Fact:

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

Less Than Significant Impact

MD Acoustics prepared the Air Quality and Greenhouse Gas Impact Study quoted throughout this Section.

Construction Greenhouse Gas Emissions Impact

The greenhouse gas emissions from project construction equipment and worker vehicles are shown below in the Construction Greenhouse Gas Emissions Table 14. The emissions are from all phases of construction. The total construction emissions amortized over 30 years are estimated at 5.54 metric tons of CO₂e per year and are considered **less than significant**. Annual CalEEMod output calculations are provided in Appendix B of the Air Quality and Greenhouse Gas Impact Study.

Table 14
Construction Greenhouse Gas Emissions

Activity	Emissions (MTCO ₂ e) ¹		
	Onsite	Offsite	Total
Site Preparation	0.3	0.0	0.3
Grading	3.7	0.5	4.2
Building Construction	134.9	18.8	153.7
Paving	5.9	0.6	6.5
Coating	1.3	0.2	1.5
Total	146.0	20.2	166.2
Averaged over 30 years²	5	1	5.54
Notes: ¹ MTCO ₂ e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide). ² The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD. ³ CalEEMod output (Appendix B)			

Operational Greenhouse Gas Emissions Impact

Operational emissions occur over the life of the project. It should be noted that the project analyzed emissions from natural gas usage based on CalEEMod default usage data for the project; however, the project will not be using natural gas, which will result in a reduction in emissions, and therefore, this analysis is conservative. The operational emissions for the project are 1,125.02 metric tons of CO₂e per year (see Opening Year Unmitigated Project-Related Greenhouse Gas Emissions Table 15). Furthermore, as shown in Table 15, the project's total emissions (with the incorporation of construction-related GHG emissions) would be 1,125.02 metric tons of CO₂e per year. These emissions do not exceed the County of Riverside CAP Update and SCAQMD screening threshold of 3,000 metric tons of CO₂e per year. Therefore, the project's GHG emissions are considered **less than significant**.

Table 15
Opening Year Unmitigated Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage ³	0.00	59.66	59.66	0.00	0.00	59.99
Mobile Sources ⁴	0.00	1,020.94	1,020.94	0.06	0.06	1,039.66
Solid Waste ⁵	5.76	0.00	5.76	0.34	0.00	14.28
Water ⁶	0.39	3.85	4.24	0.04	0.00	5.55
Construction ⁷	0.00	5.50	5.50	0.00	0.00	5.54
Total Emissions	6.16	1,089.95	1,096.11	0.45	0.06	1,125.02
County of Riverside CAP and SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No
Notes: ¹ Source: CalEEMod Version 2020.4.0 ² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. ³ Energy usage consist of GHG emissions from electricity and natural gas usage. ⁴ Mobile sources consist of GHG emissions from vehicles. ⁵ Solid waste includes the CO ₂ and CH ₄ emissions created from the solid waste placed in landfills. ⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater. ⁷ Construction GHG emissions based on a 30-year amortization rate.						

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

No Impact

The project would have the potential to conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of GHGs. Both the County of Riverside and the City of Lake Elsinore have adopted Climate Action Plans; therefore, the project and its GHG emissions have been compared to the goals of both the County of Riverside CAP Update and the City of Lake Elsinore CAP.

Consistency with the County of Riverside CAP Update

Per the County's CAP Update, the County adopted its first CAP in 2015, which set a target to reduce emissions back to 1990 levels by 2020 as recommended in the AB 32 Scoping Plan. Furthermore, the goals and supporting measures within the County's CAP Update are proposed to reflect and ensure compliance with local and state policies and regulations changes, such as SB 32 and California's 2017 Climate Change Scoping Plan. Therefore, compliance with the County's CAP reflects consistency with the goals of the CARB Scoping Plan, Assembly Bill (AB) 32, and Senate Bill (SB) 32.

Appendix D of the Riverside County CAP Update also states that projects that do not exceed the CAP's screening threshold of 3,000 MTCO₂e per year are considered to have less than significant GHG emissions and are in compliance with the County's CAP Update. According to the County's CAP

Update, projects that do not exceed emissions of 3,000 MTCO₂e per year are also required to include the following efficiency measures:

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017; and
- Water conservation measures that match the California Green Building Code are in effect as of January 2017.

As stated above, the GHG emissions generated by the project would not exceed the County of Riverside CAP Update screening threshold of 3,000 metric tons per year of CO₂e.

Consistency with the City of Lake Elsinore CAP

The City of Lake Elsinore adopted the City of Lake Elsinore CAP on December 13, 2011. The Climate Action Plan provides specific measures to be implemented in new developments to reduce GHG emissions and a GHG emissions reduction target based on a community-wide emissions reduction to 6.6 MTCO₂e per service population per year by 2020 and 4.4 MTCO₂e per service population per year by 2030. As stated in Section 2.2.5, these GHG emission reduction targets are specifically intended to evaluate the significance of GHG emissions from community-wide emissions.

Appendix D of the CAP contains a project-level worksheet that an applicant may use to demonstrate consistency with the General Plan growth potential and CAP. The following are the criteria for determining consistency with the CAP:

1. Is the project consistent with the General Plan land use designation?

The City of Lake Elsinore North Central Sphere Specific Plan identifies the land use classification of the project site as Business Professional. The City of Lake Elsinore General Plan states that the Business Professional land use designation provides for office and administrative uses, light industrial, research and development, office-based firms, including office support facilities, restaurants, medical clinics, public and quasi-public uses, and similar and compatible uses.

The project is to develop the site with commercial use, a convenience store, a retail/office building, and a drive-through restaurant, which would be considered a similar and compatible land use under the specifications of the Business Professional designation. Therefore, the project is anticipated to be consistent with the land uses specified in the City of Lake Elsinore's General Plan. Thus, the project meets this criterion.

2. Is the project consistent with the General Plan population and employment projections for the site, upon which the CAP modeling is based?

As stated in response to question 1 above, the City of Lake Elsinore General Plan's build-out of population, housing, and employment has anticipated the development of the project site as having a land use designation of Business Professional. The project is consistent with this land use designation. Therefore, this buildout projection was used in the preparation of the CAP. Thus, the project meets this criterion.

3. Does the project incorporate the following CAP measures as binding and enforceable components of the project? Until these measures have been formally adopted by the City and incorporated into applicable codes, the requirements must be incorporated as mitigation measures applicable to the project (CEQA Guidelines, Section 15183.5(b)(2)).

Table 16 lists the reduction measures for new non-residential developments included in CAP Appendix D. It also provides a project consistency analysis for each measure. According to the table, the project meets this criterion.

Table 16
City of Lake Elsinore GHG Reduction Measures for Commercial Developments and Project Consistency

City of Lake Elsinore GHG Reduction Measures for Commercial Developments and Project Consistency ¹		
Local Measure	Measure Description	Project Consistency
T-1.2 Pedestrian Infrastructure	Through the development review process, require the installation of sidewalks along new and reconstructed streets. Also require new subdivisions and large developments to provide sidewalks or paths to internally link all uses where applicable and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site; implement through conditions of approval.	Consistent. The proposed project does not include any new or reconstructed streets. As shown on the project site plan, the project includes street widening, installing sidewalks along Highway 74/Central Avenue, and a sidewalk extending to the north property.
T-1.4 Bicycle Infrastructure	Through the development review process, require new development, as applicable, to implement and connect to the network of Class I, II and III bikeways, trails and safety features identified in the General Plan, Bike Lane Master Plan, Trails Master Plan and Western Riverside County Non-Motorized Transportation plan; implement through conditions of approval. The City will also continue to pursue and utilize funding when needed to implement portions of these plans.	Not Applicable. Per the Lake Elsinore General Plan Figure 2.5, Bikeway Plan, and Figure 2.6, Elsinore Area Trails System, there are no bikeways or trails along the project site.
T-1.5 Bicycle Parking	Through the development review process, enforce the following short-term and long-term bicycle parking standards for new non-residential development (consistent with 2010 California Green Building Code [CalGreen], Section 5.106.4), and implement through conditions of approval: <i>Short-Term Bicycle Parking:</i> If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitor entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack. <i>Long-Term Bicycle Parking:</i> For buildings with over 10 tenant occupants, provide secure bicycle parking for 5% of tenant-occupied motorized vehicle parking capacity, with a minimum of one space.	Consistent. The project site plan shows that the project is to include a Class 2 Bike Parking Rack with a 5-bike capacity.
T-2.1 Designated Parking for Fuel-Efficient Vehicles	Amend the Municipal Code to require that new non-residential development designate 10% of total parking spaces for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles (consistent with CalGreen Tier 1, Sections A5.106.5.1 and A5.106.5.3) and implement through conditions of approval. Parking stalls shall be marked —Clean Air Vehicle.	Consistent. As shown on the project site plan, the project includes 57 parking spaces, and three of those parking spaces are to be designated as clean air/vanpool/electric vehicles.
E-1.1 Tree Planting	Through the development review process, require new development to plant at minimum one 15-gallon non deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings, per the Municipal Code. Trees shall be planted in strategic locations around buildings or to shade pavement in parking lots and streets.	Consistent. This measure is implemented by the Departments of Planning, Public Works, and Parks and Recreation through the City ordinance, the development review process, and conditions of approval. The project elements would be required to comply with the City ordinances and conditions of approval.

City of Lake Elsinore GHG Reduction Measures for Commercial Developments and Project Consistency¹

Local Measure	Measure Description	Project Consistency
E-1.2 Cool Roof Requirements	Amend the City Municipal Code to require new non-residential development to use roofing materials having solar reflectance, thermal emittance, or Solar Reflectance Index (SRI) ³ consistent with CalGreen Tier 1 values (Table A5.106.11.2.1) and implement through conditions of approval.	Consistent. This measure is implemented by the Departments of Planning and Building through the City ordinance, the development review process, and conditions of approval. The project elements would be required to comply with the City ordinances and conditions of approval.
E-1.3 Energy Efficient Building Standards	Adopt an ordinance requiring that all new construction exceed the California Energy Code requirements, based on the 2008 Energy Efficiency Standards by 15% (consistent with CalGreen Tier 1), through either the performance based, or prescriptive approach described in the California Green Building Code; implement through conditions of approval. Alternately, a solar photovoltaic system and/or solar water heating may be used to assist in meeting all or a portion of the 15% requirement.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
E-4.1 Landscaping	Through the development review process, enforce the City's Assembly Bill 1881 Landscaping Ordinance; implement through conditions of approval.	Consistent. AB 1881 Landscaping Ordinance requires that landscaping be water-efficient, thereby consuming less energy and reducing emissions. The project elements would be required to comply with these landscape requirements.
E-4.2 Indoor Water Conservation Requirements	Amend the City's Uniform Building Code to require development projects to reduce indoor water consumption by 30% (consistent with CalGreen Tier 1, Section A5.303.2.3.1), and implement through conditions of approval.	Consistent. The project will utilize water fixtures sold in California that are required to meet CCR Title 20, Sections 1601 – 1608, requiring all water fixtures to be low flow and provide an average water use reduction of 30%.
S-1.4 Construction and Demolition Waste Diversion	Amend the Municipal Code to require development projects to divert, recycle or salvage at least 65% of nonhazardous construction and demolition debris generated at the site by 2020 (consistent with CalGreen Tier 1, Section A5.408.3.1). Require all construction and demolition projects to be accompanied by a waste management plan for the project and a copy of the completed waste management report shall be provided upon completion.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, which are mandatory in the 2019 edition of the Code. Section 5.408 requires the recycling and/or salvaging for reuse of a minimum of 65 percent of the nonhazardous construction and demolition waste. The project will be subject to these mandatory standards.

Notes:

¹ Source: City of Lake Elsinore Climate Action Plan

Based on the analysis above, the project will be consistent with the adopted City of Lake Elsinore CAP's goals, policies, and implementation programs.

Therefore, as the project would comply with the County of Riverside CAP Update goals and the City of Lake Elsinore CAP, the project **would not conflict** with any applicable plan, policy, or regulation of an agency adopted to reduce emissions of GHGs.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

☐☐☒☐

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?

☐☐☒☐

c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?

☐☒☐☐

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?

☐☐☐☒

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

☐☐☐☒

Source(s):

Project Application Materials
General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Emergency Operations Plan (EOP), Riverside County Operational Area (OA), August 2019
Map My County GIS Database, accessed November 30, 2024
ADD PHASE I

Findings of Fact:

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

Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated in the project's physical disturbance area during construction of the project. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be used on the project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable Federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Federal Environmental Protection Agency (EPA) and Department of Toxic Substances Control (DTSC), as well as the Santa Ana Regional Water Quality Control Board (RWQCB) pertaining to water quality as discussed in MND subsection X.0 (Hydrology and Water Quality). With mandatory compliance with applicable hazardous materials regulations, the project would not create significant hazard to the public

or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. A **less-than-significant impact** would occur.

Long-Term Operational Impacts

The project will include a convenience store, retail/office building, and drive-through restaurant. Common cleaning chemicals, pesticides, and fertilizers may be used on-site. The future occupants are not known but are planned to be commercial in nature. Hazardous materials are not expected to be used. If businesses that use or store hazardous materials occupy the future building on the project site, the business owners and operators would be required to comply with all applicable Federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. In addition, the project would be required to comply with Riverside County Ordinance No. 651.5, which establishes specific requirements for the storage of hazardous materials and requirements for reporting and permitting the use, handling, storage, and transportation of hazardous materials.

With mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651.5, potential hazardous materials impacts associated with long-term operation of the project are determined to be **less than significant** and mitigation is not required.

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

Less Than Significant Impact

In addition to response a) above, the project will not create hazards to the public through upset or accidents. Through the construction process, any hazardous materials will be handled, stored, and used in compliance with all Federal, State, and County regulations. During grading and construction, there is a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people and the environment. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the project, per the County's standard requirements. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." All recommendations in the Plan shall be implemented during area preparation, grading, and construction. The project applicant shall comply with the recommendations detailed in the Plan and other measures the County deems necessary to mitigate potential stormwater runoff impacts.

