



**COUNTY OF RIVERSIDE  
PLANNING DEPARTMENT  
STAFF REPORT**

**Agenda Item No.**

**4 . 1**

**Planning Commission Hearing: May 19, 2021**

**PROPOSED PROJECT**

**Case Number(s):** PPT190039 CZ200008

**Applicant(s):** Duke Realty

**Environmental:** MND – CEQ190175

**Area Plan:** Mead Valley

**Representative(s):** Michael Weber

**Zoning Area/District:** North Perris Area

**Supervisory District:** First District

**Project Planner:** Brett Dawson

**Project APN(s):** 317-170-024, 317-170-045

  
John Hildebrand  
Planning Director

**PROJECT DESCRIPTION AND LOCATION**

**Plot Plan No. 190039** proposes to construct a 15.07 gross acre (14.77 net-acre) property with the construction and operation of a 334,922 square foot warehousing and distribution facility with approximately 10,990 square feet of first floor office, 7,850 square feet of office mezzanine, 316,082 square feet of warehouse, 41 dock doors, parking for automobiles and trucks and one water quality detention basin, and associated improvements. The project includes two water quality basins, 333 standard parking spaces, which includes 6 accessible parking spaces, 49 additional spaces are designated as trailer parking spaces.

**Change of Zone No. 2000008** is a proposal to change the zoning classification from Manufacturing-Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC) throughout the property.

The description as included above constitutes the “Project” as further referenced in this staff report.

The project site is located at the northeast corner of the Harvill Avenue and Rider Street intersection within the Mead Valley Area Plan.

**PROJECT RECOMMENDATION**

**STAFF RECOMMENDATIONS:**

**THAT THE PLANNING COMMISSION RECOMMENDS THAT THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:**

**ADOPT a MITIGATED NEGATIVE DECLARATION for ENVIRONMENTAL ASSESSMENT NO. CEQ190175, based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment; and,**

**TENTATIVELY APPROVE CHANGE OF ZONE NO. 2000008**, amending the zoning classification from Manufacturing Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC) throughout the property, in accordance with the Change of Zone Exhibit, based upon the findings and conclusions incorporated in the staff report, and pending final adoption of the zoning ordinance by the Board of Supervisors.

**APPROVAL** of **PLOT PLAN NO. 190039**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report, and pending final approval of Change of Zone No. 2000008.

<b>PROJECT DATA</b>
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**Land Use and Zoning:**

	Specific Plan: Specific Plan No. 100
	Specific Plan Land Use: N/A
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Light Industrial (LI)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Public Facilities (PF) and LI
East:	City of Perris
South:	LI
West:	Business Park (BP)
Existing Zoning Classification:	Manufacturing-Heavy (M-H) and Manufacturing-Service Commercial (M-SC)
Proposed Zoning Classification:	M-SC
Surrounding Zoning Classifications	
North:	M-H
East:	Interstate 215, City of Perris
South:	M-H
West:	Manufacturing Service Commercial (M-SC), Industrial Park (I-P)
Existing Use:	Vacant
Surrounding Uses	
North:	Vacant and storage
South:	Industrial Building
East:	Vacant and I-15 Freeway

West: Vacant

**Project Details:**

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	15.07 gross acres (14.77 net acres)	N/A
Proposed Building Area (SQFT):	334,922	N/A
Floor Area Ratio:	0.5	0.25 - 0.5
Building Height (FT):	48'	Maximum 50'
Proposed Minimum Lot Size:	15.08 acres	Minimum 10,000 sq ft
Total Proposed Number of Lots:	1	N/A

**Parking:**

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Warehouses	316,082	1/2000 sq ft gross floor area	159	333
Office	18,840	1/250 Square Feet	76	333
<b>TOTAL:</b>				

**Located Within:**

City's Sphere of Influence:	Yes – City of Perris
Community Service Area ("CSA"):	Yes – 152
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – Low
Subsidence Area:	Yes – Susceptible
Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes
Airport Influence Area ("AIA"):	Yes – March Air Reserve Base

**PROJECT LOCATION MAP**



Figure 1: Project Location Map

## PROJECT BACKGROUND AND ANALYSIS

### **Background:**

#### *Current Site Characteristics*

The Project site consists of approximately 15.07 gross acres. It includes two parcels, 317-170-015 and 317-170-024, that were merged as a result of the recordation of Certificate of Parcel Merger No. 200020, recorded on December 4, 2020.

The project site is currently vacant and was once used as a feed mill. The project site has an approved Plot Plan (PP) No. 25768 that proposed to demolish the existing feed silos and construct a new 54,450 square foot animal food production facility on the southerly portion of the 13.27 gross acre project site. PP No. 25768, was approved at a Directors Hearing on August 21, 2017. This Plot Plan proposal will replace PP25768.

Since then, the feed silos have been demolished and the property was sold. The current property owner submitted a Plot Plan and Change of Zone application for the current project (PPT190039 and CZ200008) on February 26, 2020.

#### *Project Description*

PPT190039 is a proposal for the construction of a 15.07 gross acre (14.77 net-acre) property with the construction and operation of a 334,922 square foot warehousing and distribution facility with approximately 10,990 square feet of first floor office, 7,850 square feet of office mezzanine, 316,082 square feet of warehouse, 41 dock doors, parking for automobiles and trucks and one water quality detention basin, and associated improvements. The project includes two water quality basins, 333 standard parking spaces, which includes 6 accessible parking spaces, 49 additional spaces are designated as trailer parking spaces.

The Change of Zone is a proposal to change the zoning classification from Manufacturing-Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC) throughout the property.

The project site is located at the northeast corner of the Harvill Avenue and Rider Street intersection within the Mead Valley Area Plan.

#### *General Plan Consistency*

The Project site's existing General Plan Foundation Component is Community Development (CD) and Land Use Designation is Light Industrial (LI). The Light Industrial land use designation allows for a wide variety of industrial and related uses, including warehousing and distribution centers such as the one proposed. Within the project site's vicinity there are other similar industrial uses that are proposed, approved or already built and operating.

The building intensity for development within the LI designation typically ranges from 0.25 to 0.60 Floor Area Ratio (FAR). The FAR indicates the ratio of gross building square footage permitted on a parcel to net square footage of the parcel. FAR is used to estimate employment generated from commercial, industrial and business park land uses. It is a reflection of a theoretical build-out, rather than what is likely to appear on the ground. The project's FAR is 0.52, which is within the FAR range noted in the General Plan for LI.

#### *Zoning/Development Consistency*

The proposed Change of Zone to Manufacturing-Service Commercial (M-SC): The proposed use of falls under the classification of warehouse and distribution which is permitted in subject to the approval of a plot plan as stated in Section 11.2.B.1.m.(6) of Ordinance No. 348. The project meets the setback requirements of 25 feet from the property line along Rider Street and Harvill Avenue. Since the Project site abuts the Manufacturing-Heavy (M-H) zoning classification to the no setback requirements are required for the northern boundary. The proposed building is approximately 48 feet in height and is within the maximum 50' height limit of the M-SC zoning classification. The project will be landscaped, provides adequate parking spaces and trash enclosure will be screened. Further discussion of these development standards will be provided in the Findings Section of this staff report.

The project is located within the March Air Reserve Base Airport Influence Area Zone C2. The project was reviewed by the Airport Land Use Commission on May 14, 2020 and found to be consistent.

### **ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS**

An Initial Study (IS) and a Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the California Environmental Quality Act (CEQA). The IS and MND Represent the independent judgement of Riverside County. The documents were circulated for public review per the California Environmental Quality Act Statue and Guidelines Section 15105.

Environmental Assessment No. CEQ190175. The Initial Study identified potentially significant impacts in regard to the issue areas of Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Paleontological Resources, Tribal Cultural Resources, and Mandatory Findings of Significance; however, with the incorporation of mitigation measures the impacts were reduced to less than significant. Based on the Initial Study's conclusions, the County of Riverside determined that an MND is appropriate for the proposed Project pursuant to CEQA Guidelines. The IS and MND represent the independent judgement of Riverside County. The documents were circulated for public review on April 29, 2021 per the California Environmental Quality Act Statue and Guidelines Section 15105. The public review period ended on May 18, 2021.

*Solar Energy:*

Riverside County Climate Action Plan, as updated in 2019, includes Clean Energy Measure R2-CE1 which refers to the requirement of on-site energy production (including but not limited to solar) to any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development. Since the proposed Project is for the development of 334,922 square feet of warehousing, this measure is applicable to this Project and has been addressed in the MND and applicable conditions of approval are included for the Plot Plan.

## **FINDINGS AND CONCLUSIONS**

**In order for the County to approve the proposed project, the following findings are required to be made:**

### **Land Use Findings:**

1. The proposal is located within the Community Development: Light Industrial (CD:LI) General Plan Designation. The intent of the Light Industrial Land Use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair, and other service facilities, warehousing, distribution centers, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR. This project currently has a 0.5 FAR which complies.
2. The project site currently is split between the Manufacturing Heavy (MH) Zone and Manufacturing Service Commercial (M-SC). The proposed Change of Zone will consolidate the zones to both Manufacturing Service Commercial. The Manufacturing Service Commercial Zone permits a varying range of Industrial and Commercial uses. The proposed use complies with Ordinance No. 348 and is allowed within the Manufacturing Service Commercial Zoning Classification with an approved Plot Plan.
3. The project is consistent with the "A" Street Specific Plan (SP100) which designated the alignment and design of Harvill Avenue only. The "A" Street Specific Plan (SP100) does not provide land use information. SP No. 100 is a very old specific plan with a Land Use Map but no defined planning areas or zoning ordinance. Instead, Ordinance No. 348's zoning classifications and development standards are utilized. The "A" Street Specific Plan was approved by the Planning Commission November 30, 1979 which established the right-of-way lines and limited the location of buildings, structures, and other improvements within the adopted right-of-way, for "A" Street located between Nandina Avenue, north of Nuevo Road, and south and west of I-15E in the Perris Area. Resolution No. 80-272 was adopted on June 17, 1980 and established a Specific Plan for "A" Street to create right-of-way lines for "A" Street between Nuevo Road, and Nandina. The "A" Street Specific Plan No. 100 alignment will have no impact on the proposed facility.
4. The project site has a General Plan Land Use Designation of Community Development: Light Industrial (0.25-0.60\*FAR) (CD:LI) in the Mead Valley Area Plan. The Mead Valley Area Plan includes Light Industrial within its Industrial Development guidelines to support economic development. The Manufacturing Service Commercial (M-SC) Zoning Classification is consistent with the Light Industrial land use designation.
5. The project site is surrounded by properties that have a General Plan Land Use Designation of Community Development: Light Industrial (CD:LI) (0.25-0.60\*FAR) to the north and south, I-215 to the east, and Community Development: Business Park (CD:BP) to the west.