As noted in a) above, Riverside County Fire Department protects the community by inspecting, pre-planning, and monitoring those businesses that handle hazardous materials in the County. The Riverside County Department of Environmental Health Hazardous Materials Branch is the Certified Unified Program Agency (CUPA) responsible for administering all six program elements of the Unified Program within the County's jurisdiction. The project will be required to comply with the requirements of the CUPA.

The project is determined to be **less than significant**, and mitigation is not required.

- c) *Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?*

Less Than Significant Impact with Mitigation

The County of Riverside Emergency Management Department administers the County's Emergency Operations Plan (EOP), addressing the planned response to extraordinary emergencies associated with natural disasters, national security emergencies, and technological incidents affecting the County. The EOP describes the County's Emergency Operations Center (EOC) operations, the central management entity responsible for directing and coordinating the various County departments and other agencies in their emergency response activities.

The County's Local Hazard Mitigation Plan aims to reduce the impact of a disaster by identifying hazards and developing ways to decrease their impact. Risk assessments rate hazards with the greatest potential impact on the community. In addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. The plan creates awareness of the community's hazards, threats, and vulnerabilities and paves a path forward for jurisdictions to prepare for local disasters.

However, neither of these plans address preferred evacuation routes for the County, as the evacuation route can differ depending on the event type. Therefore, it is important to provide project access and maintain roadway access.

The project has direct access through a driveway at the T-intersection of Allan Street and Highway 74/Central Avenue. Improvements to Highway 74/Central Avenue as part of the project include a raised median at the intersection of Highway 74/Central Avenue and Allan Street in the north-south direction to restrict access to right-in/right-out only at the intersection and the widening of Highway 74/Central Avenue to its ultimate classification, per the City of Lake Elsinore General Plan, along the property frontage to an eight (8)-lane augmented urban arterial including the implementation of a signal modification at the intersection of Highway 74/Central Avenue and Ardenwood Way. Therefore, emergency access and evacuation routes will be unaffected by the project.

Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the County and the City of Lake Elsinore and notification to all emergency responders. Pursuant to **MM TRA-1** for preparing a construction management plan to the specifications and approval of both the County and the City of Lake Elsinore, the project will provide adequate access for emergency vehicles and evacuation procedures during construction. Developing the project per the requirements of the County and the City of Lake Elsinore, including adequate street widths and vertical clearance, will ensure adequate access for emergency vehicles and evacuation procedures during the project's life. Implementing Federal, state, and local laws and regulations, including **MM TRA-1**, would result in **less than significant impacts with mitigation**, directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.

MM TRA-1: The construction contractor shall evaluate the improvements needed based on the signed plans. Prior to construction staging, the construction contractor shall prepare a traffic control plan for the County and City of Lake Elsinore's approval for any construction activities encroaching into the public right-of-way. The traffic control plan shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. Such measures may include, but are not limited to, providing early notification of closures to the County Fire Department and Sheriff's Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.

- 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?*

No Impact

No schools are located within one-quarter (¼) mile of the project site. The nearest school, Earl Warren Elementary School, is located approximately .60 miles southeast of the project site 41221 Rosetta Canyon Drive, Lake Elsinore. The second closest school is Temescale Valley High School, located approximately 1.17 miles westerly of the project site at 28755 El Toro Road, Lake Elsinore. Therefore, **no impact** from hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school will occur.

- 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?*

No Impact

Pursuant to Government Code 65962.5 and its subsections, record searches on the project property were performed within multiple database platforms. The resources consulted included GeoTracker, EnviroStor, and the Environmental Protection Agency (EPA) Enforcement.

A review of the ENVIROSTOR list, as reviewed on January 6, 2025, revealed two ENVIROSTOR sites within approximately one mile of the property. They include an Arco and Exxon Gas Station, with both as status closed.

Two CERS HAZ WASTE sites are located next to the project site, Lakeside Automotive at 18770 E Conrad Avenue and Cal Trans Elsinore M at 18745 Conrad Avenue. Both project sites will continue to report to the Riverside County Fire Department Fire and Riverside County Department of Environmental Health Hazardous Materials Branch as the Certified Unified Program Agency (CUPA) and pose no threat to the project site.

The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment and will have **no impact**, directly, indirectly, or cumulatively.

Mitigation: Implementation of **MM TRA-1** is required.

Monitoring: Prior to issuance of a grading permit, the Transportation Department will confirm that a Traffic control Plan is submitted and approved.

22. Airports	☐	☐	☐	☒
a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☐	☒
b) Require review by the Airport Land Use Commission?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Source(s): General Plan, December 8, 2015

Findings of Fact:

a, b, c, & d) Result in an inconsistency with an Airport Master Plan?

Require review by the Airport Land Use Commission?

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?

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 project site is not located within an airport influence area or an airport compatibility area. It, therefore, will not result in an inconsistency with an Airport Master Plan, requiring review by the Airport Land Use Commission. The closest public or private airport is over four miles away in the City of Elsinore, Skylark Airport at 20701 Cereal Street, Lake Elsinore. Therefore, the project will have **no impact** on airports or airport plans.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts	☐	☐	☒	☐
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐

g) Impede or redirect flood flows?	☐	☐	☐	☒
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	☐	☐	☐	☒
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Source(s):

General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Figure 10 – Elsinore Area Plan Flood Hazards
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 11 – Riverside County 100 Year Flood Plain Risks
Map 12 – FEMA FIRM Map 2017 – West County
Map 14 – FEMA Flood Insurance Rate Map
Map 15 – DWR Awareness Floodplain Map
Map 16 – Local Studies Floodplain Map
Map 18 – Riverside County Dam Inundation Risks
Map My County GIS Database, accessed November 30, 2024
FEMA Flood Map Service Center: Search By Address website, accessed July 31, 2021
Hydrology Report for Central Avenue Commercial Retail, prepared by Kamal Mchantaf, January 27, 2019, revised January 27, 2025 (Appendix I)
Project Specific Water Quality Management Plan, Central Avenue Commercial Retail, prepared by Western States Engineering, Inc., January 18, 2020, revised March 7, 2023, and August 2, 2023 (Appendix J)
Riverside County Watershed Protection
National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements – Order No. R8-2010-0033 – NPDES No. CAS 618033
California Regional Water Quality Control Board, Santa Ana Region
Elsinore Valley Municipal Water District 2020 Urban Water Management Plan, June 2021
Elsinore Valley Municipal Water District Elsinore Valley Subbasin Groundwater Sustainability Plan, Draft July 2021
Grading Plan (Figure 4)

Findings of Fact:

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less Than Significant Impact

The project site in consideration is located at N.W.C. of Central Avenue and Allan Street in the City of Lake Elsinore, Riverside, CA. The property has a total area of 2.325 acres and is currently in an undeveloped state. Runoff from the project site drains towards a bioretention area on the northwest, north, and southwest portions. The north portion of the project site is considered a FEMA floodplain, and thus, development in this area shall be limited.

The project will create approximately 44,766 square feet of impervious surfaces (i.e., asphalt, concrete, and rooftops). The project site's pre-development consists of three (3) catchments, while the post-development has two (2) catchments. Runoff from the proposed development flows towards the catch basin at the driveway on the south portion of the project site. The runoff drains to the area via sheet flow and gutter flow from the northeast toward the southwest.

The project proposes underground storage chambers consisting of 77 feet long by 8.5 feet wide, with a volume of 2,221.30 cubic feet, as shown in the WQMP/BMP exhibit below. The volume is more than adequate to contain the increase in the 100-year 24-hour storm volumes from the development. Stormwater quality mitigation is addressed in the Project Specific Preliminary Water Quality Management Plan, including designing landscaping to minimize irrigation and runoff.

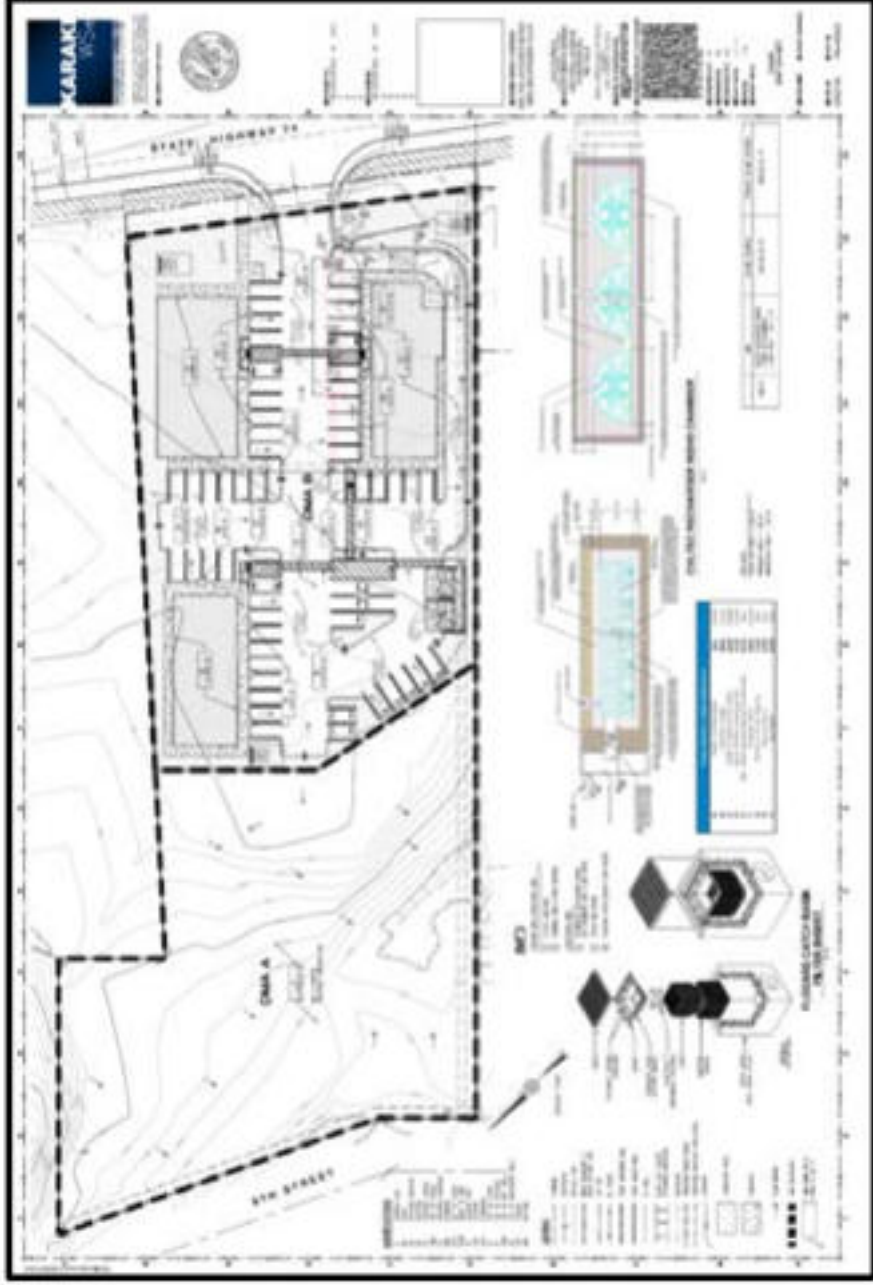


Figure 9 WQMP/BMP Exhibit

The project is in the Santa Ana River Watershed, Temescal Creek Drainage Area, overseen by the Santa Ana RWQCB. Temescal Creek drains northerly from Lake Elsinore to the Santa Ana River and eventually to the Pacific Ocean.

Pursuant to NPDES regulations, the County will require that the project complies with existing Santa Ana RWQCB and County stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion siltation transport of urban pollutants. In addition, the County is a Co-Permittee and is required to comply with the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit and the Water Quality Management Plan (WQMP), the project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the County to prevent pollutant discharge into drainage systems. In addition, the project will be required to comply with the City of Lake Elsinore for a grading permit.

The project design and compliance with existing Federal, State, and local water quality laws and regulations related to water quality standards will ensure a **less than significant impact**, directly, indirectly, and cumulatively on water quality standards or waste discharge requirements or the degradation of surface or ground water quality and discharge.

- b) *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

The project will get water from the Elsinore Valley Municipal Water District (EVMWD). EVMWD received its water from three primary sources, local groundwater pumped from EVMWD-owned well, surface water from Canyon Lake Reservoir and treated at the Canyon Lake Water Treatment Plant, and imported water purchased from Metropolitan Water District through Western Municipal Water District. The project site is located in the Elsinore Valley Subbasin groundwater basin of the EVMWD. This groundwater basin provides approximately 5,500 acre-feet of water every year for EVMWD.

To ensure the groundwater basin is protected, would infiltrate through landscape areas or be conveyed through site flow to an underground chamber. The project is consistent with the County's requirements, and thus, water supplies would be available through the EVMWD. Thus, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The project may impede sustainable groundwater management of the basin, directly interfering with groundwater recharge, and a **less than significant impact** would occur.

- 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?*

Less Than Significant Impact

Runoff from the project site drains towards a bioretention area on the northwest, the north, and southwest portions. The north portion of the project site is considered a FEMA floodplain and thus development in this area shall be limited.

The Arroyo Del Toro traverses the Project site from northeast to southwest on the western portion of the parcel. The Arroyo is approximately 12 feet wide and 4 inches deep and is fairly consistent in width and depth through its course. The channel bed is bare and consists of gravel and sand-sized substrates. Vegetation on the outer edges of this Arroyo consists of scattered and degraded Gooding's willow, gum trees, and Peruvian pepper trees. The Arroyo continues past the parcel boundaries, terminating at Conard Avenue to the southwest of the site. The functions and values of this drainage course include slowing erosion, maintaining soil quality, and filtering pollution.

The footprint of Arroyo Del Toro on the project site totals approximately 0.055 acre. It is considered a riverine riparian area and is also considered a jurisdictional streambed subject to the CDFW's jurisdiction. This feature conveys water during rainfall and, therefore, meets the definition of freshwater flow during all or a portion of the year. Although this drainage is defined as a Riparian/Riverine area, it does not provide suitable habitat for, or contribute to the conservation of, any of the species listed in Section 6.1.2 of the MSHCP.

Arroyo Del Toro is an ephemeral stream that flow for less than 3 months per year. It is not tributary to a relatively permanent water downstream of the property and lacks a tributary connection/nexus to traditionally navigable waters (TNW) and therefore would not be considered a jurisdictional Water of the US. Arroyo Del Toro therefore, is not subject to the CWA Sections 404 or 401 regulations.

The Arroyo Del Toro will be avoided with the project and a fence separating the developed area will be installed. Drainage will flow to the east to an underground chamber, as not to impact the Arroyo.

A preliminary hydrology study has been prepared for the project, which summarizes that the project will mitigate stormwater impacts through an on-site underground structure. The implementation of BMPs

required by the County and implemented through the project's Water Quality Management Plan will mitigate potential erosion impacts to **less than significant**, directly, indirectly, and cumulatively, and therefore, 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

d) *Result in substantial erosion or siltation on-site or off-site?*

Less than Significant Impact

Pursuant to NPDES regulations, the County will require that the project complies with existing Santa Ana RWQCB and County stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion siltation and transport of urban pollutants. In addition, the County is a Co-Permittee and is required to comply with the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit and the Water Quality Management Plan (WQMP), the project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the County to prevent pollutant discharge into drainage systems. Compliance with the NPDES requirements will ensure that there will be a **less than significant impact** on substantial erosion or siltation on-site or off-site.

e & f) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?*

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

Once the project is completed, landscaped open areas, the on-site underground storage chamber, and infrastructure will control storm flows and erosion from the project. The design and implementation of these facilities will be reviewed and approved by the County to assure compliance with all applicable local, state, and Federal standards.

Implementing these and other applicable requirements will ensure that drainage and stormwater will not create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the project will have a **less than significant impact**, directly, indirectly, or cumulatively on the rate or amount of surface runoff in a manner that would result in flooding on- or off-site or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

g & h) *Impede or redirect flood flows?*

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

Less than Significant Impact

The proposed developed portion of the project site is not in a floodplain and is in Zone X, an area of minimal flood hazard per FIRM 06065C2029G, effective 08/28/2008. The eastern developable portion

of the property is elevated approximately ten feet above the bottom of the floodplain, as shown on Section A–A of the Grading Plan. Overall, the developable portion of the site is close to balancing with 100 cubic yards of export. The western portion of the site, including the Arroyo Del Toro is in Flood Zone A and will remain undeveloped. The project will not impede or redirect flood flows. The project is also not located within a dam inundation area or near any water bodies where a tsunami or seiche could occur. Therefore, the project would have **no impact** on flood flows or the release of pollutants due to project inundation.

Tsunami is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance. The project site is located inland and separated from the Pacific Ocean by the Ortega Mountains and would therefore have **no impact**.

Seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure. In general, seiches are present in larger lakes as a result of the depth, temperature, and contours of the body of water. The nearest large body of water is Lake Elsinore, a shallow lake, which is located approximately two miles southwest (Google Earth 2025). The Lake is at a lower elevation of 1,296 feet, and the project site is not subject to any seiche hazards associated with Lake Elsinore and would therefore have **no impact**.

- i) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less Than Significant Impact

The project site is under the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality objectives and beneficial uses in the Santa Ana River Water Quality Control Plan (Basin Plan) for the Elsinore/Temescal Valleys Management Zone, including the project site. These water quality objectives are intended to protect the present and probable beneficial uses of California inland water bodies, including bays, estuaries, and groundwater.

To address the potential for urban pollutants, such as oil, grease, sediment, and trash, discharged in stormwater during operation, the project applicant would implement a site-specific Water Quality Management Plan to capture stormwater runoff within the project site and operate a low-impact development (LID) BMP bioretention system and underground retention chambers to ensure the project site does not increase runoff volume when compared to the existing, undeveloped condition. Each of the proposed LID BMPs are designed to perform at a "high" level of pollutant removal efficiency in accordance with the most current edition of the RWQCB Design Handbook for Low Impact Development Best Management Practices and therefore are not anticipated to obstruct the implementation of the Santa Ana River Basin Plan and therefore will **have a less than significant impact**, regarding conflicting with or obstructing the implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE AND PLANNING Would the project:**24. Land Use**

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |

Source(s):

Zoning Ordinance – Ordinance No. 348, April 1, 2021
General Plan, December 8, 2015
Elsinore Area Plan, December 12, 2023
Map My County GIS Database, accessed November 30, 2024
The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, Adopted Final Connect SoCal, September 3, 2020
Project Application Materials

Findings of Fact:

- 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?*

No Impact**Regional Plans**

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. On September 3, 2020, SCAG adopted Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, based upon the six counties and associated cities' data on land use designations and policies. The project is consistent with the County's General Plan and Zoning designations and, therefore, will be consistent with the data provided to SCAG to create the Connect SoCal. The project would not be considered regionally significant by SCAG based on the established criteria in Section 15206 of the State CEQA Guidelines, which SCAG applies to determine regional significance. Therefore, SCAG's regional plans and programs, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), do not apply to the project.

The project's consistency with regional plans and programs that address specific topical issues are discussed in the respective sections of this Initial Study, including but not limited to the SCAQMD AQMP (Air Quality section), the Western Riverside MSHCP (Biological Resources section), and the Santa Ana River Water Quality Control Plan (Hydrology and Water Quality section). As indicated in the analysis presented in this Initial Study, the project would be consistent with the requirements outlined in these regional plans, including requirements to avoid or mitigate the environmental effect.

County of Riverside

The site is in the Elsinore Area Plan, and to the east across Highway 74/Central Avenue in the City of Lake Elsinore is the Lake Elsinore Hills District Specific Plan. The property is General Plan designated with the Foundation Component of Community Development and the Land Use Designation of Scenic Highway Commercial – C-P-S. The Policy Area is the Warm Springs Policy Area.

The Zoning is Scenic Highway Commercial – C-P-S, consistent with the General Plan designation. The proposed commercial uses are permitted in the C-P-S Zone with a Plot Plan review. The project is requesting off-site alcohol sales for a Type 21 Liquor License under CUP200006.

In summary, as presented in the analysis above and the respective sections of this Environmental Assessment Study, the project would 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.

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

No Impact

The project will develop a convenience store, drive-thru restaurant, retail and office uses, and parking lot on a relatively flat, undeveloped site. The western half of the project site will remain open space/conservation. The project is consistent with the General Plan designation for the site. The site is in an area dominated by residential uses to the east and west and developing commercial uses to the north and south. The project would utilize the existing road network and not result in the construction of improvements that would physically divide an existing community or otherwise impact circulation on public roads surrounding the site. Therefore, **no impact** directly, indirectly, or cumulatively will occur on an established community.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
25. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	☐	☐	☐	☒

Source(s): Zoning Ordinance – Ordinance No. 348, April 1, 2021
Figure OS-6 – Mineral Resources Area
General Plan, December 8, 2015
Elsinore Area Plan, December 12, 2023
Map My County GIS Database, accessed November 30, 2024
Department of Conservation Mines Online, Accessed November 30, 2024
Preliminary Geotechnical Investigation Report for Foundation Design, Proposed Commercial Retail, NWC Central Avenue 9HWY 74) & Allen Street, Lake Elsinore, California (Appendix G)

Findings of Fact:

a, b & c) *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?*

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

Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?

No Impact

Per Figure OS-6 of the County General Plan, the site is designated as the Mineral Resource Zone (MRZ) MRZ-3 – Significance of Mineral Deposits Undetermined under the Surface Mining and Reclamation Act (SMARA) Mineral Land Classification system. The MRZ-3 includes those areas where geologic evidence indicates that mineral deposits exist or likely exist, but the significance of these deposits has not been determined. The project site occurs in an urban setting. It is not designated for mineral resource land uses, and the project will not result in the loss of available known mineral resources. In addition, the project site is not delineated for mineral resources on the general plan, specific plan, or other land-use plan. Lastly, the closest mine is 1.5 miles northwest, the Nichols Canyon Mine, an open-pit sand and gravel mine. No mines exist on the subject property itself. Therefore, the project will have **no impact**, directly, indirectly, and cumulatively on mineral resources that would be of value to the region or the residents of the State, nor would it 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, or potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:				
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?	☐	☐	☐	☒
b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Source(s): General Plan, December 8, 2015
Figure S-20 – Airport Locations
Elsinore Area Plan, December 13, 2023
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Riverside County Airport Land Use Compatibility Plan
Central Avenue Commercial Retail Project Noise Impact Study, prepared by MD Acoustics, LLC dated June 30, 2011
Map My County GIS Database, accessed November 30, 2024

Findings of Fact:

a & b) 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?

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

The closest public or private airport is over four miles away in the City of Elsinore, Skylark Airport at 20701 Cereal Street, Lake Elsinore. Therefore, the project will have **no impact** on the exposure of people residing or working in the project area to excessive noise levels from a public or private airport.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

27. Noise Effects by the Project

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?

☐☐☒☐

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

☐☐☒☐

Source(s): Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"), General Plan, December 8, 2015
Table N-1 – Land Use Compatibility for Community Noise Exposure
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021
Ordinance No. 847 Regulating Noise
Elsinore Area Plan, December 13, 2023
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Riverside County Airport Land Use Compatibility Plan
Central Avenue Commercial Retail Project Noise Impact Study, prepared by MD Acoustics, LLC dated June 30, 2011 (Appendix K)
Map My County GIS Database, accessed November 30, 2024

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

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

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

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

A Noise Impact Study was prepared for the project by MD Acoustics on June 30, 2021 (Appendix K). The analysis of this study is quoted here.

Study Method and Procedure

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

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent to the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance with the County's, City's, and Caltrans (TeNS) technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5 feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawnmowers, or aircraft flyovers were noted
- Temperature and sky conditions were observed and documented

Noise Measurement Locations

Noise monitoring locations were selected based on the nearest sensitive receptors relative to the proposed onsite noise sources. One (1) long-term 24-hour noise measurement was conducted at or near the project site and is illustrated in Figure 10 below. Appendix A of the Noise Impact Study (Appendix K) includes photos, a field sheet, and measured noise data.



Figure 10 Noise Measurement Locations

Stationary Noise Modeling

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts on adjacent land uses. SP can evaluate multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows users to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (parking spaces, restaurant drive-through speakers). The model assumes approximately 61 parking spots and a 3,525-square-foot fast-food restaurant with a drive-through speaker phone. The drive-through speaker phone was calibrated with a reference level of 64 dBA at 10 feet. The reference equipment sound level data is provided in Appendix B of the Noise Report.

FHWA Traffic Noise Prediction Model

Traffic noise from vehicular traffic was projected using a computer program that replicates the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Roadway volumes and percentages correspond to the project's traffic scoping agreement as prepared by Integrated Engineering Group (Central Avenue Commercial Retails), The City's traffic counts, and roadway classification. The referenced traffic data was applied to the model and is in Appendix B. The following outlines the key adjustments made to the REMEL for the roadway inputs:

- Roadway classification – (e.g., freeway, major arterial, arterial, secondary, collector, etc.)
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g., soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period

The Roadway Parameters and Vehicle Distribution Table 17 below indicates the roadway parameters and vehicle distribution utilized for this study.

Table 17
Roadway Parameters and Vehicle Distribution

Roadway	Segment	Existing ADT	Existing Plus Project ADT	Speed (MPH)	Site Conditions
SH-74/Central Ave	Ardenwood Way to Conard Ave	33,168	34,258	45	Soft
Vehicle Distribution (Truck Mix) ²					
Motor-Vehicle Type		Daytime % (7AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow
Automobiles		75.5	14.0	10.5	97.42
Medium Trucks		48.9	2.2	48.9	1.84
Heavy Trucks		47.3	5.4	47.3	0.74
Notes: ¹ Integrated Engineering Group (Central Avenue Commercial Retails), and The City's traffic counts.					

The following outlines key adjustments to the REMEL for project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source).
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

FHWA Roadway Construction Noise Model

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM) and several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site.

The project was analyzed based on the different construction phases. Construction noise is expected to be loudest during the grading, concrete, and building phases of construction. The construction noise calculation output worksheet is in Appendix E of the Noise Impact Study. The following assumptions relevant to short-term construction noise impacts were used:

- It is estimated that construction will occur over a 6-month time period. Construction noise is expected to be the loudest during the grading, concrete, and building phases.

Existing Noise Environment

A twenty-four (24) hour ambient noise measurement was conducted at the property site. The noise measurement location was taken to determine the existing ambient noise levels. Noise data indicates that traffic along Highway 74/Central Avenue is the primary sources of noise impacting the site and the adjacent uses. This assessment utilizes the ambient noise data as a basis and compares project operational levels to said data.

Long-Term Noise Measurement Results

The results of the Long-term noise data are presented in the Long-Term Noise Measurement Data in Table 17.