**Development Standards Findings:**

6. The proposed use is consistent with the development standards set forth in Article XI, Section 11.4 of Ordinance No. 348, as a permitted use with an approved plot plan in the Manufacturing – Service Commercial M-SC.

**Lot Size:** The minimum lot size is 10,000 square feet with a minimum average width of 75 feet. The project is on 15.08 gross acres and at its narrowest width is approximately 610 feet, which more than meets the 75 foot width requirement and the minimum lot size requirements.

**Setbacks:** The minimum setback requirement for properties where the front, side or rear adjoins a street or certain residential zoning classifications is 25 feet from the property line. The project's front, side, and rear yard do not adjoin a lot with a residential zoning classification. The project adjoins Rider Street with an approximately 40 foot setback and Harvill Avenue to the west with a 25 foot setback. Therefore, the project meets the setback requirement. The project will meet the minimum 10 percent of landscape requirement and shall provide mature landscaping for adequate screening of equipment and materials. All screen walls shall be planted in vines to prevent graffiti.

**Height:** the allowable building height for the M-SC zone is 50 feet, or 40 feet at the yard setback line. The project building is proposed to be 48 feet in height and will not be located at the yard setback line. The proposed project does not exceed the 50 foot maximum and meets the height requirement.

**Masonry Wall:** The M-SC zone requires a six-foot-high masonry wall on each property line that adjoins any parcel specifically zoned for residential use. While the project does not adjoin any parcel zoned for residential use, the project proposes a 10-foot masonry screen wall along the easterly property line, and galvanized steel fencing around the perimeter of the property.

**Parking:** Parking areas meet Section 18.12 requirements of Ordinance No. 348. 235 parking spaces are required with 6 spaces designated for electric vehicle parking, which have been provided. The applicant is proposing 333 parking spaces and is therefore consistent with this requirement.

**Landscaping:** a minimum of ten percent of the site is required to be landscaped and irrigated. The project proposes 118,412 square feet of space to be landscaped which 10% equates to 11,841 square feet of landscaping. The Landscape Design proposes 14,209 square feet of landscaping this exceeds the 10% requirement. All adjacent street right of way contain more than a 10 foot strip of landscaping buffer.

**Trash Collection Area:** In the M-SC Zone, trash collection areas must be screened by landscaping or architectural features such that they are not visible from a public street or adjacent residential areas. The proposed project's trash collection area proposes a masonry block wall. Therefore, it meets the screening from public view.

**Outside Storage and Service Areas:** Outside storage and service areas are required to be screened by structures or landscaping. The project proposes an unloading area completely

screened by the building and a 10 foot block wall. All outside loading enclosures are serviced in this area. Therefore, the project meets the requirement.

Utilities: The existing overhead powerlines are proposed to be run underground in an existing utility easement. Therefore, the project meets the requirement.

Mechanical Equipment: All mechanical equipment will be stored inside the proposed facility. The plans provide line of sights and detail that all roof mounted equipment will be screened. The project meets the requirement.

Lighting: All outside lighting for this project has been conditioned to be hooded and directed away from any road or adjacent building to prevent glare or direct illumination on streets or adjoining property.

### **Plot Plan Findings:**

The following findings shall be made prior to making a recommendation to grant a Plot Plan pursuant to the provisions of the Riverside County Zoning Ordinance No. 348 (Land Use):

7. Section 18.30.c of Ordinance No. 348 provides that no plot plan shall be approved unless it complies with the following standards:
  - i) The proposed use conforms to all requirements of the General Plan, with applicable State Law and Riverside County Ordinances as provided in the above land use findings, and with all applicable requirements of state law and the ordinances of Riverside County.
  - ii) The overall development of the land shall be designed for the protection of the public health, safety and general welfare, of the community. The project would maintain the industrial/manufacturing uses that are existing and proposed along Harvill Avenue, this creating a compatible land use pattern that assists in protecting public health, safety and welfare. The Mitigated Negative Declaration CEQ190175 and the technical appendices analyzed the project and determined with appropriate mitigation, in instances where the Project has the potential to result in direct or indirect adverse effects to human beings (air quality and associated effects on human health from air pollutants, and construction-related noise and potential effects on hearing impairment), project design feature best practices and mitigation measures have been applied to ensure impacts do not rise above a level of significance. With required implementation of project design features and the mitigation measures identified in this Initial Study, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on public health and general welfare of the community.
  - iii) The proposed use conforms to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. The project includes the construction of a 334,922 sq ft. high cube warehousing building with approximately 10,990 square feet of first floor officem 7,850 square feet of office mezzanine, 316,082 square feet of warehouse, 41 dock doors, parking for automobiles and trucks and one water quality detention basin, and associated improvements, which are comprised of existing industrial and manufacturing uses. The proposed use is a logical continuation of the uses of the surrounding properties.



- iv) That plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The Project has been reviewed by the Riverside County Transportation Department and Flood Control District, and conditioned for the appropriate improvements and easements. A flood control easement is required along the northern boundary of the property for the future implementation of a flood control channel. A signing and striping plan, including improvements to the intersections of Harvill Avenue, Harvill Avenue and Rider Street, the intersection of the southern driveway and Rider Street.
- v) All use permits which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. The scope of the project does not include the subdivision of any land. The overall project originally took place on two parcels, whereby a parcel merger was processed merging the two parcels (317-170-045 and 317-170-024) into one for industrial development under Certificate of Parcel Merger No. 200020 on December 4, 2020.

**Change of Zone Findings:**

The following findings shall be made prior to making a recommendation to grant a Change of Zone, pursuant to the provisions of the Riverside County Zoning Ordinance No. 348 (Land Use):

Change of Zone No. 2000008 is a proposal to change the project site's Zoning Classification from Manufacturing Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC) throughout the property and is subject to the following findings:

- 8. The proposed change of zone would not be detrimental to the health, safety or general welfare of the community, as the proposed change of zone would facilitate uses which would be compatible to the area, thus creating a compatible land use pattern that assists in protecting public health, safety, and welfare which is the functional purpose of the General Plan. As demonstrated in the Environmental Assessment (CEQ190175) the Riverside County Planning Department has determined that all potentially significant effects have been adequately analyzed. Potentially significant effects have been avoided or mitigated, including mitigation measures that are imposed upon the project. The project has been analyzed by other departments and conditions of approval have been imposed upon the project.
- 9. The project site currently is split between the Manufacturing Heavy (MH) Zone and Manufacturing Service Commercial (M-SC). The proposed Change of Zone will consolidate the zones to both Manufacturing Service Commercial. The Manufacturing Service Commercial Zone permits a varying range of Industrial and Commercial uses. The proposed use is consistent with Ordinance No. 348 and is allowed within the Manufacturing Service Commercial Zoning Classification with an approved Plot Plan.

**Other Findings:**

10. The project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MHSHP). The project site is not located within or adjacent to a Plan Cell Group, Plan Criteria Cell, or Conservancy Area; however, the project is located within a designated area requiring surveys for burrowing owl, the MSHCP does not require any other surveys species, mammals, amphibians, narrow endemic plant species or special linkage areas.  
  
A Biological Technical report was prepared for the project, "Biological Technical report for Rider and Harvill PPT190039 Located in Mead Valley, Riverside County, California" prepared by Glenn Lukos Associates, Inc, October 7, 2020. The report found that the proposed project would not result in impacts to MSHCP riparian/riverine habitat, as none occurs in association with the project. The project would be consistent with all applicable MSHCP policies. Through compliance with the MSHCP, the plan would fully mitigate for potentially significant impacts under CEQA that would occur as a result of the project including potential cumulative impacts.
11. This project is not located within a Criteria Area of the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP).
12. The project site is located within the City Sphere of Influence of the City of Perris. The project information was provided to the City of Perris whereby no response has been received.
13. The project is located within the March Air Reserve Base Influence Area, specifically Zone C2 of the March Air Reserve Base. The project was reviewed by the Airport Land Use Commission on May 14, 2020 and found to be consistent with ALUC recommended conditions of approval. These conditions of approval have been incorporated into the project's recommended conditions of approval. (COA Planning ##)
14. The project is located within a ground subsidence area. Subsidence is a general lowering of ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion in an area where groundwater basin is lowered. The project area overlies the Perris North Groundwater basin, which is located within the West San Jacinto Basin, which is managed through the WSJ Groundwater management plan that was adopted in 1995. The plan manages groundwater extraction, supply and quality. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the project would not pump water from the project area (as water supplies would be provided by EMWD), impacts related to subsidence would not apply.
15. The project is located 39.22 miles from the Mt. Palomar observatory, within Zone B. Areas within Zone B are required to meet specific lighting design standards to minimize light that could have a detrimental effect on astronomical observation and research. The project is required to comply with Ordinance No 655 of the Riverside County Standards and Guidelines. The purpose of Ordinance No. 655 mandates that all outdoor lighting, aside from Street lighting, be low to the ground, shielded or hooded in order to obstruct shining onto adjacent properties and streets (COA Planning 6).
16. The project site is located within the Fee Assessment Area for the Stephens Kangaroo Habitat Conservation Plan (SKRHCP). Per County Ordinance No. 663 and the SKRHCP, all applicants for

development permits, including maps, within the boundaries of the Fee Assessment area who cannot satisfy mitigation requirements through on-site mitigation, as determined through the environmental review process, shall pay a Mitigation Fee of \$500.00 per gross acre of the parcels proposed for development. Payment of the SKRHCP Mitigation Fee for this project, instead of on-site mitigation, will not jeopardize the implementation of the SKRHCP as all core reserves required for permanent Stephens Kangaroo Rat habitat have been acquired and no new land or habitat is required to be conserved under the SKRHCP.

17. In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on March 06, 2020. No response was received from Cahuilla Band of Indians or the Colorado River Indian Tribes (CRIT). The Morongo Band of Mission Indians and the Pala Band of Mission Indians declined consultation.

Consultations were requested by the Pechanga band of Luiseno Indians, the Rincon Band of Luiseno Indians and the Soboba Band. Consultation with Pechanga was initiated on May 13, 2020. On June 3, 2020 the cultural study, geologic study and site plan exhibits were provided to the tribe. Meetings were set with Pechanga (tribe) on June 17, 2020, July 2, 2020 and July 31, 2020 and all of these were cancelled by the tribe. On August 11, 2020 the project conditions of approval were provided to the tribe. On September 28, 2020 another communication was sent to Pechanga requesting the information the tribe had agreed to provide. There was no response to this email and consultation was concluded by Planning on November 06, 2020. Consultation was initiated with Rincon on May 13, 2020. The cultural study, geologic study and site plan exhibits were provided to the tribe on June 2, 2020. On June 18, 2020 the cultural report was resent to the tribe and consultation was concluded on the same day. Consultation with Soboba was initiated on May 13, 2020. On June 2, 2020 the cultural study, geologic study and site plan exhibits were provided to the tribe. On September 28, 2020 the project conditions of approval were sent to Soboba. Consultation was concluded the same day.