Table 17
Long-term Noise Measurement Results
(Next Page)

Date	Time	dB(A)							
		L _{eq}	L _{max}	L _{min}	L ₂	L ₅	L ₂₅	L ₅₀	L ₉₀
7/20/2020	2PM-3PM	58.0	81.3	44.2	65.4	60.4	56.8	54.0	48.7
7/20/2020	3PM-4PM	59.2	82.5	45.4	66.6	61.6	58.0	55.2	49.9
7/20/2020	4PM-5PM	60.7	84.0	46.9	68.1	63.1	59.5	56.7	51.4
7/20/2020	5PM-6PM	60.3	83.6	46.5	67.7	62.7	59.1	56.3	51.0
7/20/2020	6PM-7PM	58.6	81.9	44.8	66.0	61.0	57.4	54.6	49.3
7/20/2020	7PM-8PM	57.3	80.6	43.5	64.7	59.7	56.1	53.3	48.0
7/20/2020	8PM-9PM	56.2	79.5	42.4	63.6	58.6	55.0	52.2	46.9
7/20/2020	9PM-10PM	55.5	78.8	41.7	62.9	57.9	54.3	51.5	46.2
7/20/2020	10PM-11PM	54.5	77.8	40.7	61.9	56.9	53.3	50.5	45.2
7/20/2020	11PM-12AM	53.9	77.2	40.1	61.3	56.3	52.7	49.9	44.6
7/21/2020	12AM-1AM	52.3	75.6	38.5	59.7	54.7	51.1	48.3	43.0
7/21/2020	1AM-2AM	49.9	73.2	36.1	57.3	52.3	48.7	45.9	40.6
7/21/2020	2AM-3AM	48.6	71.9	34.8	56.0	51.0	47.4	44.6	39.3
7/21/2020	3AM-4AM	46.9	70.2	33.1	54.3	49.3	45.7	42.9	37.6
7/21/2020	4AM-5AM	47.8	71.1	34.0	55.2	50.2	46.6	43.8	38.5
7/21/2020	5AM-6AM	51.6	74.9	37.8	59.0	54.0	50.4	47.6	42.3
7/21/2020	6AM-7AM	58.1	81.4	44.3	65.5	60.5	56.9	54.1	48.8
7/21/2020	7AM-8AM	60.3	83.6	46.5	67.7	62.7	59.1	56.3	51.0
7/21/2020	8AM-9AM	58.5	81.8	44.7	65.9	60.9	57.3	54.5	49.2
7/21/2020	9AM-10AM	57.5	80.8	43.7	64.9	59.9	56.3	53.5	48.2
7/21/2020	10AM-11AM	57.4	80.7	43.6	64.8	59.8	56.2	53.4	48.1
7/21/2020	11AM-12PM	57.6	80.9	43.8	65.0	60.0	56.4	53.6	48.3
7/21/2020	12PM-1PM	57.7	81.0	43.9	65.1	60.1	56.5	53.7	48.4
7/21/2020	1PM-2PM	57.7	81.0	43.9	65.1	60.1	56.5	53.7	48.4
LDN		61.1							
Notes: * Long-term noise monitoring location (JTE) is illustrated in Exhibit E. The quietest hourly nighttime noise interval is highlighted in blue when project operations could occur.									

Noise data indicates the ambient noise level ranged between 46.9 dBA $L_{eq}(h)$ to 60.7 dBA $L_{eq}(h)$ at the project site. Maximum levels reach 84 dBA as a result of traffic along SH-74/Central Avenue. Additional field notes and photographs are provided in Appendix A of the Noise Report.

For this evaluation, MD has utilized the quietest hourly level (during potential operational hours) and has compared the project's projected noise levels to the said ambient level. The quietest (lowest) nighttime hourly level occurred between 3AM to 4AM (50.9 dBA, Leq(h)).

Future Noise Environment Impacts and Mitigation

This assessment analyzes future noise impacts as a result of the project. The analysis details the estimated exterior noise levels. Stationary noise impacts are analyzed from the on-site noise sources such as cars coming and going, and drive-thru restaurant speakerphone.

Future Exterior Noise

The following analysis outlines the exterior noise levels associated with the project.

Noise Impacts to Off-Site Receptors Due to Stationary Sources

Sensitive receptors that may be affected by project operational noise include single family residential to the north west and single family residential to the east (across SH-74/Central Ave). The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. Worst-case assumes that all project activities are always operational when in reality the noise will be intermittent and cycle on/off depending on customer usage. Project stores are anticipated hours of operation will be 8 to 10 hours with the drive through running 24-hours a day.

A total of two (2) receptors were modeled to evaluate the proposed project's operational impact. A receptor is denoted by a yellow dot. All yellow dots represent either a property line or a sensitive receptor such as an outdoor sensitive area (courtyard, patio, backyard, etc). See Exhibit F below.

This study compares the Project's operational noise levels to two (2) different noise assessment scenarios: 1) Project Only operational noise level projections, 2) Project plus ambient noise level projections.

Project Operational Noise Levels

Exhibit F of the Study (next page) shows the "project only" operational noise levels at the project site and illustrates how the noise will propagate at the property lines and/or sensitive receptor area. Operational noise levels at the adjacent uses are anticipated to range between 33 dBA to 50 dBA Leq (depending on the location).

Exhibit F
Operational Noise Levels Leq(h)

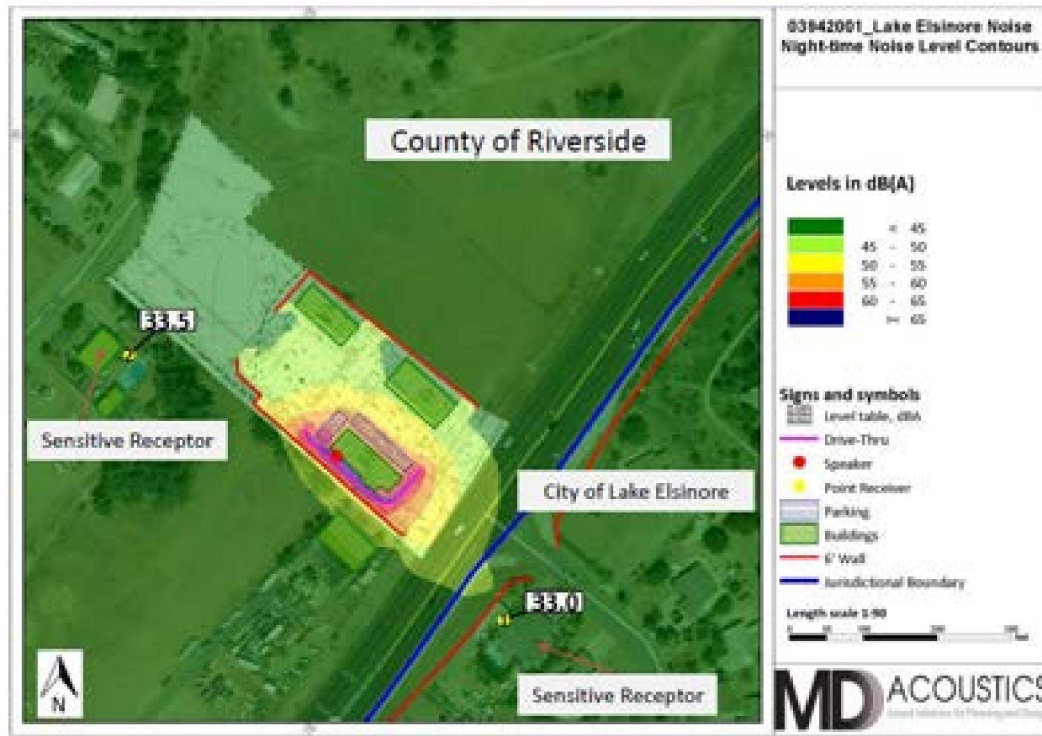


Figure 11 Operation Noise Levels

Project Plus Ambient Operational Noise Levels

Project plus ambient noise level projections are anticipated to range between 47 to 52 dBA Leq depending on location. Therefore, the project has been compared to the quietest hourly average ambient noise level for comparative purposes.

Project Plus Ambient Operational Noise Level

Table 18 demonstrates the project plus the ambient noise levels. Project plus ambient noise level projections are anticipated to range between 47 to 52 dBA Leq depending on location. Therefore, the project has been compared to the quietest hourly average ambient noise level for comparative purposes.

Table 18
Worst-case Predicted Noise Level(DA,Leq)

Receptor ¹	Floor	Existing Ambient Noise Level (dBA, Leq) ²	Project Noise Level (dBA, Leq) ³	Total Combined Noise Level (dBA, Leq)	Nighttime (10PM – 7AM) Stationary Noise Limit (dBA, Leq) ⁴	Change in Noise Level as Result of Project
1	1	47	33	47	40	0.2
2	1		34	47	45	0.2

Notes:
¹ Receptors 1 represent single family residential. Receptor 2 represents commercial.
² Existing ambient taken as one-hour measurement.
³ See Exhibit G for the operational noise level projections at said receptors.
⁴ Receptor 1 follows the City of Lake Elsinore Per the City of Lake Elsinore if the ambient exceeds the standard the ambient becomes the standard. Receptor 2 follows the County of Riverside Commercial noise standard.

As shown in Table 18, the project does not exceed the County of Riverside and the City of Lake Elsinore's nighttime exterior noise limits. The predicted exterior noise level will range between 33 to 34 dBA. Project operations are anticipated to remain below the County and City's respective noise limits. Therefore, the impact is **less than significant**.

When comparing the baseline plus project condition, the change in noise level will be between 0.1 to 1.4 dBA, Leq, as shown in the table above.

The Change in Noise Level Characteristics below provides the characteristics associated with changes in noise levels.

Table 19
Change in Noise Level Characteristics

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/polguide/polguide02.cfm

The change in noise level at all receptors would fall within the "Not Perceptible" acoustic characteristic. Therefore, the impact would be considered **less than significant**.

Noise Impacts to Off-Site Receptors Due to Project Generated Traffic

A worst-case project-generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 50 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not consider existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference with and without project conditions. In addition, the noise contours for 60, 65, and 70 dBA CNEL were calculated. The potential off-site noise impacts caused by an increase of traffic from the operation of the project on the nearby roadways were calculated for the following scenarios:

Existing Year (without Project): This scenario refers to existing year traffic noise conditions.

Existing Year (Plus Project): This scenario refers to existing year + project traffic noise conditions.

Existing Scenario – Table 20b below, Noise Levels Along Roadways (dBA CNEL) below compares the without and with project scenario and shows the change in traffic noise levels as a result of the project. It takes a change of 3 dB or more to hear a perceptible difference. As demonstrated in the Change in Noise Level Characteristics table above, the project is anticipated to change the noise 0.1 dBA CNEL.

Table 20
Existing Scenario - Noise Levels Along Roadways (dBA CNEL)

Existing Without Project Exterior Noise Levels						
Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
SH-74/Central Ave	Ardenwood Way to Conard Ave	73.9	91	196	421	908
Existing With Project Exterior Noise Levels						
Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
SH-74/Central Ave	Ardenwood Way to Conard Ave	74.0	93	200	430	927
Change in Existing Noise Levels as a Result of Project						
Roadway ¹	Segment	CNEL at 50 Feet dBA ²				
		Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact	
SH-74/Central Ave	Ardenwood Way to Conard Ave	73.2	74.0	0.1	No	
Notes: ¹ Exterior noise levels calculated at 5 feet above ground level. ² Noise levels calculated from centerline of subject roadway.						

Although there is an increase in traffic noise levels the impact is considered less than significant as the noise levels at or near any existing proposed sensitive receptor would be 74.0 dBA CNEL or less and the change in noise level is 3 dBA or less. The impact is considered **less than significant**. No further mitigation is required.

Noise Impacts to On Site Receptors Due to Project Generated Traffic

The project site is located approximately 78 feet from the center line of SH-74/Central Ave and would fall within the 70 dBA CNEL or less contour. Therefore, the project would be normally acceptable per the County's Land Use Compatibility Matrix.

Construction Noise Impact

The degree of construction noise may vary for different project site areas and vary depending on the construction activities. Noise levels associated with the construction will vary with the different construction phases.

Construction Noise

The Environmental Protection Agency (EPA) has compiled data regarding noise-generated characteristics of typical construction activities. The data is presented in Typical Construction Equipment Noise Levels in Table 21.

Table 21
Typical Construction Equipment Noise Levels

Typical Construction Equipment Noise Levels ¹	
Type	Lmax (dBA) at 50 Feet
Backhoe	80
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74
Notes: ¹ Referenced Noise Levels from FTA noise and vibration manual.	

Construction noise is considered a short-term impact and would be significant if construction activities are taken outside the allowable times described in the County of Riverside's Ordinance No. 847 and the City of Lake Elsinore's Noise Element Section 17.176.060 Table 1. Construction is anticipated to occur during the permissible hours according to the County's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing level within the project vicinity. Furthermore, noise reduction measures are provided to reduce construction noise further. The impact is considered **less than significant**; however, construction noise level projections are provided.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be the loudest during the grading phase. A likely worst-case construction noise scenario during grading assumes the use of one grader, one dozer, and one backhoe operating at 137 feet from the nearest sensitive receptor.

Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 137 feet have the potential to reach 76 dBA Leq at the nearest sensitive receptors during building construction. Noise levels for the other construction phases would be lower, approximately 73 dBA. This is below the NIOSH 85 dBA Leq 8hr standard.

Construction Noise Reduction Measures

Construction operations must follow the City and County's General Plan and the Noise Ordinance, which states that construction, repair, or excavation work performed must occur within the permissible hours. Since these are County and City regulatory requirements, they are being applied to the project as a Standard Condition **SC NOI-1 through SC NOI-6** to ensure that construction activities do not disrupt the adjacent land uses.

SC NOI-1: The following shall appear as notes on all construction drawings (i.e., grading, building, street improvement plans, etc.):

SC NOI-2: Construction should occur during the permissible hours as defined in County Ordinance No. 847 and the City of Lake Elsinore Municipal Code Section 17.176.080 F Construction/Demolition.