No Tribal Cultural Resources were identified by any of the consulting tribes. Soboba and Rincon both expressed concerns that there may be previously unidentified cultural resources that may be found during grading 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. In addition, conditions of approval that dictate the procedures to be followed should any unanticipated cultural resources or human remains be identified during ground disturbing activities has been placed on this project. Therefore, the inclusion of these Conditions of Approval/ Mitigation Measures, impacts to any previously unidentified Tribal Cultural Resources would be less than significant in this regard.

18. This proposed project is not located within a CAL FIRE state responsibility area or a very high fire hazard severity zone.
19. Fire protection and suppression services will be available for project site through Riverside County Fire Department (RCFD). RCFD Station 90 is the closest fire station to the site and is located approximately 1.8 miles southeast within the City of Perris, at 333 Placentia Avenue. The Riverside County Department of Building and Safety and the RCFD enforce fire standards as they review building plans and conduct building inspection and review structures for compliance with the California Code, including Public Resources Code Sections 4290-4299 and California

Government Code Section 51178 that address fire safety and Riverside County Ordinance No. 787.

**Conclusion:**

20. For the reasons discussed above, as well as the information provided in the Initial Study, the proposed project conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed project would not be detrimental to the health, safety or general welfare of the community.

**PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH**

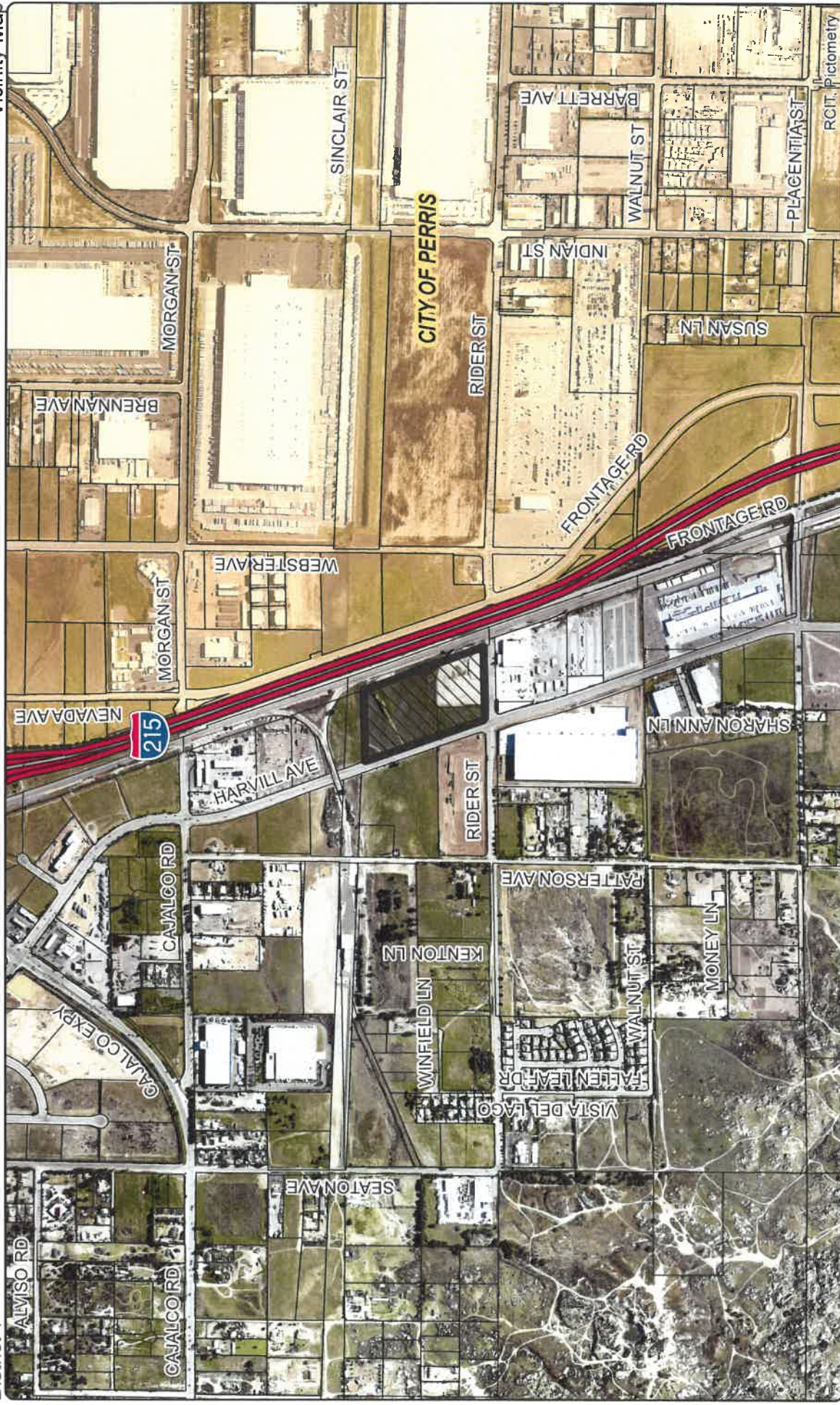
This project was advertised in the Press Enterprise Newspaper. Additionally, public hearing notices were mailed to property owners within 600 feet of the project site. As of the writing of this report, Planning Staff has not received written communication/phone calls indicating support/opposition to the proposed project.

21. This project was presented before the Mead Valley MAC on July 3, 2020. It was reported that due to the project being east of Harvill, away from residential properties, and having the future operations facing the highway, the project was received well at the meeting.

**RIVERSIDE COUNTY PLANNING DEPARTMENT  
CZ2000008 PPT190039  
VICINITY/POLICY AREAS**

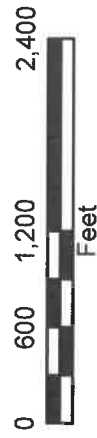
Supervisor: Jeffries  
District 1

Date Drawn: 02/26/2021  
Vicinity Map



Zoning Area: North Perris

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2008, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may consider different types of land use than is provided in the current General Plan. The County of Riverside Planning Department offices in Riverside at (951) 955-3200 (Western County) or in Palm Desert at (760) 864-8277 (Eastern County) or Website <http://planning.ca/rivnet.us>

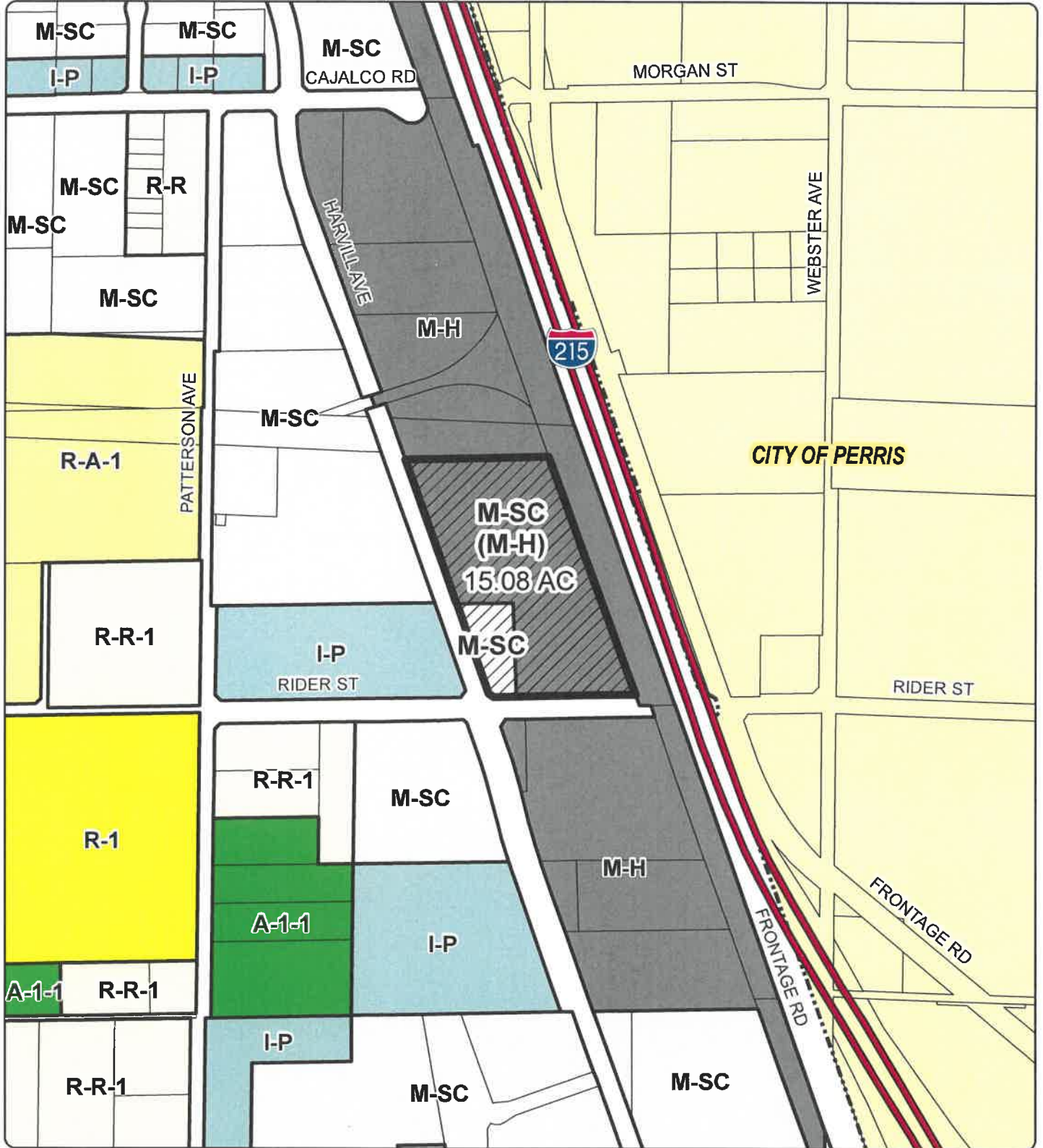
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ2000008 PPT190039

PROPOSED ZONING

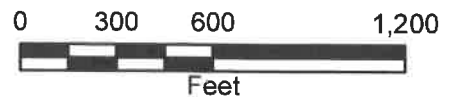
Supervisor: Jeffries  
District 1

Date Drawn: 02/26/2021  
Exhibit 3



Zoning Area: North Perris

Author: Vinnie Nguyen



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RIVERSIDE COUNTY PLANNING DEPARTMENT

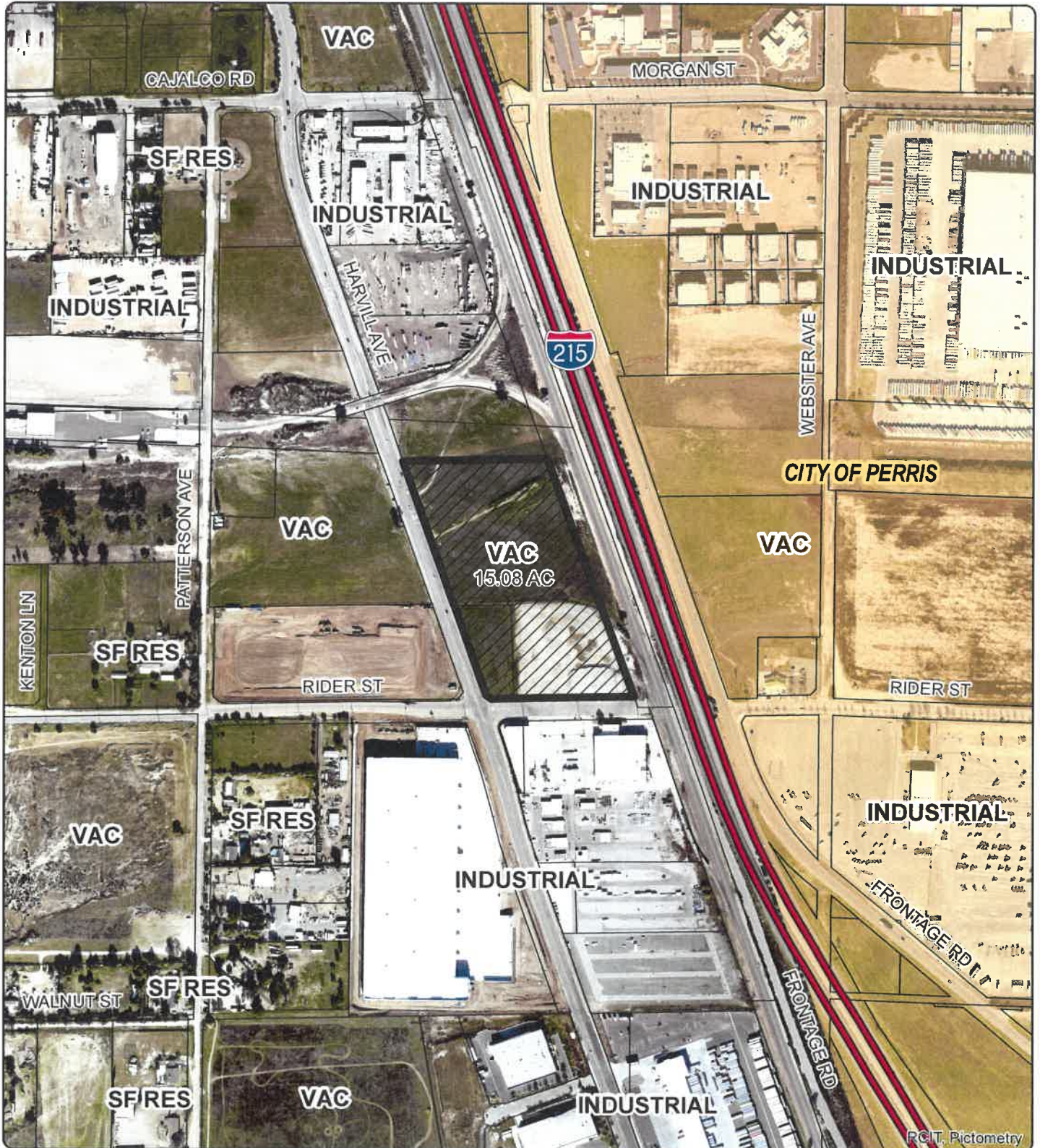
CZ2000008 PPT190039

LAND USE

Supervisor: Jeffries  
District 1

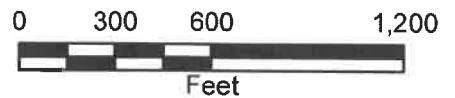
Date Drawn: 02/26/2021

Exhibit 1



Zoning Area: North Perris

Author: Vinnie Nguyen



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RCT, Pictometry

RIVERSIDE COUNTY PLANNING DEPARTMENT

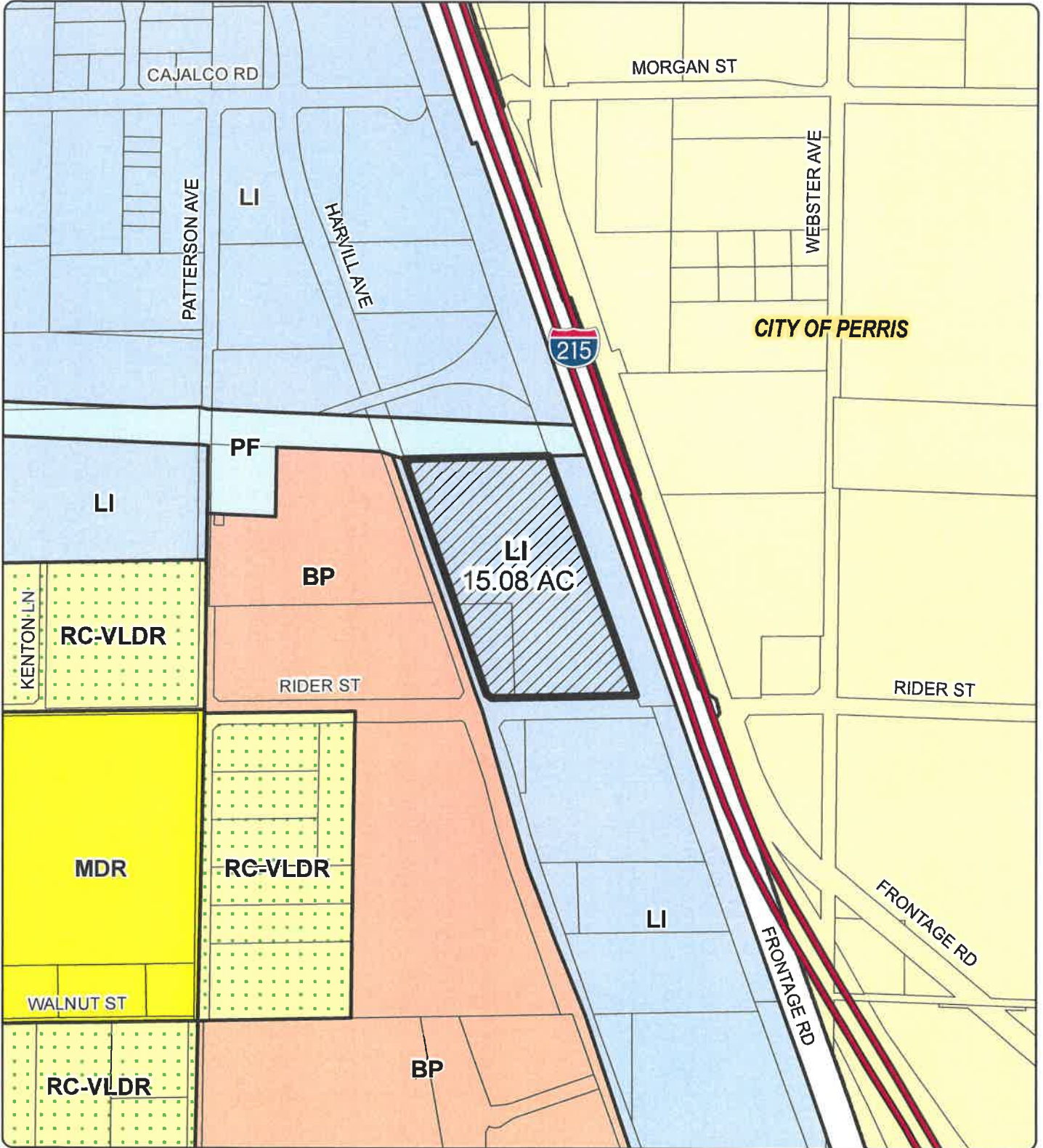
CZ2000008 PPT190039

EXISTING GENERAL PLAN

Supervisor: Jeffries  
District 1

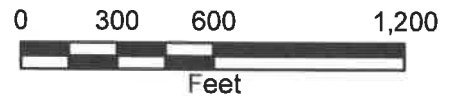
Date Drawn: 02/26/2021

Exhibit 5



Zoning Area: North Perris


Author: Vinnie Nguyen



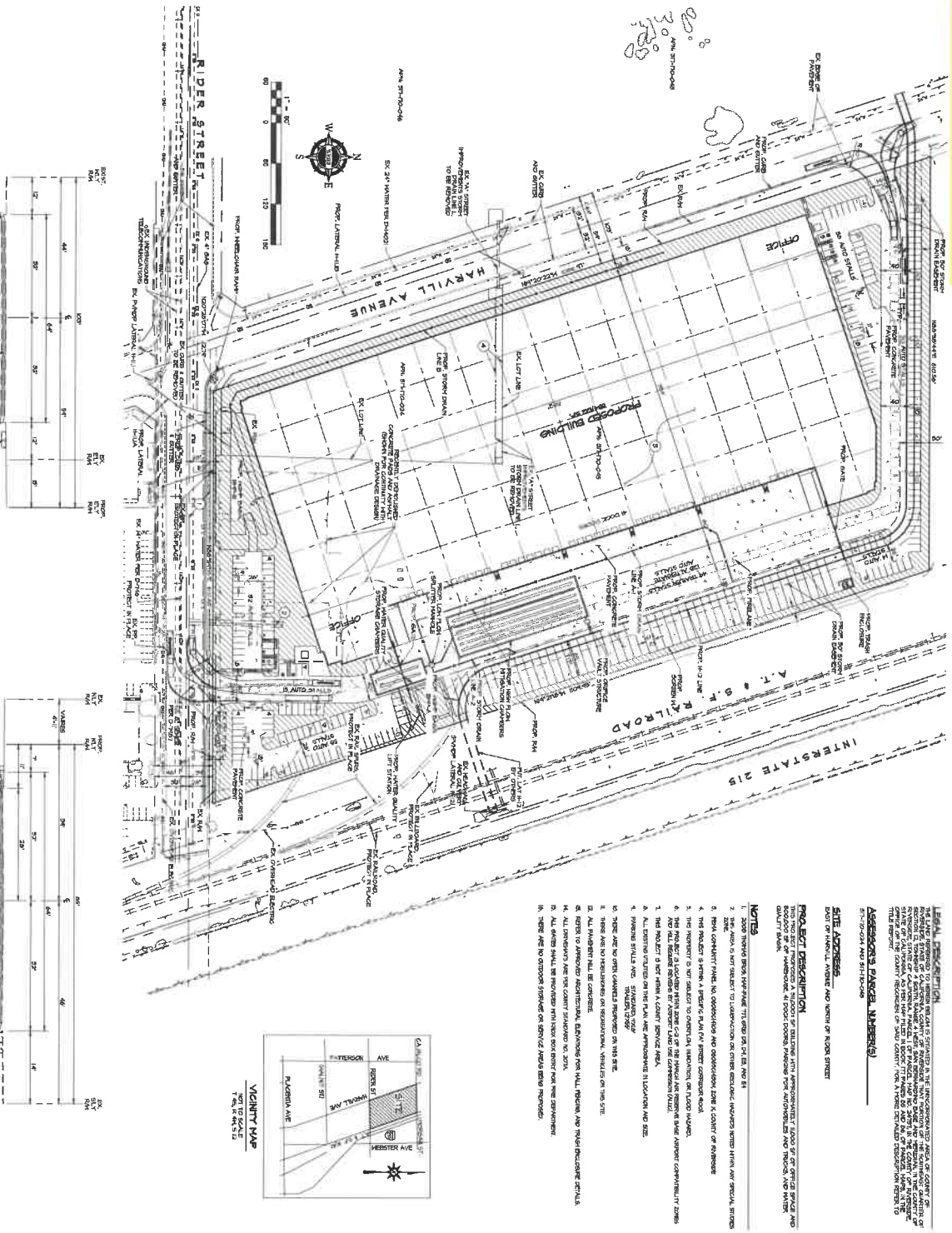
**DISCLAIMER:** On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)953-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rcjims.org>



CASE: PPT190039  
 EXHIBIT: EXHIBIT A  
 DATE: 3/5/2021  
 PLANNER: bdawson  
 Meeting  
 Comment Agenda  
 Final



# IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA DUKE REALTY - HARVILL & RIDER - PLOT PLAN NO. 190039 A DUKE REALTY DEVELOPMENT



SECTION	DESCRIPTION	SCALE
HARVILL AVENUE	4' SIDEWALK 4' DRIVEWAY 4' DRIVEWAY	AS SHOWN
RIDER STREET	4' SIDEWALK 4' DRIVEWAY 4' DRIVEWAY	AS SHOWN



**LEGAL DESCRIPTION**

LOT 18 AND 19 OF SECTION 24, TOWNSHIP 40N, RANGE 25E, COUNTY OF RIVERSIDE, CALIFORNIA, AS SHOWN ON A CERTAIN MAP OF SAID SECTION 24, TOWNSHIP 40N, RANGE 25E, COUNTY OF RIVERSIDE, CALIFORNIA, DATED AND RECORDED IN BOOK 20, PAGE 120 OF THE COUNTY RECORDS OF SAID COUNTY, CALIFORNIA, REFERRED TO AS "CERTAIN MAP" IN A DEED OF GRANT AND CONVEYANCE FROM THE COUNTY OF RIVERSIDE TO THE COUNTY OF RIVERSIDE.

**ASSessor'S PARCEl NUMBERS**

740-360-1010  
 740-360-1011

**SIte ADDRESS**

3100 HARVILL AVENUE  
 RIVERSIDE, CA 92503

**PROJect DESCRIPTION**

THIS PROJECT IS PROPOSED AS A PROPOSED OFFICE BUILDING WITH APPROXIMATELY 20,000 SQ FT OF OFFICE SPACE AND GARAGE SPACE. THE PROPOSED OFFICE BUILDING WILL BE A TWO-STORY BUILDING WITH A TOTAL HEIGHT OF APPROXIMATELY 35 FEET. THE PROPOSED OFFICE BUILDING WILL BE CONSTRUCTED ON LOT 18 AND 19 OF SECTION 24, TOWNSHIP 40N, RANGE 25E, COUNTY OF RIVERSIDE, CALIFORNIA. THE PROPOSED OFFICE BUILDING WILL BE CONSTRUCTED IN ACCORDANCE WITH THE ZONING REGULATIONS OF SAID COUNTY, CALIFORNIA, AND THE DEVELOPMENT REGULATIONS OF SAID COUNTY, CALIFORNIA.