- SC NOI-3:** The contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices during construction (i.e., mufflers, sound dampening mats, acoustical silencers in intake and exhaust systems, etc.).
- SC NOI-4:** The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- SC NOI-5:** Idling equipment shall be turned off when not in use.
- SC NOI-6:** Equipment shall be maintained to secure vehicles and their loads from rattling and banging.

While construction impacts were already determined to be less than significant, with the implementation of Standards Condition SC NOI-1, construction noise impacts will be further reduced, and impacts remain **less than significant**.

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

Less than Significant Impact

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{\text{equipment}} = PPV_{\text{ref}} (100/D_{\text{rec}})^n$$

Where: PPV_{ref} = reference PPV at 100ft.

D_{rec} = distance from equipment to receiver in ft.

$n = 1.1$ (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in Table 22 provide general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Table 22 Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
<small>Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013. Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.</small>		

Table 23 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Table 23 Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (Inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
<small>¹ Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.</small>		

At a distance of 134 feet, a large bulldozer would yield a worst-case 0.020 PPV (in/sec), which may be perceptible for short periods of time during grading along the southern property line of the project site but is below any threshold of damage. The impact is **less than significant**, and no mitigation is required.

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):

General Plan, December 8, 2015
Figure OS-8 – Paleontological Sensitivity
Elsinore Area Plan, December 12, 2023
Map My County GIS Database, accessed November 30, 2024

Findings of Fact:

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

Less Than Significant Impact with Mitigation

The Map My County GIS Database and General Plan Figure 8 have assigned the project site as a low paleontological sensitivity based on the criteria set by the County and the occurrence of known fossils elsewhere in western Riverside County.

Details regarding exact amounts of excavation are not clearly defined at this time. However, preliminary project plans indicate that 670 cubic yards of sediment would need to be excavated or graded to complete the construction. Additionally, the geotechnical report recommends the “proposed building areas should be over excavated to a depth of 6.0 feet below the existing soil grad, or 2.0 feet below the proposed footing bottoms, whichever is greater” and “where possible, the limits of over-excavation for building areas shall extend at least 5.0 feet beyond the proposed building limits or to the property line, whichever is less.” Given the proposed ground disturbance and the geotechnical recommendations for over-excavation to complete the project, mass grading, and excavation will likely directly impact the Mesozoic deposits (low paleontological sensitivity) underlying the project area.

Geologists with the County apply general conditions when issuing grading permits for projects. When existing information indicates that a project site is located completely within a zone with low paleontological sensitivity, no direct mitigation is required unless a fossil is encountered during site development. Therefore, if a fossil is discovered during project development, the Riverside County Geologist must be notified, and the project proponent must retain a paleontologist. The paleontologist will document the extent and potential significance of the paleontological resources discovered at the project site and establish appropriate mitigation measures for further site development. Therefore, the project will have a **less than significant impact with mitigation** regarding directly or indirectly destroying a unique paleontological resource, site, or unique geologic feature.

The following is an outline of mitigation measures related to paleontological resources encountered during project construction.

Mitigation:

MM PAL-1: In the case that a paleontological resource is discovered during project construction, the following conditions must be met:

- a. All site earthmoving shall be ceased in the area of where the fossil remains are encountered, but earthmoving activities may be diverted to other areas of the site;
- b. The owner of the property shall be immediately notified of the fossil discover and in turn shall immediately notify the County geologist of the discovery;
- c. The applicant shall retain a qualified paleontologist approved by the County;

- d. The paleontologist shall determine the significance of the encountered fossil remains;
- e. Paleontological monitoring of ground-disturbing activities will continue thereafter on an as-needed basis by the paleontologist during all such activity that may expose sensitive strata. Ground-disturbing activities in areas of the project site where previously undisturbed strata will be buried, but not otherwise disturbed, does not need to be monitored. The supervising paleontologist will have the authority to reduce monitoring if it is determined that the probability of encountering any additional fossils has dropped below an acceptable level;
- f. If fossil remains are encountered by ground-disturbing activities when the paleontologist is not on site, these activities will be diverted around the fossil site and the paleontologist shall be called to the site immediately to recover the remains; and
- g. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated, catalogued, and the corresponding geologic and geographic site data will be archived at the appropriate museum or repository. The remains will then be accessioned into the museum or repository fossil collection where they will be permanently stored, maintained, and made available for future study by qualified scientific investigators. The County must be consulted on the repository or museum to receive the fossil material prior to being curated.
- h. The Paleontologist will establish appropriate mitigation measures for further site development.

Monitoring: No monitoring is required, unless a paleontological resource is discovered.

POPULATION AND HOUSING Would the project:

29. Housing

a) 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)?

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b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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c) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?

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Source(s):

General Plan, December 8, 2015
 Riverside County General Plan Housing Element
 Elsinore Area Plan, December 12, 2023
 Map My County GIS Database, accessed November 30, 2024
 Southern California Association of Governments (SCAG) Profile of Riverside County Local Profiles Report 2019, May 2019
 The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, Adopted Final Connect SoCal, September 3, 2020
 Project application materials

Findings of Fact:

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

Less Than Significant Impact

The project site consists of vacant, undeveloped land that has been subject to a variety of disturbances. The project is a new commercial project with a convenience store, offices, and a drive-through restaurant and will not displace any existing housing, necessitating the construction of replacement housing. The project will have a **less than significant impact** on the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

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

Less Than Significant Impact

The proposed convenience store, drive-thru restaurant, retail, and office uses will operate as follows:

Hours of operation

- Convenience store with alcohol sales: 24/7
- Retail: 8:00 a.m. to 9:00 p.m.
- Office: 8:00 a.m. to 6:00 pm.
- Drive-through Restaurant: 6:00 a.m. to 10:00 p.m.

According to the SCAG Profile of Riverside County Local Profiles Report 2019, the County had a total of 762,114 jobs in 2017, an increase of 11.4 percent from 2007. The project proposes approximately eight new employees for operational activities. Due to the nature of the proposed employment opportunities, employees are anticipated to be drawn from the local workforce. They would not result in the relocation of new residents to the County of Riverside. Therefore, the project would have a **less than significant** impact on creating demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income.

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

Less Than Significant Impact

The project would include the development of the site in accordance with the land use designation applied to the site by the County of Riverside General Plan. While the project would generate new employment opportunities, the project would not result in growth that was not already anticipated by the County and evaluated in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal. Therefore, the project will have a **less than significant impact** on inducing substantial unplanned population growth in an area, either directly or indirectly.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

30. Fire Services

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Source(s):

Riverside County General Plan, December 8, 2015
Safety Element
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Emergency Operations Plan (EOP), Riverside County Operational Area (OA), August 2019
Map My County GIS Database, accessed November 30, 2024

Findings of Fact:

Less Than Significant Impact

The Riverside County Fire Department provides fire protection, suppression, and emergency medical services within the project area. The project site is served by Riverside County Fire Station 97, located approximately ½ mile south of the site at 41725 Rosetta Canyon Drive.

While implementation of the project would not involve new residential uses or an increase in the County's population, the operation of new commercial uses would marginally increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped project site. The project would create the typical range of service calls for commercial developments, such as medical aid, fire response, traffic collisions, and hazardous materials. The project has been designed in compliance with all applicable ordinances and standard conditions established by the County and State, including, but not limited to, those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems.

Additionally, the project applicant will be required to pay a development impact fee (DIF), which provides a funding source for the construction of fire protection facilities and staffing due to impacts related to future growth in the County. The Fire Department would confirm compliance with applicable regulations while reviewing development plans. Therefore, the project will have a **less than significant impact** on fire services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Sheriff Services

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Source(s):

Riverside County General Plan, December 8, 2015
Safety Element
Elsinore Area Plan, August 4, 2020
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Emergency Operations Plan (EOP), Riverside County Operational Area (OA), August 2019
Map My County GIS Database, accessed November 30, 2024

Findings of Fact:

Less Than Significant Impact

Riverside County Sheriff's Department provides patrol, criminal investigation, traffic enforcement, accident investigation, and tactical team services to the project area. The Lake Elsinore Sheriff's Station would serve the project site at 333 W Limited Avenue, approximately 3.3 miles southwest of the site.

While implementation of the project would not involve new residential uses or an increase in the County's population, the operation of new commercial uses would marginally increase the demand for police services at the currently undeveloped project site. The project would create the typical range of service calls for commercial developments. Additionally, the project applicant would be required to pay a development impact fee (DIF), which provides a funding source for the construction of police facilities and staffing due to impacts related to future growth in the County. As such, the project would create incremental demand for police protection services but would not require the construction of new or expanded police protection facilities or significantly impact existing service ratios and response times. Therefore, the project will have a **less than significant impact** on sheriff services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools	☐	☐	☒	☐
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Source(s): Riverside County General Plan, December 8, 2015
Safety Element
Elsinore Area Plan, December 12, 2023
Map My County GIS Database, accessed November 30, 2024
Lake Elsinore Unified School District Developer Fees

Findings of Fact:

Less Than Significant Impact

The project site is within the Lake Elsinore Unified School District (LEUSD), which operates 23 schools and alternative education programs. Approximately 21,565 students, grades TK-12, are served by LEUSD. The project would not create a direct demand for school services, as the project involves non-residential uses that would not generate school-aged children. The project would generate a minimal number of employment opportunities (eight full/part-time positions), and it is expected that the local labor force would fill these positions. Therefore, the project would not generate substantial new residents or additional school-aged students requiring public education. As such, the project would not cause or contribute to a need to construct new or physically altered public school facilities.

Although the project would not create a direct demand for additional public school services, the project applicant would be required to contribute school mitigation fees, which allows the school district to collect fees from new developments to offset the costs associated with increasing school capacity needs. This is a standard condition for new development and is not considered mitigation under CEQA. Therefore, the project will have a **less than significant impact** on schools.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries☐☐☐☒

Source(s): Riverside County General Plan, December 8, 2015
Elsinore Area Plan, December 12, 2023
Map My County GIS Database, accessed November 30, 2024

Findings of Fact:**No Impact**

The project involves non-residential uses that would not directly induce population growth. As such, the project would not increase the demand for library services. Therefore, the project will have **no impact** on libraries.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Health Services☐☐☐☒

Source(s): Riverside County General Plan, December 8, 2015
Elsinore Area Plan, December 12, 2023
Map My County GIS Database, accessed November 30, 2024

Findings of Fact:**No Impact**

The project involves non-residential uses that would not directly induce population growth. As such, the project would not increase the demand for health services. The closest health service facility is the Perris Hill Medical Plaza, approximately eight miles away. Therefore, the project will have **no impact** on health services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:**35. Parks and Recreation**

a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

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

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Source(s): Riverside County General Plan, December 8, 2015
Elsinore Area Plan, December 12, 2023

Findings of Fact:

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

Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact

The project is the development of a commercial project that does not include a tract or parcel map, so Ordinance No. 460 does not apply. However, Ordinance No. 659 will apply as appropriate as the applicant will pay the required DIF. The project does not include any type of residential use or other land use that will generate population growth and increase the use of existing neighborhood and regional parks or recreational facilities. Accordingly, implementation of the project would not result in the construction or expansion of recreational facilities or result in increased use of existing recreational facilities. Therefore, the impact on existing recreational facilities or the need for new facilities is **less than significant**.

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

Less Than Significant Impact

The project site is located within the County Service Area 152 (CSA-152). CSA-152 is administered through the County's Environmental Health Department to provide street sweeping. It does not address recreational facilities. Pursuant to Ordinance No. 659, the project will pay DIF to construct facilities, purchase regional parkland, and preserve habitat and open space and, therefore, will have a **less than significant impact** on a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails

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

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Source(s):

Riverside County General Plan, December 8, 2015
 Circulation Element
 Figure C-6 – Riverside County Trails and Bikeway System
 Elsinore Area Plan, December 12, 2023
 Figure 8 – Elsinore Area Plan Trails and Bikeway System
 Lake Elsinore General Plan – Chapter 2.0 – Community Form
 Figure 2.6 – City of Lake Elsinore - Elsinore Area Trails System
 Map My County GIS Database, accessed November 30, 2024

Findings of Fact:

Include the construction or expansion of a trail system?

No Impact

The property is located within the Elsinore Area Plan. Per Figure 8 – Elsinore Area Plan Trails and Bikeway System, no trails are identified on the subject property. A Community Trail is proposed to the north of the subject property with the trailhead off Highway 74/Central Avenue and the trail going north into the County area and connecting to other trails. The City of Lake Elsinore's General Plan shows a similar trail system connection. Implementation of the project would not interfere with using any existing trails. The project would **not impact** the use of an existing trail system.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:				
37. Transportation	☐	☒	☐	☐
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				
b) Conflict or be inconsistent with CEQA Guidelines section 1 5064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
d) Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☐	☒
e) Cause an effect upon circulation during the project's construction?	☐	☒	☐	☐
f) Result in inadequate emergency access or access to nearby uses?	☐	☒	☐	☐

Source(s): Riverside County General Plan, Project Application Materials,
Central Avenue Commercial Retail Traffic Impact Analysis, prepared by Integrated Engineering Group dated September 2022 (Appendix M)
Central Avenue Commercial Retail Vehicle Miles Traveled (VMT) Analysis prepared by Integrated Engineering Group dated February 2021 (Appendix L)
Riverside Transit Agency Route 9 Maps and Schedule.
General Plan, December 8, 2015
Circulation Element
Figure C-1 – Circulation Plan
Figure C-3 – Street Classification Cross-Sections
Figure C-6 – Riverside County Trails and Bikeway System
Figure C-8 – Scenic Highways
Elsinore Area Plan, August 4, 2020
Figure 7 – Elsinore Area Plan Circulation
Figure 8 – Elsinore Area Plan Trails and Bikeway System
Figure 9 – Elsinore Area Plan Scenic Highway
Lake Elsinore General Plan – Chapter 2.0 – Community Form
Figure 2.2 – City of Lake Elsinore Roadway Cross Sections
Figure 2.3 – City of Lake Elsinore Roadway Classifications
Figure 2.5 – City of Lake Elsinore Bikeway Plan
Figure 2.6 – City of Lake Elsinore Area Trails System
Map My County GIS Database, accessed June 17, 2021

Findings of Fact:

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

Less Than Significant Impact with Mitigation

STREET/HIGHWAY FACILITIES

The project is located at the Highway 74/Central Avenue and Allan Street intersection. Access to the project site will be provided via a newly constructed western leg to the existing SH-74/Central Avenue and Allan Street T-intersection, which will operate as a right-in/right-out access-only driveway through the installation of a raised median. The County General Plan designates Highway 74/Central Avenue as an Expressway with six to eight lanes within 128' to 220' right-of-way. The City of Lake Elsinore designates Highway 74/Central Avenue as an Augmented Urban Arterial – State Highway of eight lanes with a 14' median in a 134' right-of-way.