**NOTES**

1. THE MAIN IS NOT SUBJECT TO DRAINAGE OR OTHER REGULATIONS UNDER WHICH ANY SPECIAL DISTRICT ZONE.
2. THE PROJECT SHALL BE SUBJECT TO DRAINAGE AND CONSTRUCTION PER A COUNTY OF RIVERSIDE.
3. THE PROJECT SHALL BE SUBJECT TO DRAINAGE AND CONSTRUCTION PER A COUNTY OF RIVERSIDE.
4. ALL UTILITIES SHALL BE DEPTH TO 5 FEET UNLESS OTHERWISE NOTED.
5. ALL UTILITIES SHALL BE DEPTH TO 5 FEET UNLESS OTHERWISE NOTED.
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10. ALL UTILITIES SHALL BE DEPTH TO 5 FEET UNLESS OTHERWISE NOTED.

**OWNER**

DUKE REALTY - HARVILL & RIDER  
 3100 HARVILL AVENUE  
 RIVERSIDE, CA 92503  
 PHONE: (951) 386-2022

**APPLICANT**

DUKE REALTY - HARVILL & RIDER  
 3100 HARVILL AVENUE  
 RIVERSIDE, CA 92503  
 PHONE: (951) 386-2022

**BUILDER**

DUKE REALTY - HARVILL & RIDER  
 3100 HARVILL AVENUE  
 RIVERSIDE, CA 92503  
 PHONE: (951) 386-2022

**ARCHITECT**

DUKE REALTY - HARVILL & RIDER  
 3100 HARVILL AVENUE  
 RIVERSIDE, CA 92503  
 PHONE: (951) 386-2022

**PLANNING DATA**

UNZONED ZONE  
 11/25/2019  
 11/25/2019

**UNEMPLOYMENT**

UNEMPLOYMENT  
 11/25/2019  
 11/25/2019

**POPULATION**

POPULATION  
 11/25/2019  
 11/25/2019

**PERMIT NOTES**

1. ALL UTILITIES SHALL BE DEPTH TO 5 FEET UNLESS OTHERWISE NOTED.
2. ALL UTILITIES SHALL BE DEPTH TO 5 FEET UNLESS OTHERWISE NOTED.
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**SCHOOL DISTRICT**

SCHOOL DISTRICT  
 11/25/2019  
 11/25/2019

**UTILITY COMPANIES**

- 1. ALL UTILITIES SHALL BE DEPTH TO 5 FEET UNLESS OTHERWISE NOTED.
- 2. ALL UTILITIES SHALL BE DEPTH TO 5 FEET UNLESS OTHERWISE NOTED.
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**LAND USE/ZONING**

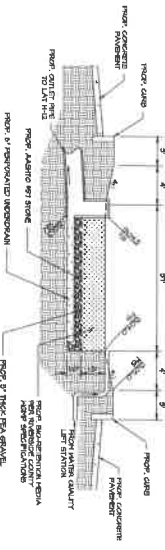
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 11/25/2019  
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**LEGEND**

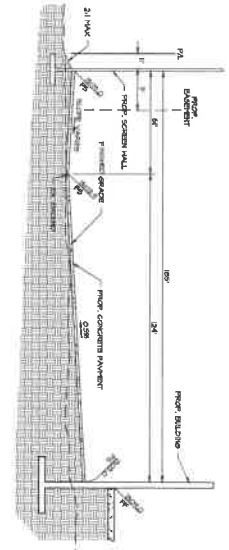
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**COUNTY OF RIVERSIDE  
 DUKE REALTY - HARVILL & RIDER  
 PLOT PLAN NO. 190039  
 A DUKE REALTY DEVELOPMENT**

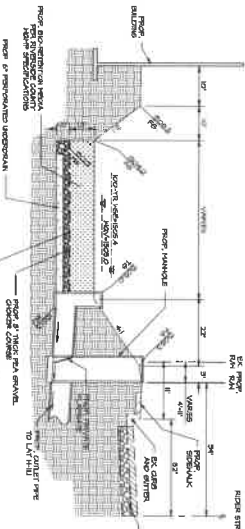
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 11/25/2019



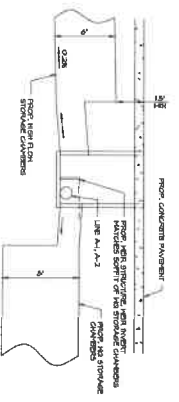
SECTION 3-C



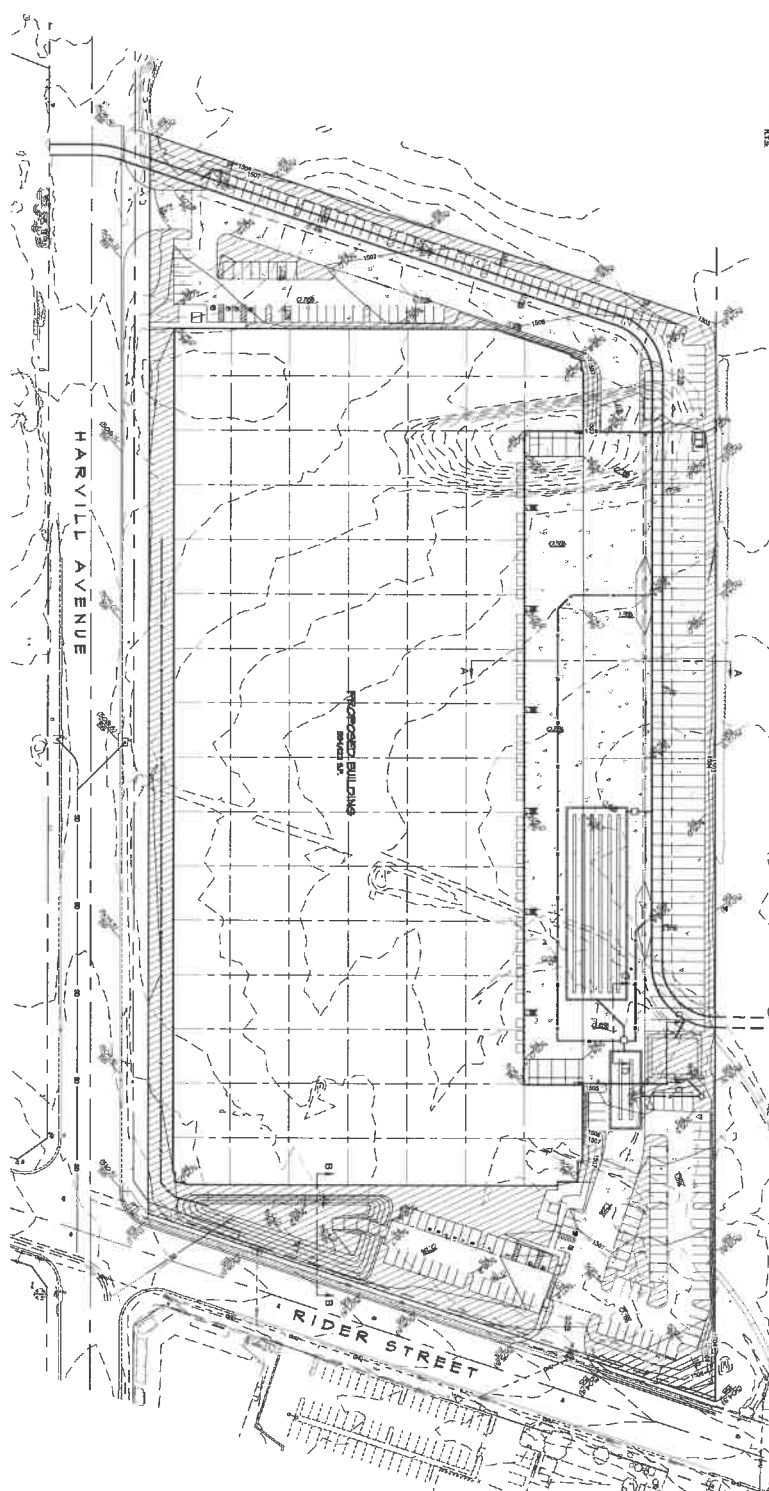
SECTION 3-A



SECTION 2-B



SECTION 2-A



COUNTY OF RIVERSIDE  
 DIKE REALTY - HARVALL & RIDER  
 CONCEPTUAL SKETCH PLAN  
 A DIKE REALTY DEVELOPMENT

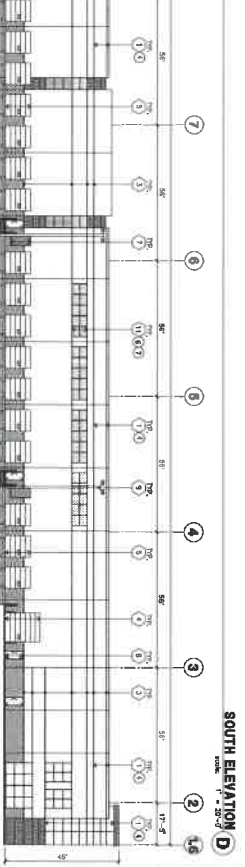
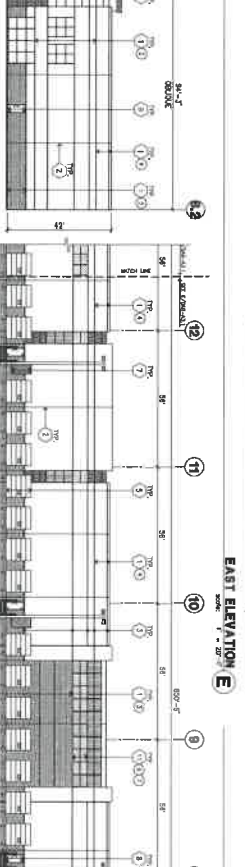
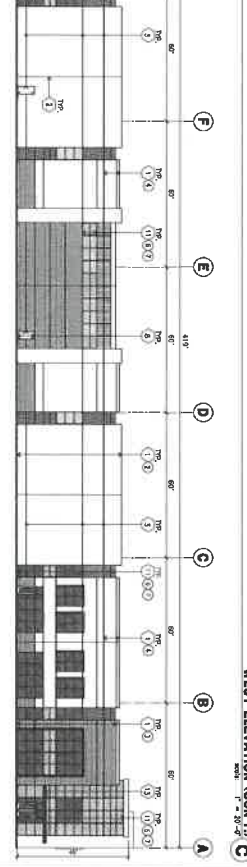
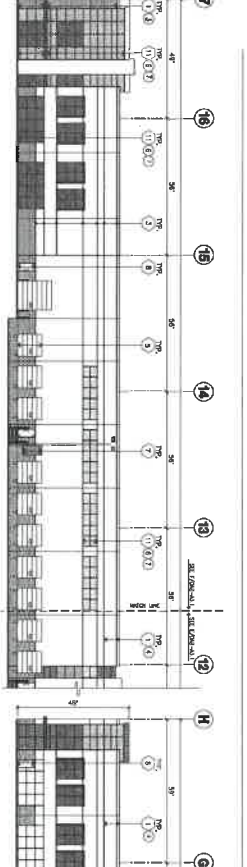
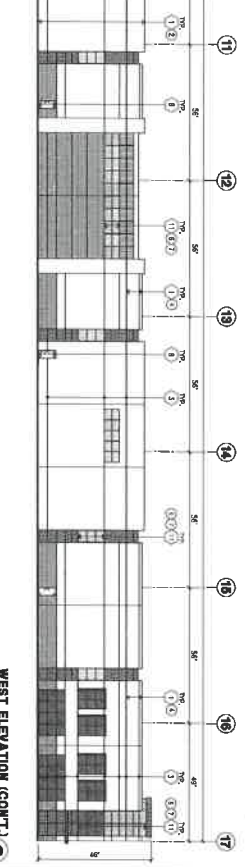
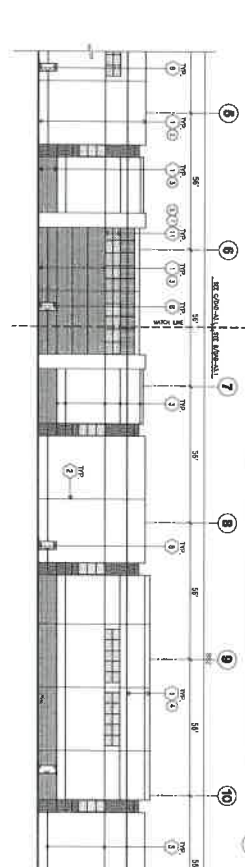
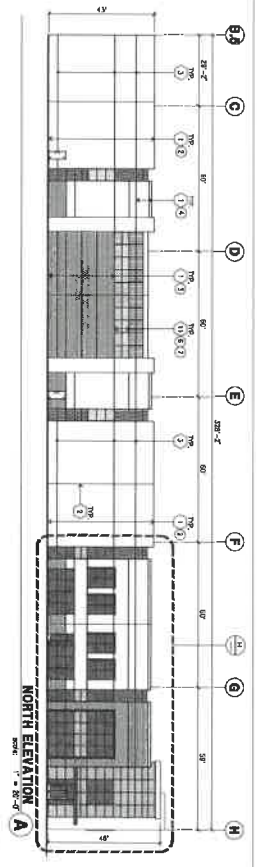
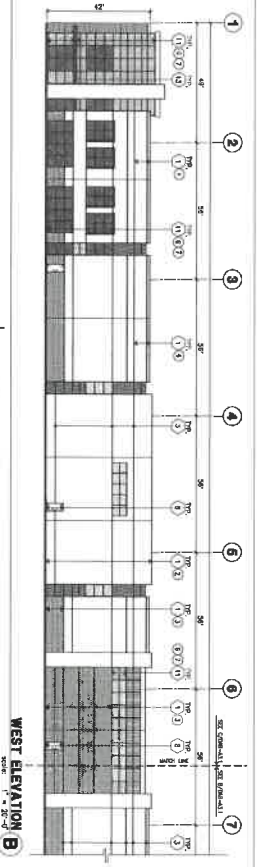
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 CHECKED BY: [Signature]  
 PROJECT NO.: 2020-128  
 SHEET NO. OF 3 SHEETS

LEGEND  
 [Symbol] NUMBERED CONCRETE FURNACE  
 [Symbol] NUMBERED LANDSCAPE AREA

NOTE: ALL ELEVATIONS SHOWN ARE SODIC







**KEYNOTES - ELEVATIONS**

**GENERAL NOTES - ELEVATIONS**

**COLOR SCHED. - ELEVATIONS**

**GLAZING LEGEND**

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- 99. GENERAL NOTES - ELEVATIONS
- 100. GENERAL NOTES - ELEVATIONS

**HPA**  
ARCHITECTURE

18811 Redwood Parkway - #8 & 9 100  
 946-948-0779  
 18811 Redwood Parkway, Suite 100  
 Irvine, CA 92618  
 www.hparchitect.com