Currently, Highway 74/Central Avenue from Conard Avenue to Rosetta Canyon Drive functions as a 4-lane arterial highway between Conard Avenue and Allan Street and a 5-lane arterial highway between Allan Street and Rosetta Canyon Drive. The posted speed limit on Highway 74/Central Avenue is 55 miles per hour (mph).

After coordination with both the County and the City of Lake Elsinore, it has been determined that Highway 74/Central Avenue in the area of the project site shall eventually be developed per the City of Lake Elsinore's General Plan designation of an Augmented Urban Arterial – State Highway of eight lanes with a 14' median in a 134' right-of-way.

ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS

Wherever necessary, the roadway adjacent to the project site and the site access point will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Lake Elsinore General Plan satisfactory to the City Engineer and County Public Works Department.

Sight distance at the project access point should be reviewed with respect to standard Caltrans and City/County sight distance standards at the time of final grading, landscaping, and street improvement plans.

Signing/stripping should be implemented in conjunction with detailed construction plans for the project site.

SUMMARY OF LOCAL AND REGIONAL FUNDING MECHANISMS

This portion of Highway 74/Central Avenue between I-15 and Ethanac Road is planned under TUMF to be expanded from the existing four lanes to six lanes. However, the work has not yet been scheduled at this time. The project will contribute its fair share toward off-site improvements through payment of TUMF fees based on the current fees at the time of construction of the project.

ALTERNATIVE MODES OF TRANSPORTATION

Alternative modes of transportation mean any other way to commute other than driving alone. Examples include biking, walking, carpooling, and taking public transit.

Pedestrian

Pedestrian crosswalks are generally provided at signalized intersections along Highway 74/Central Avenue with sidewalks along the corridor.

Bicycles

Class II bike lanes in both directions are provided along Highway 74/Central Avenue. Implementation of the project would not interfere with the use of these bikeways.

Public Transit Services

The Riverside Transit Agency (RTA) is the main transit agency servicing the County of Riverside. Currently, RTA operates Route 9 within the vicinity of the project. Route 9 operates seven days a week and connects to the Lake Elsinore Outlet Center south of the site and the Perris Station Transit Center north of the site. Weekday and weekend service frequency is 60 to 90 minutes. Bus stops for Route 9 are currently located at the intersection of Highway 74/Central Avenue and Cambern Avenue for northbound and southbound service, about 2,120 feet from the site. Pedestrian accessibility and connectivity from the project site to these bus stops are provided with signalized crossings at the intersections of Highway 74/Central Avenue and Conrad Avenue. A pedestrian path is located on the westerly side of Highway 74/Central Avenue, with a sidewalk extending on the easterly side from Conrad Avenue to Cambern Avenue to the bus stops.

TEMPORARY TRAFFIC IMPACTS FROM CONSTRUCTION

The project earthwork quantities show a raw cut of 670 cubic yards and 570 cubic yards of fill, with 100 cubic yards of export. According to the Preliminary Geotechnical Investigation Report, some over-excavation and compaction are needed, potentially resulting in less cut and export. With potential export of dirt construction activities may temporarily restrict vehicular traffic. Temporary changes to the existing roadway network require the approval of the County and the City of Lake Elsinore and notification to all emergency responders. Pursuant to **MM TRA-1**, the preparation of a construction management plan to the specifications and approval of both the County and the City of Lake Elsinore will ensure temporary traffic impacts from construction will maintain adequate access for emergency vehicles and evacuation procedures during construction. Implementing Federal, State, and local laws and regulations, including **MM TRA-1**, would result in **less than significant impacts with mitigation**, directly, indirectly, or cumulatively, from temporary traffic impacts from construction on adequate access for emergency vehicles and adopted emergency response or evacuation plans.

MM TRA-1: The construction contractor shall evaluate the improvements needed based on the signed plans. Prior to construction staging, the construction contractor shall prepare a traffic control plan for the County and City of Lake Elsinore's approval for any construction activities encroaching into the public right-of-way. The traffic control plan shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. Such measures may include, but are not limited to, providing early notification of closures to the County Fire Department and Sherriff's Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.

COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

No TIP projects are proposed for Highway 74/Central Avenue.

LONG-RANGE TRANSPORTATION STUDY

Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, RCTC prepares and periodically updates the county's CMP to meet Federal Congestion Management Process guidelines. RCTC's current CMP was adopted in December 2011. The CMP has since been incorporated into the Commission's Long Range Transportation Plan (LRTP), which was completed in December 2019.

Highway 74/Central Avenue is the Ethanac Corridor in the Study and is not funded under the program but rather a Riverside County TLMA project. Therefore, this project has **no impact** under the LRTP guidelines, directly, indirectly, or cumulatively on an LRTP roadway.

SUMMARY

As described above and as designed and conditioned, the project will have a less than significant impact with mitigation, directly, indirectly, or cumulatively, on the performance of the circulation system, transit system, roadways, and bicycle and pedestrian facilities.

b) *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less Than Significant Impact

VEHICLE MILES TRAVELED (VMT)

On September 27, 2013, Senate Bill (SB) 743 was signed into State law. It started a process intended to fundamentally change transportation impact analysis as part of the California Environmental Quality Act (CEQA) compliance.

As a result, the California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update, automobile delay and level of service (LOS) metrics are no longer used to determine transportation impacts. Instead, after July 1, 2020, transportation analysis under CEQA must use vehicle miles traveled (VMT) to determine land-use projects' impacts.

VMT Analysis Guidelines

The project is within the County of Riverside (County) jurisdiction. The County has adopted VMT guidelines as part of the Riverside County [Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled](#) dated December 2020. These guidelines provide guidance on evaluating VMT for transportation-related impacts under CEQA.

Screening Criteria

The project is an approximately 12,000-square-foot retail/office uses comprised of three (3) buildings:

- Building "A" is approximately 4,050 square feet and is proposed as retail.
- Building "B" is approximately 3,525 square feet and is proposed as retail/fast-food with a drive-through.
- Building "C" is approximately 4,425 square feet and proposed as retail/office.

Screening Criteria Small Projects

Based on the Guidelines, Retail buildings with an area less than or equal to 60,000 square feet would be presumed to cause a less-than-significant impact. The project would potentially have up to 12,000 square feet of retail. The project's retail component does qualify for the small project screening.

Screening Criteria Local-Serving Retail

The proposed retail would serve the other uses on the site and the local community. The guidelines state that to be considered local retail, no single store on-site exceeds 50,000 square feet. As stated previously, the entire project site provides approximately 12,000 square feet of retail, which is considered local retail. The project's retail component could qualify for the Local-Serving Retail screening.

Impact Determination

The project's retail component qualifies for screening as a small project. For this reason, the project's retail component would be presumed to be **less than significant** for VMT impacts.

- c) *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

Access to the project site will be provided via a newly constructed western leg to the existing SH-74/Central Avenue and Allan Street T-intersection, which will operate as a right-in/right-out access-only driveway through the installation of a raised median.

The project will include on-site circulation improvements (driveways and internal drive aisles), frontage improvements along the project site boundary, and roadway improvements to Highway 74/Central Avenue. These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City of Lake Elsinore, the County, and Caltrans. The design will undergo County and Fire Department review before approval to ensure that the local development standards for roadways are met without resulting in traffic safety impacts, including hazardous design features. Based on the above analysis, the project would have a **less than significant impact** on substantially increasing hazards due to a geometric design feature or incompatible uses.

- d) *Cause an effect upon, or a need for new or altered maintenance of roads?*

No Impact

The project would be served by the existing Highway 74/Central Avenue and the existing intersection of Highway 74/Central Avenue and Allan Street. The newly constructed western leg of the existing SH-74/Central Avenue and Allan Street T-intersection will operate as a right-in/right-out access-only driveway through the installation of a raised median. As such, the project **would not impact** or require new or altered maintenance of roads.

- e) *Cause an effect upon circulation during the project's construction?*

Less Than Significant Impact with Mitigation

Project construction would occur over an approximate 6-month duration. Construction activities are estimated to have up to 54 worker trips, 12 hauling truck trips, and 9 vendor truck trips to deliver building

materials (Appendix A of the Air Quality and Greenhouse Gas Impact Study). These trips would only occur during the temporary construction phase and would result in a negligible increase in traffic on existing roadways. Project construction would require off-site roadway improvements adjacent to the project site, within existing roadways. No full road closures are proposed. To ensure that impacts associated with temporary lane closures are minimized, the project applicant must prepare a traffic control plan through the implementation of **MM-TRA-1**. This construction traffic plan would include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures and adequate access for emergency vehicles and evacuation procedures during construction. Such measures may include but are not limited to providing early notification of closures to the fire and police services, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around the lane and street closures; and flaggers to direct traffic in the vicinity of the closure. The project would have a **less than significant impact with mitigation** on circulation during the project's construction and on inadequate emergency access or access to nearby uses.

f) *Result in inadequate emergency access or access to nearby uses?*

Less Than Significant Impact with Mitigation

Project access will be provided off Highway 74/Central Avenue at Allan Street. Highway 74/Central Avenue is an existing roadway within the County's and the City of Lake Elsinore's established street system. The project will not significantly alter this roadway or the existing circulation pattern in the project area.

Improvements to Highway 74/Central Avenue as part of the project include a raised median at the intersection of Highway 74/Central Avenue and Allan Street in the north-south direction to restrict access to right-in/right-out only at the intersection and the widening of Highway 74/Central Avenue to its ultimate classification, per the City of Lake Elsinore General Plan, along the property frontage to an eight (8)-lane augmented urban arterial including the implementation of a signal modification at the intersection of Highway 74/Central Avenue and Ardenwood Way. Therefore, emergency access and evacuation routes will be unaffected by the project. Access to the project site and nearby uses will still be provided.

Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the County and the City of Lake Elsinore and notification to all emergency responders. Pursuant to **MM TRA-1** for the preparation of a construction management plan to the specifications and approval of both the County and the City of Lake Elsinore, the project will provide adequate access for emergency vehicles and evacuation procedures during construction. Developing the project per the requirements of the County and the City of Lake Elsinore, including adequate street widths and vertical clearance, will ensure adequate access for emergency vehicles and evacuation procedures during the project's life. Implementing Federal, State, and local laws and regulations, including **MM TRA-1**, would result in **less than significant impacts with mitigation**, directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.

Mitigation:

MM TRA-1: The construction contractor shall evaluate the improvements needed based on the signed plans. Prior to construction staging, the construction contractor shall prepare a traffic control plan for the County and City of Lake Elsinore's approval for any construction activities encroaching into the public right-of-way. The traffic control plan shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. Such measures may include, but are not limited to, providing early notification of closures to the County Fire Department and Sheriff's

Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.

Monitoring: Prior to the issuance of construction permits, the Transportation department will review the traffic control plan.

38. Bike Trails

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

Source(s):

Riverside County General Plan, December 8, 2015
Circulation Element
Figure C-1 – Circulation Plan
Figure C-3 – Street Classification Cross-Sections
Figure C-6 – Riverside County Trails and Bikeway System
Figure C-8 – Scenic Highways
Elsinore Area Plan, August 4, 2020
 Figure 7 – Elsinore Area Plan Circulation
Figure 8 – Elsinore Area Plan Trails and Bikeway System
Figure 9 – Elsinore Area Plan Scenic Highway
Lake Elsinore General Plan – Chapter 2.0 – Community Form
 Figure 2.2 – City of Lake Elsinore Roadway Cross Sections
 Figure 2.3 – City of Lake Elsinore Roadway Classifications
 Figure 2.5 – City of Lake Elsinore Bikeway Plan
Map My County GIS Database, accessed June 17, 2021
Central Avenue Commercial Retail Traffic Impact Analysis, prepared by Integrated Engineering Group dated September 2022 (Appendix M)

Findings of Fact:

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

No Impact

Active transportation facilities including pedestrian and bicycle facilities within the study area of the project are provided. Pedestrian crosswalks are generally provided at signalized intersections along SH-74/Central Avenue with sidewalks on the south side. Class II bike lanes in both directions are provided along SH-74/Central Avenue. Project is proposing to provide half width right-of-way improvements along the property frontage including vehicular travel lane, bike lanes, curb, gutter and sidewalk. Implementation of the project would not interfere with the use of these bikeways, and the project would **not impact** the use of an existing bikeway system.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

39. Tribal Cultural Resources

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

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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.)

☐ ☒ ☐ ☐

Source(s): Phase 1 Cultural Resources Assessment Report for the Highway 74 and Allan Street Project, APN 377-372-036-8, Lake Elsinore, Riverside County, CA December 2020 (Appendix E)
County Archaeologist review, AB52 Tribal Consultation

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)?*

No Impact

Per the Phase 1 Cultural Resources Assessment Report, the project site is vacant and no resources were identified. Therefore, the project will have no impact on listed or eligible resources 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.)*

Less than Significant Impact with Mitigation

Findings of Fact:

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 August 27, 2020. No response was received from Colorado River Indian Tribes (CRIT), Quechan Tribe or the Morongo Band.