**Duke**  
REALTY

246 PERONA CENTER DRIVE  
 SUITE 100  
 IRVINE, CA 92618  
 TEL: 949-273-7242

**Owner:**  
HARVILL & RIDER

**Project:**  
COUNTY OF RIVERSIDE

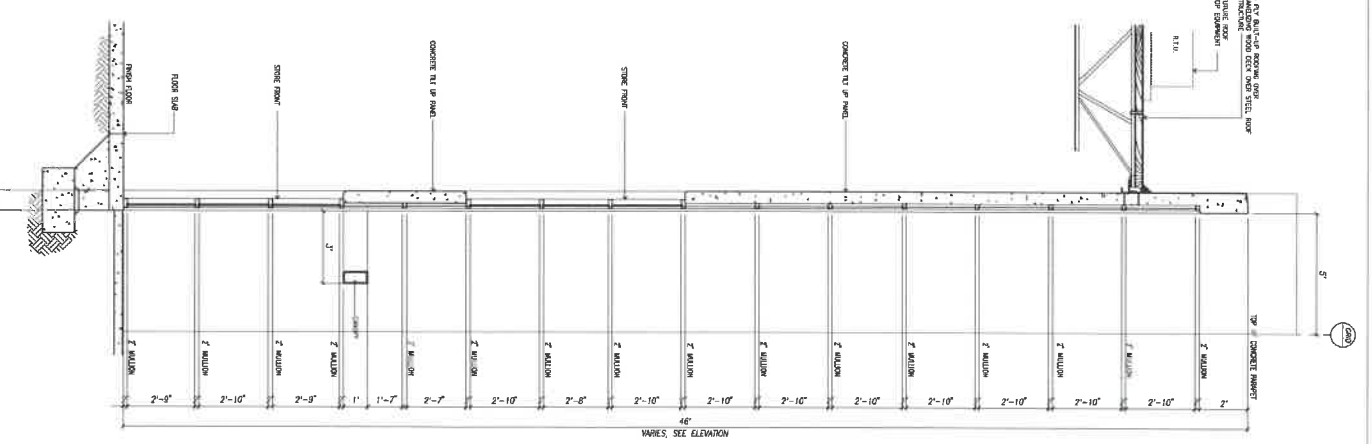
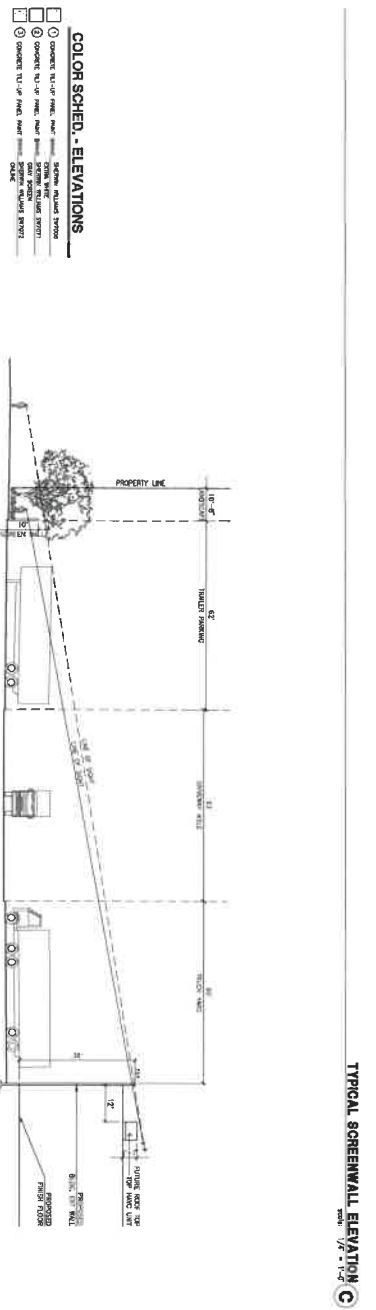
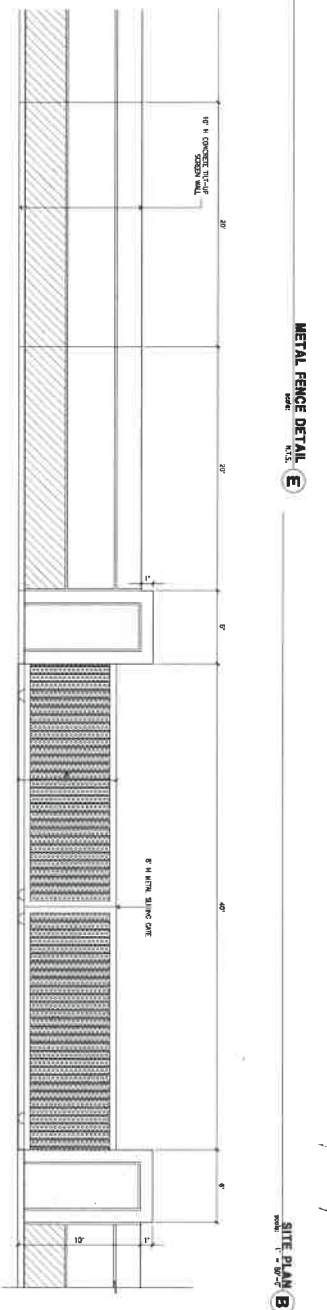
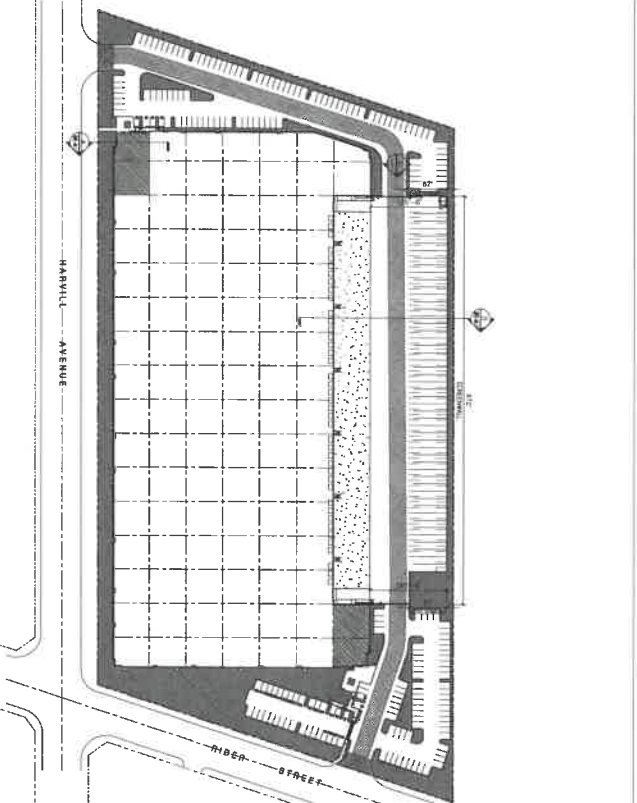
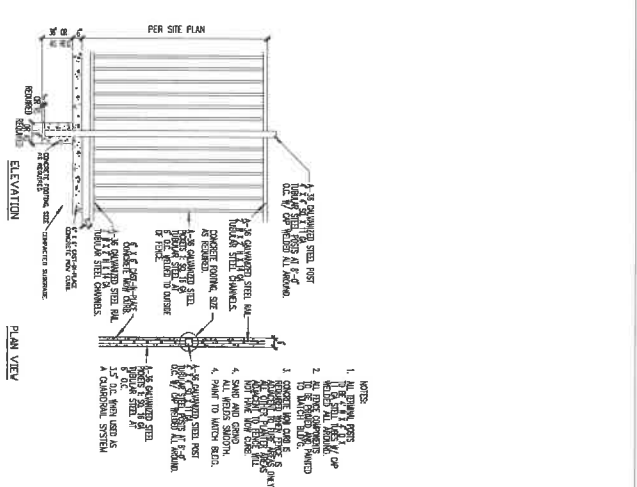
**Consultants:**  
WBBB

**Client:**  
Structural  
Mechanical  
Plumbing  
Electrical  
Landmark  
5280 Bryncren  
5280 Bryncren

**Tbls. Elevations:**

Project Number: 18812  
 Client: CR  
 Date: 11/13/20

DAB:AS.1



**HPA**  
HARRIS PROFESSIONAL ARCHITECTS

1621 Lincoln Avenue, Ste. 1100  
 2012  
 914-831-1779  
 www.hpaarchitects.com

**Duke REALTY**  
 200 PERIMETER CENTER  
 SUITE 1000  
 ATLANTA, GA 30328

Project:  
 HARVILL & RIDER  
 COUNTY OF INDIANA

CONSULTANTS:  
 ONE Structural  
 ONE Mechanical  
 ONE Plumbing  
 ONE Electrical  
 ONE Landscape  
 ONE Fire/Alarm  
 ONE Sign/Signage

WEBB  
 ONE Structural  
 ONE Mechanical  
 ONE Plumbing  
 ONE Electrical  
 ONE Landscape  
 ONE Fire/Alarm  
 ONE Sign/Signage

Client:  
 HARVILL & RIDER

Project Number:  
 1612

Drawn By:  
 JH

Date:  
 11/18/20

Sheet:  
 DAB-A4.1

**CASE:** PPT1900039  
**EXHIBIT:** EXHIBIT B  
**DATE:** 3/6/2021  
**PLANNER:** bdawson

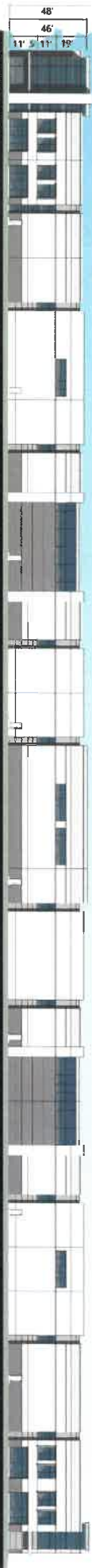
Meeting  
 Comment Agenda  
 Final



North Elevation



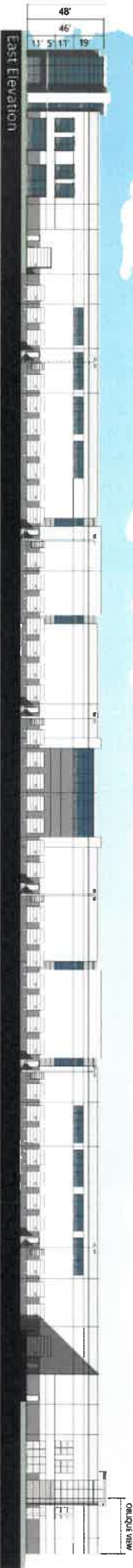
West Elevation



South Elevation



East Elevation



Enlarged View of North Elevation



Job No. 19412.00

**HARVILL & RIDER**  
 County of Riverside, California

CONCEPTUAL COLORED BUILDING ELEVATIONS (36' CLEAR)