Consultations were requested by the Soboba Band of Luiseño Indians, Pala Band of Mission Indians, Rincon Band of Luiseño Indians, and the Pechanga Band of Luiseno Indians. Consultation was initiated with Soboba on September 23, 2020. Soboba told Planning that although there are three Traditional Cultural Landscapes in the area, this project was not within them. Soboba was provided with the cultural report and the AND Document on November 12, 2020. The final conditions of approval were provided to Soboba on December 15, 2020. Consultation was concluded with Soboba during a meeting held on February 1, 2021.

Consultation was initiated with Pechanga on September 24, 2020. The Phase I Cultural Resources Assessment was provided to Pechanga on August 28, 2020. The conditions of approval and the AND document were provided to Pechanga on November 12, 2020. A meeting was held on December 18, 2020 in which this project was discussed. No Tribal Cultural Resources were identified by Pechanga on or within the project. A final request for information was sent to the tribe on February 11, 2021. Condition of approval edits but no TCR information was received from the tribe on March 4, 2021. Consultation was concluded the same day.

Rincon requested consultation in an email letter dated September 11, 2020. The cultural report was provided to Rincon on November 12, 2020. The tribe recommended monitoring during a meeting held on December 2, 2020, and consultation was concluded December 17, 2020.

All tribes expressed concern that the project area is sensitive for cultural resources and there is the possibility that previously unidentified resources might be found during ground disturbing activities. As such, the project has been conditioned for a Tribal Monitor from the consulting Tribe(s) to be present during grading activities so that any Tribal Cultural Resources found during project construction activities will be handled in a culturally appropriate manner.

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. Further, CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Therefore, a condition of approval that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities has been placed on this project.

With the inclusion of these Mitigation Measures impacts to any previously unidentified Tribal Cultural Resources would be **less than significant with mitigation**.

MM TCR-1: 060 – 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

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

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

MM TCR-2: If Human Remains Found – In the event that human remains are encountered and by ensuring that no further disturbance occurs until the County Coroner has made the necessary findings as to the 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 representatives), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. 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 continuous monitoring of all future site grading activities as necessary.

Monitoring: Prior to issuance of Grading Permits the Planning and Building Department will confirm the Tribal monitoring agreements are in place.

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?

☐☐☒☐

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

☐☐☒☐**Source(s):**

General Plan, December 8, 2015

Elsinore Area Plan, August 4, 2020

Map My County GIS Database, accessed June 17, 2021, and November 30, 2024

Hydrology Report for Central Avenue Commercial Retail, prepared by Kamal Mchantaf, January 27, 2019, revised January 27, 2025 (Appendix I)

Project Specific Water Quality Management Plan, Central Avenue Commercial Retail, prepared by Western States Engineering, Inc., January 18, 2020, revised March 7, 2023, and August 2, 2023 (Appendix J)

Riverside County Watershed Protection

National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements – Order No. R8-2010-0033 – NPDES No. CAS 618033

California Regional Water Quality Control Board, Santa Ana Region

Elsinore Valley Municipal Water District 2020 Urban Water Management Plan, June 2021

Elsinore Valley Municipal Water District Elsinore Valley Subbasin Groundwater Sustainability Plan, Draft July 2021

EVMWD Will Serve Letter dated March 15, 2021

Findings of Fact:

- 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?*

Less Than Significant Impact

Water – The project will get water from the Elsinore Valley Municipal Water District (EVMWD). EVMWD received its water from three primary sources, local groundwater pumped from EVMWD-owned well, surface water from Canyon Lake Reservoir and treated at the Canyon Lake Water Treatment Plant, and imported water purchased from Metropolitan Water District through Western Municipal Water District. The project site is located in the Elsinore Valley Subbasin groundwater basin of the EVMWD. This groundwater basin provides approximately 5,500 acre-feet of water every year for EVMWD. The site will provide water via three one-inch lines and meters connection waterline connection from Highway 74/Central Avenue. EVMWD has provided a “will serve” letter on March 15, 2021, indicating they will provide water to the project. The project will have a **less than significant impact** on the requirement for the relocation or construction of new or expanded water systems.

Wastewater – The project will receive sewer services from EVMWD, who provided a “will serve” letter on March 15, 2021. Sewer will be provided via a six-inch line connection from Highway 74/Central Avenue. Sewer flows collected at this location would go to the EVMWD Regional Water Reclamation Facility (WRF) for treatment. This facility recently received an \$8.9 million grant from the United States Bureau of Reclamation to expand the facility. The project will significantly increase the facility's capacity and equip EVMWD to meet the needs of the community's growing population. The project will have a **less than significant impact** on the requirement for the relocation or construction of new or expanded wastewater systems.

Storm Water – The project proposes underground storage chambers consisting of 77 feet long by 8.5 feet wide, with a volume of 2,221.30 cubic feet, as shown in the WQMP/BMP exhibit below. The volume is more than adequate to contain the increase in the 100-year 24-hour storm volumes from the development. Stormwater quality mitigation is addressed in the Project Specific Preliminary Water Quality Management Plan, including designing landscaping to minimize irrigation and runoff.

The project is in the Santa Ana River Watershed, Temescal Creek Drainage Area, overseen by the Santa Ana RWQCB. Temescal Creek drains northerly from Lake Elsinore to the Santa Ana River and eventually to the Pacific Ocean.

Pursuant to NPDES regulations, the County will require that the project complies with existing Santa Ana RWQCB and County stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion and siltation, and transport of urban pollutants. In addition, the County is a Co-Permittee. It is required to comply with the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit and the Water Quality Management Plan (WQMP), the project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the County to prevent pollutant discharge into drainage systems. The project will have a **less than significant impact** on the requirement for or the relocation or construction of new or expanded stormwater drainage systems.

- b) *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

The Elsinore Valley Municipal Water District (EVMWD) will serve the project site, which serves approximately 42,000 water, wastewater, and agricultural customers in the Elsinore Valley. The EVMWD 2020 Urban Water Management Plan (UWMP) accounts for existing and forecasted development in its supply and demand forecasts. The project would include the construction and operation of land uses consistent with the land use designation established by the County's General Plan. Therefore, the UWMP supply, and demand forecasts accounted for and anticipated the commercial development within the project site. The 2020 UWMP does not anticipate supply shortages within the next five years.

The site will provide water via three one-inch lines and meters connection waterline connection from Highway 74/Central Avenue. EVMWD has provided a "will serve" letter on March 15, 2021, indicating they will provide water to the project. The project will have a **less than significant impact** on EVMWD water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

41. Sewer

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

☐☐☐☒

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

☐☐☒☐

Source(s):

General Plan, December 8, 2015
Elsinore Area Plan, August 4, 2020
Map My County GIS Database, accessed June 17, 2021, and November 30, 2024
Hydrology Report for Central Avenue Commercial Retail, prepared by Kamal Mchantaf, January 27, 2019, revised January 27, 2025 (Appendix I)
Project Specific Water Quality Management Plan, Central Avenue Commercial Retail, prepared by Western States Engineering, Inc., January 18, 2020, revised March 7, 2023, and August 2, 2023 (Appendix J)
Riverside County Watershed Protection
National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements – Order No. R8-2010-0033 – NPDES No. CAS 618033
California Regional Water Quality Control Board, Santa Ana Region
Elsinore Valley Municipal Water District 2020 Urban Water Management Plan, June 2021
Elsinore Valley Municipal Water District Elsinore Valley Subbasin Groundwater Sustainability Plan, Draft July 2021
Department of Environmental Health Review
County of Riverside General Plan Volume 1: Program EIR No. 521
Department of Environmental Health Review
EVMWD Will Serve Letter dated March 15, 2021

Findings of Fact:

- 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?*

Less Than Significant Impact

The project will receive sewer services from EVMWD, which provided a “will serve” letter on March 15, 2021. Sewer will be provided via a six-inch line connection from Highway 74/Central Avenue. Sewer flows collected at this location would go to the EVMWD Regional Water Reclamation Facility (WRF) for treatment. This facility recently received an \$8.9 million grant from the United States Bureau of Reclamation to expand the facility. The project will significantly increase the facility's capacity and equip EVMWD to meet the needs of the community's growing population. The project will have a **no impact** on the requirement for the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects.

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

Less Than Significant Impact

The project would generate an increase in the amount of wastewater which would necessitate increased wastewater treatment capacity, but not beyond the amount planned for under the

County General Plan as the project is consistent with the General Plan land use. Compliance with Federal and State regulations, including the Federal Water Pollution Control Act of 1972 (aka the Clean Water Act), the Federal Safe Drinking Water Act, the California Porter-Cologne Water Quality Control Act of 1970, and the California Code of Regulations Title 22 - Recycled Water: - Recycled Water will help to reduce impacts on the demands to the wastewater treatment facility and its capacity. As will compliance with the following Riverside County regulations:

Ordinance No. 458 - Regulating Flood Hazard Areas and Implementing the National Flood Insurance Program: This ordinance enacts measures that ensure that water and wastewater systems are adequately protected from flooding and would not contaminate or be contaminated by floodwaters. Thus, Ordinance No. 458 protects water supplies, water and wastewater facilities, and water quality for both surface water and groundwater.

Ordinance No. 592 – Regulating Sewer Use, Sewer Construction, and Industrial Wastewater Discharges in County Service Areas: This ordinance sets various standards for sewer use, construction, and industrial wastewater discharges within Riverside County to protect both water quality and the infrastructure conveying and treating these wastewaters. Ordinance No. 592 protects water quality by prohibiting discharges to public sewers (which directly or indirectly connects to Riverside County’s sewerage system) of any wastes that may have an adverse or harmful effect on sewers, maintenance personnel, wastewater treatment plant personnel or equipment, treatment plant effluent quality, public or private property or may otherwise endanger the public, the local environment or create a public nuisance. As a result, Ordinance No. 592 protects water supplies, water and wastewater facilities, and water quality for both surface water and groundwater.

Ordinance No. 650 – Sewer Discharge in Unincorporated Territory: This ordinance protects water quality, storm drains, and surface waters by prohibiting the discharge or deposition of any sewage, sewage effluent or non-hazardous waste, treated or untreated, into any streams or bodies of water above or below the ground, within Riverside County. It also establishes a variety of regulations regarding sewer connections and OWTS (loosely, septic systems and other localized sewer systems). In this way, Ordinance No. 650 protects water supplies, water, wastewater facilities, and water quality for surface water and groundwater from sewage-related pollutants, such as bacteria and pathogens.

Ordinance No. 754 - Stormwater/Urban Runoff Management and Discharge Controls: This ordinance regulates discharges to storm drain systems and pollutants entering storm drains (and, ultimately, surface and groundwater within Riverside County). Among other things, the ordinance requires that all discharge to storm drain systems be confined to stormwater runoff discharged pursuant to an NPDES permit and RWQCB authorization. Thus, Ordinance No. 754 mitigates impacts from stormwater flow, runoff, and pollutants carried by them and their effects on water quality.

The project will receive sewer services from EVMWD, who provided a “will serve” letter on March 15, 2021. Compliance with the noted Federal, State and County regulations will ensure that the project will have a **less than significant** impact and result in a determination by the wastewater treatment provider that serves the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Solid Waste

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

☐☐☒☐

b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

☐☐☒☐**Source(s):**

Riverside County General Plan, December 8, 2015

Elsinore Area Plan, December 12, 2023

County of Riverside General Plan Volume 1: Program EIR No. 521

Map My County GIS Database, accessed November 30, 2021

Characterization of Building-Related Construction and Demolition Debris In The United States, prepared by Franklin Associates for the U.S. Environmental Protection Agency Municipal and Industrial Solid Waste Division Office of Solid Waste Report No. EPA530-R-98-010, June 1998

Findings of Fact:

a & b) *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?*

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

Waste Management will serve the project for solid waste and recycling services.

Implementation of the project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The construction process would generate solid waste requiring disposal, primarily consisting of discarded materials and packaging. Based on the size of the project (i.e., 3,516 square feet of building area) and the United States Environmental Protection Agency's (EPA) construction waste generation factor for non-residential buildings of 3.89 pounds per square foot, approximately 23.34 tons of waste is expected to be generated during the project's construction phase (Characterization of Building-Related Construction and Demolition Debris In The United States). In compliance with the CalGreen Code, a minimum of 65 percent of all solid waste must be diverted from landfills (by recycling, reusing, and other waste reduction strategies). Therefore, the project is estimated to generate approximately 15.171 tons of solid waste during its construction phase and dispose of it in a landfill. Based on the anticipated construction schedule, the project's construction phase is estimated to last for approximately 240 days; therefore, the project is estimated to generate approximately 0.063 tons of solid waste per day, requiring landfill disposal during construction.

Operationally the project is expected to generate 2.4 tons of solid waste per 1,000 square feet of building area (General Plan EIR NO. 521 Table 4.17P) (12,000/1000 x 2.4) or 28 tons of solid waste per year. Compliance with Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal is intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste.

The project would be required to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and state programs, including AB 341, Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the project would be required to comply with applicable practices enacted by the County under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, state, and Federal solid waste management regulations. AB 939 required that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75 percent by 2020 by SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 (SB 1016) was established to make the process of goal measurement (as established by AB 939) simpler, timely, and accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or, in some cases, employment); and (2) its disposal, as reported by disposal facilities.

The proposed Project would be regulated by the Riverside Countywide Integrated Waste Management Plan (RCWRMD, 1996). The CIWMP outlines goals, policies, and programs Riverside County and its cities would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. Additionally, AB 341 made a legislative declaration that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, although the California Department of Resources Recycling and Recovery may not establish or enforce a diversion rate greater than the 50 percent diversion rate as set forth by the CIWMP (per Public Resources Code § 41780.01[b]).

The proposed Project would be regulated by the RCDWR and would be required to comply with the CIWMP's requirement to divert up to 50 percent of its solid waste from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Implementation of a waste disposal strategy for the proposed Project would assist Riverside County in achieving the mandated goals of the Integrated Waste Management Act by developing feasible waste programs that encourage source reduction, recycling, and composting. The RCDWR is specifically charged with the responsibility of implementing programs that ensure that unincorporated Riverside County achieves 50% diversion of solid waste from landfill disposal as well as monitoring and reporting unincorporated Riverside County's compliance with CIWMB and AB 939. With mandatory compliance with AB 939, AB 341, and RCDWR's programs and policies, the Project would result in a less-than-significant impact due to a conflict with Federal, State, and local management and reduction statutes and regulations related to solid wastes, including the CIWMP.

Compliance with all Federal, State, and County regulations for solid waste disposal, including those noted above, will ensure that the project will have a **less than significant impact** on the generation of 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 and would comply with Federal, State, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

43. Utilities

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

a) Electricity?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☒	☐
c) Communications systems?	☐	☐	☒	☐
d) Street lighting?	☐	☐	☐	☒
e) Maintenance of public facilities, including roads?	☐	☐	☒	☐
f) Other governmental services?	☐	☐	☐	☒

Source(s): Project Application Materials
Utility Service Providers
General Plan, December 8, 2015
Elsinore Area Plan, December 12, 2023
County of Riverside General Plan Volume 1: Program EIR NO. 521
Map My County GIS Database, November 30, 2024

Findings of Fact:

a) Electricity

Less Than Significant Impact

Southern California Edison (SCE) will provide electrical service to the project site. The project will receive electrical power by connecting to Southern California Edison's existing electrical infrastructure adjacent to the project site on power poles along Highway 74/Central Avenue. The connection will be overhead. The project will have a **less than significant impact** on electrical facilities, not requiring new facilities or expanding existing facilities.

b) Natural Gas

Less than Significant

Southern California Gas (SoCalGas) can provide gas service to the project site, if needed. The project can connect to the existing gas main line that runs down the east side of Central Avenue (Highway 74). The connection will be underground. The project will have a **less than significant impact** on gas facilities, not requiring new facilities or expanding existing facilities.

c) Communication Systems

Less Than Significant Impact

The project will connect to the existing communications infrastructure adjacent to the project site. Minor ground disturbances may be required off-site to connect to existing infrastructure. Any off-site disturbance would be limited to a short underground extension within the existing paved roadway. The project will have a **less than significant impact** on existing communications infrastructure facilities, not requiring or resulting in new facilities or the expansion of existing facilities.

d) Street Lighting

No Impact

The project will include the installation of on-site LED light fixtures to provide adequate lighting infrastructure. All proposed lighting will be installed within the project site, and no off-site street lighting

is required. Therefore, there will be **no impact** on existing street lighting facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities will occur.

e) Maintenance of Public Facilities, Including Roads

Less Than Significant Impact

The project is located at the intersection of Highway 74/Central Avenue and Allan Street. Access to the project site will be provided via a newly constructed driveway at the intersection. Highway 74/Central Avenue, the entire street width was relinquished by the state to the City of Elsinore, which is now responsible for the roadway's repair and maintenance. All improvements to Highway 74/Central Avenue associated with this project will be completed per the City of Elsinore and County standards.

In addition to proposed roadway improvements, DIF collected at the time of permit issuance would fund the installation and maintenance of roadways within the Department's system to accommodate continued growth and development within the County. Therefore, impacts are **less than significant** for maintaining public facilities, including roads.

f) Other Governmental Services

No Impact

The project will not significantly impact other governmental services, such as libraries (see Section 33 above), community recreation centers, and/or animal shelters. The employees for the project are anticipated to come from the local community and, therefore, will not change the demand for other governmental services. Implementation of the project will not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, **no impact** will occur on other governmental services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

44. Wildfire Impacts

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

☐☐☒☐

Source(s):

Riverside County General Plan, December 8, 2015
Figure S-5 – Regions Underlain by Steep Slopes
Figure S-8 – Wind Erosion Susceptibility Areas
Figure S-11 – Wildfire Susceptibility
Elsinore Area Plan, December 12, 2023
Figure 13 – Elsinore Area Plan Steep Slope
Figure 14 – Elsinore Area Plan Slope Instability
County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018
Map 8 – Inland Wildland Fire Threat
Map 9 – Western Riverside County Wildfire Susceptibility Risks Map
Map 21 – Riverside County Slope Instability Map
Map My County GIS Database, accessed November 30, 2023
Emergency Operations Plan (EOP), Riverside County Operational Area (OA), August 2019
Project Application Materials

Findings of Fact:

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact with Mitigation

The County of Riverside Emergency Management Department administers the County's Emergency Operations Plan (EOP), addressing the planned response to extraordinary emergencies associated with natural disasters, national security emergencies, and technological incidents affecting the County. The EOP describes the County's Emergency Operations Center (EOC) operations, the central management entity responsible for directing and coordinating the various County departments and other agencies in their emergency response activities.

The County's Local Hazard Mitigation Plan aims to reduce the impact of a disaster by identifying hazards and developing ways to decrease their impact. Risk assessments rate hazards with the greatest potential impact on the community. In addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. The plan creates awareness of the community's hazards, threats, and vulnerabilities and paves a path forward for jurisdictions to prepare for local disasters.

However, neither of these plans address preferred evacuation routes for the County, as the evacuation route can differ depending on the event type. Therefore, it is important to provide project access and maintain roadway access.

Project access will be provided off Highway 74/Central Avenue via Chris Circle. Highway 74/Central Avenue is an existing roadway within the County's and the City of Lake Elsinore's established street system. The project will not significantly alter this roadway or the existing circulation pattern in the project area. Emergency access and evacuation routes will be unaffected by the project.

Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the County and the City of Lake Elsinore and notification to all emergency responders. Pursuant to **MM TRA-1** for the preparation of a construction management plan to the specifications and approval of both the County and the City of Lake Elsinore, the project will provide adequate access for emergency vehicles and evacuation procedures during construction. Developing the project per the requirements of the County and the City of Lake Elsinore, including adequate street widths and vertical clearance, will ensure adequate access for emergency vehicles and evacuation procedures during the project's life. Implementing Federal, State, and local

laws and regulations, including **MM TRA-1**, would result in **less than significant impacts with mitigation**, directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.

MM TRA-1: The construction contractor shall evaluate the improvements needed based on the signed plans. Prior to construction staging, the construction contractor shall prepare a traffic control plan for the County and City of Lake Elsinore's approval for any construction activities encroaching into the public right-of-way. The traffic control plan shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane closures. Such measures may include, but are not limited to, providing early notification of closures to the County Fire Department and Sheriff's Department, residents, and nearby businesses; the use of signage before and during construction activities that clearly delineates detour routes around lane closures; and flaggers to direct traffic in the vicinity of the closure.

b & c) *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?*

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 project site is located in a Very High Fire severity area served by a major roadway, classified as an Expressway on the County's General Plan, in an urban area, Highway 74/Central Avenue. The site is relatively flat and vacant. The site is not located in an area subjected to soil erosion due to wind erosion susceptibility (Figure S-8 of the General Plan). Nevertheless, grading activities will be required to conform to the most current version of the California Building Code, the County Code, the approved grading plans, and good engineering practices. The project must also comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), as noted under the Air Quality Section, which would reduce construction erosion impacts. Rule 403 requires control measures to reduce fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20% opacity. Rule 402 requires dust suppression techniques to be implemented to prevent dust and soil erosion from creating a nuisance off-site. Compliance with these Federal, regional, and local requirements would reduce the potential for on-site and off-site erosion effects to accepted levels during project construction. Upon completion of construction activities, ground surfaces would be stabilized by project structures, paving, and landscaping. Therefore, impacts associated with soil erosion and the loss of topsoil would be **less than significant**.

Compliance with Federal, State, and County regulations will ensure the project will have a **less than significant impact** on the exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire or the requirement for 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.

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?*

No Impact

The project site is relatively flat. As identified in the Elsinore Area Plan, Figure 13 – Steep Slopes, the project and vicinity contain less than 15 percent slopes. As such, the project site would not be exposed

to downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the project would have **no impact** on the exposure of 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.

- 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

As described above in Section 44(a-d), although the project is within a Very High Fire Hazard Severity Zone, the project site and proposed land uses do not contain specific attributes or factors that exacerbate wildfire risk. To ensure the project site is designed to minimize potential wildfire risk, the project would be required to comply with applicable provisions of the CBC, California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards pertaining to human health and safety.

Compliance with all Federal, State, and County regulations concerning development in a very high fire severity zone will ensure the project will have a **less than significant impact** on the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Staff Review, Project Application Materials, All sources previously identified in Sections 7, 8, 9, 28, & 39.

Findings of Fact:

Implementation of the project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal with the implementation of **MM BIO-1**. As described in Section 7, the project has a low potential for impacts on special-status plants and wildlife. Therefore, with the implementation of **MM BIO-1** (pre-construction nesting bird surveys), impacts on special-status plants and wildlife species would be **less than significant with mitigation**.

The project will not eliminate important examples of the major periods of California history or prehistory. It will have a **less than significant impact with mitigation**, as described in Sections 8, 9, 28 & 39. The project would not result in impacts on any known historic, archaeological, paleontological, or tribal cultural resources. Nevertheless, it is possible that resources would be encountered at subsurface

levels during ground-disturbing construction activities. To reduce potential adverse effects to post-review discoveries during project implementation, procedures for the accidental discovery of resources will be implemented through **MM CUL-1** through **MM CUL-3**, **MM PAL-1**, and **MM TCR-1** through **MM TCR-3**.

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

☐☒☐☐

Source(s): Staff Review, Project Application Materials, All sources previously identified in Sections 1 through 44.

Findings of Fact:

The project cumulatively adds to the impacts of aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emission, hazards & hazardous materials, hydrology/water quality, land use/planning, noise, paleontological resources, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, and wildfire. However, the project is consistent with the County General Plan land use designation and was planned and analyzed under the County's General Plan Program EIR No. 521. Mitigation would be required to reduce potentially significant impacts related to aesthetics, biological resources, cultural resources, hazardous & hazardous materials, paleontological resources, transportation, tribal cultural resources, and wildfire. As such, cumulatively considerable impacts associated with the project would be **less than significant with mitigation** incorporated (**MM AES-1**, **MM AES-2**, **MM BIO-1**, **MM CUL-1** through **MM CUL-3**, **MM PAL-1**, **MM TCR-1** through **MM TCR-3**, and **MM TRA-1**). The project does not have impacts that are individually limited but cumulatively considerable.

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

☐☒☐☐

Source(s): Staff Review
Project Application Materials
All sources previously identified in Sections 1 through 44.

Findings of Fact:

Direct and indirect environmental effects on human beings were analyzed in the following sections: aesthetics, air quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation, utilities/services systems, and wildfire. As found in the discussion of each relevant section, there are no potential impacts that cannot be fully mitigated to less-than-significant levels. Furthermore, the project would comply with all applicable Federal, State, and local policies and regulations. The project would not result in environmental effects that would cause substantial adverse effects on human beings, and impacts would be **less than significant with mitigation**. Mitigation would be required to reduce potentially significant impacts related to aesthetics and transportation. (**MM TRA-1**).

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:

County of Riverside General Plan Volume 1: Program EIR No. 521

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

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

REFERENCES

Sources are referenced under each Section.

APPENDICES – (Found as Separate Documents and Incorporated by Reference into this IS/MND Pursuant to CEQA Guidelines Section 15150)

- A.** Air Quality and Greenhouse Gas Impact Study – Central Avenue Commercial Retail Project, prepared by MD Acoustics, June 28, 2021
- B.** Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, Commercial Retail – Northwest Corner of Central Avenue (HWY 74) and Allan Street, prepared by Jericho Systems, Inc, October 2020, Revised June 2021
- C.** Biological Resources Assessment (BRA), Jurisdictional Delineation (JD), Commercial Retail Central Avenue (Hwy 74) and Allan Street (Hwy 74) prepared by Jericho Systems, Inc., October 2020
- D.** Crotch's Bumble Bee Habitat Survey, prepared by Biocultural LLC on behalf of Natural Resources Assessment, Inc., dated June 2025
- E.** Phase 1 Cultural Resources Assessment Report for the Highway 74 and Allan Street Project, APNs 377-372-036-8, Riverside County, California, prepared by Red Tail Environmental, December 2020
- F.** Central Avenue Commercial Retail Project – CEQA Energy Review, County of Riverside, CA, prepared by MD Acoustics, June 28, 2021
- G.** Preliminary Geotechnical Investigation Report for Foundation Design, Proposed Commercial Retail, N.W.C Central Avenue (Hwy 74) and Allan Street, Lake Elsinore, California, prepared by Geotechnical and Environmental Engineering Consultants, Inc., dated July 20, 2020
- H.** Addendum Geotechnical Report Per County of Riverside, prepared by Geotechnical and Environmental Engineering Consultants, Inc., dated March 29, 2021
- I.** Hydrology Report for Central Avenue Commercial Retail, prepared by Kamal Mchantaf, January 27, 2019, revised January 27, 2025
- J.** Project Specific Water Quality Management Plan, Central Avenue Commercial Retails, prepared by Western States Engineering, Inc., January 18, 2020, Revised, March 7, 2023, and August 30, 2024
- K.** Central Avenue Commercial Retail Project Convenience Store, Noise Impact Study County of Riverside, CA, prepared by MD Acoustics LLC, June 30, 2021

- L.** Central Avenue Commercial Retail Vehicle Miles Traveled (VMT) Analysis, prepared by Integrated Engineering Group, February 2021
- M.** Central Avenue Commercial Retail, prepared by Integrated Engineering Group, September 2022

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