11.11.2020

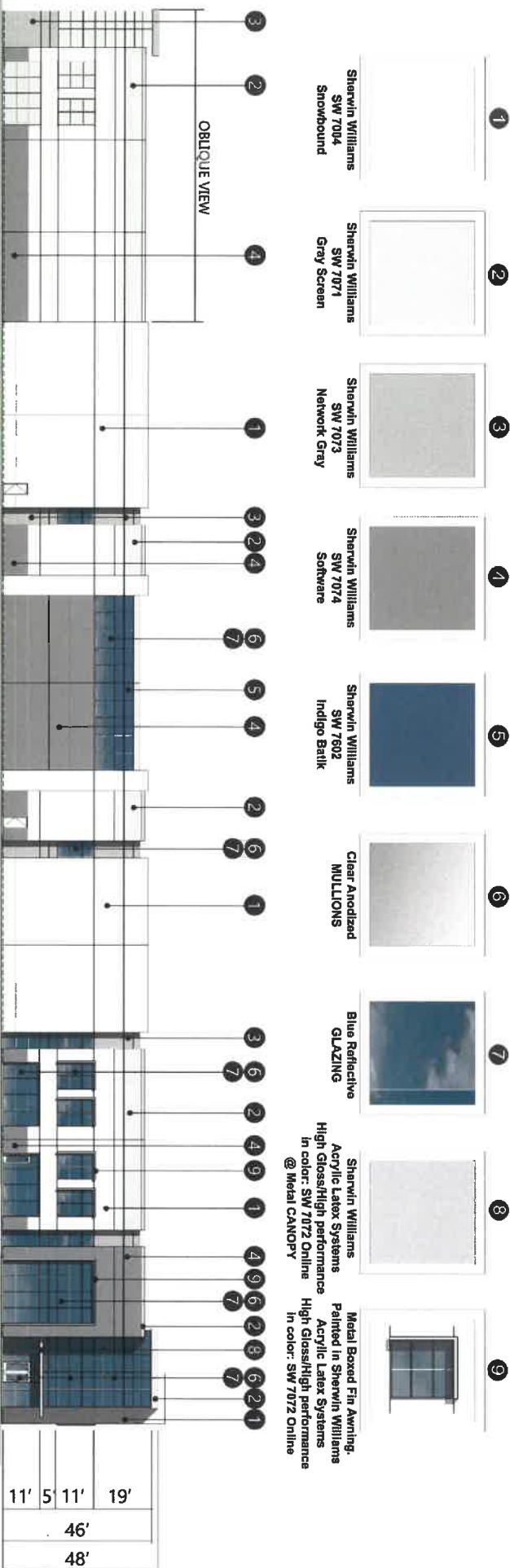
North Elevation



West Elevation



Enlarged View of North Elevation



- 1 Sherwin Williams SW 7004 Snowbound
- 2 Sherwin Williams SW 7071 Gray Screen
- 3 Sherwin Williams SW 7073 Network Gray
- 4 Sherwin Williams SW 7074 Software
- 5 Sherwin Williams SW 7602 Indigo Batik
- 6 Clear Anodized MULLIONS
- 7 Blue Reflective GLAZING
- 8 Sherwin Williams Acrylic Latex Systems High Gloss/High performance In color: SW 7072 Online @ Metal CANOPY
- 9 Metal Boxed Fin Awning, Painted in Sherwin Williams Acrylic Latex Systems High Gloss/High performance In color: SW 7072 Online



Job No. 19412.00

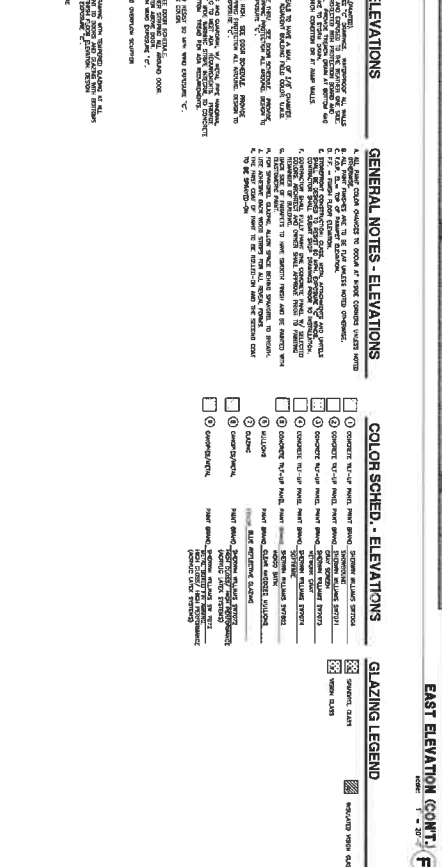
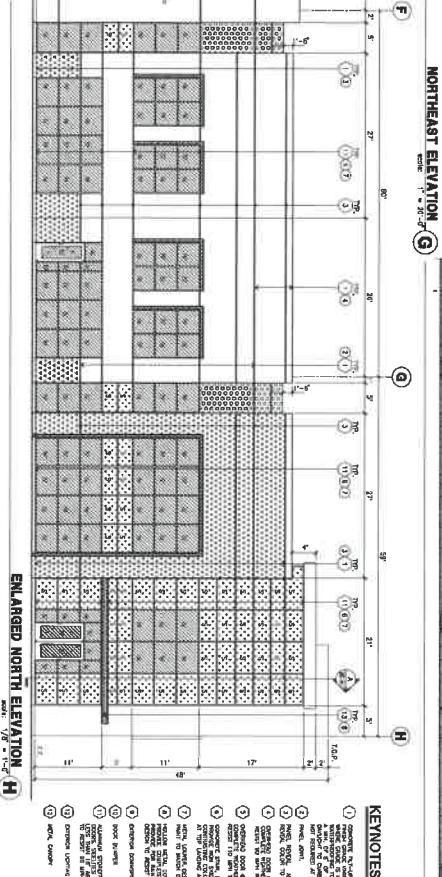
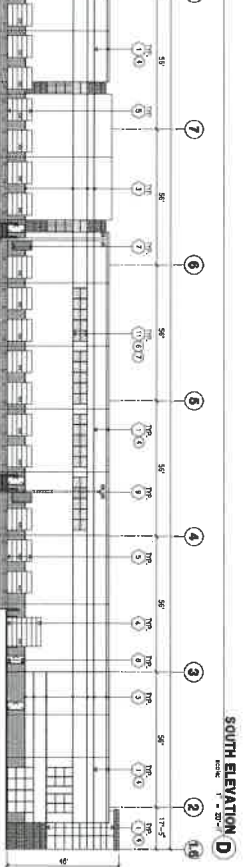
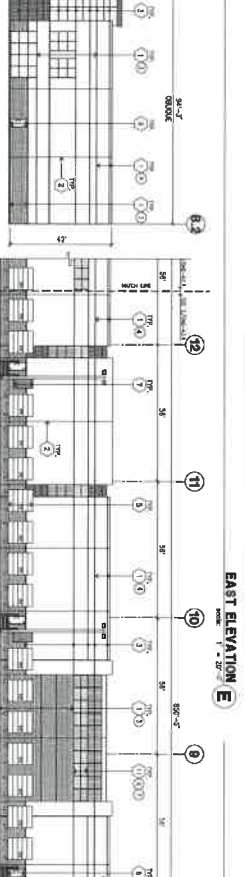
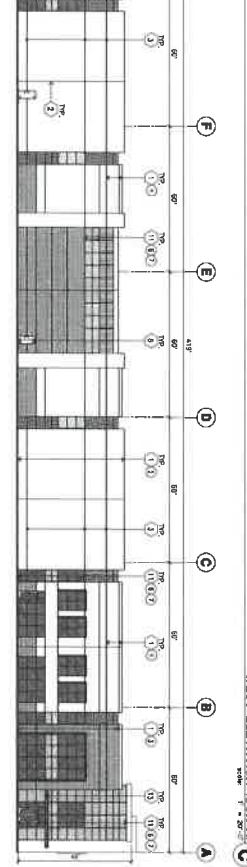
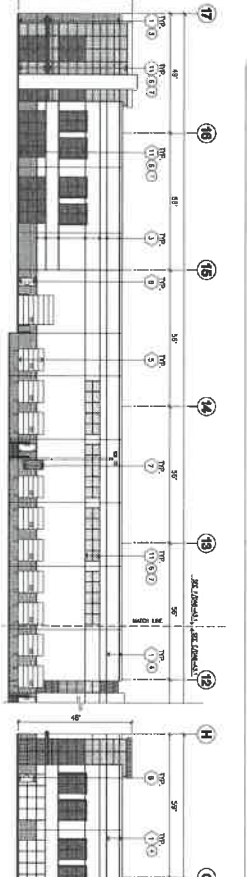
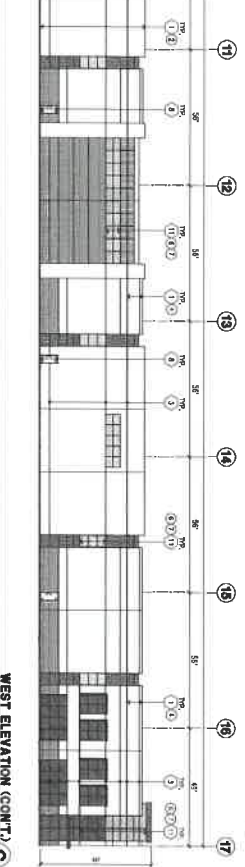
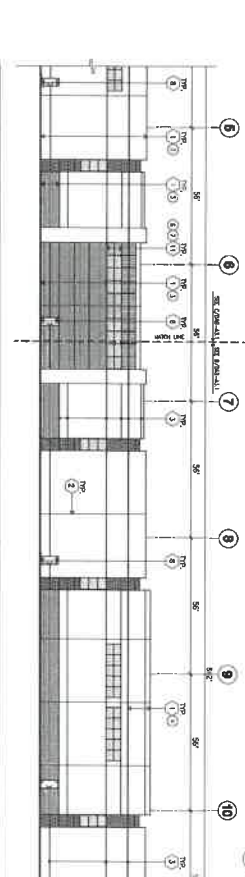
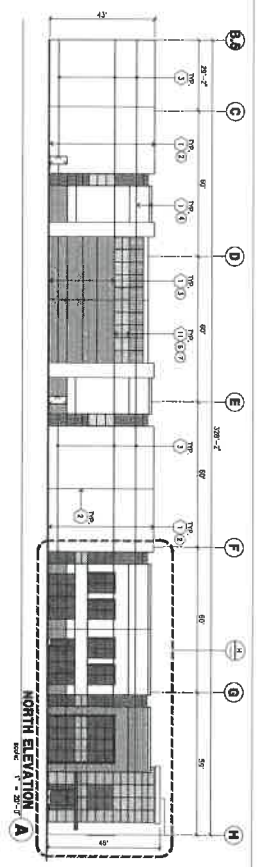
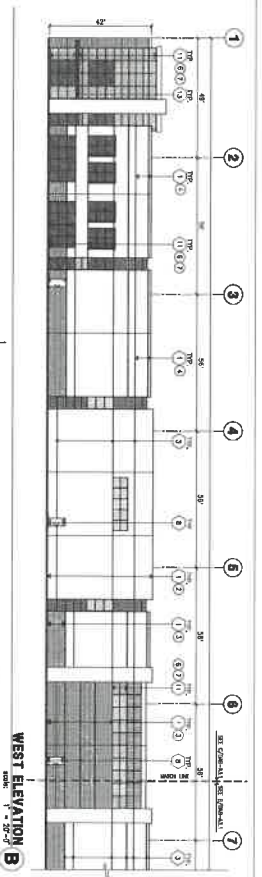
**HARVILL & RIDER**  
County of Riverside, California

CONCEPTUAL COLORED BUILDING ELEVATIONS (36' CLEAR)



11.11.2020





**KENNOTES - ELEVATIONS**

**GENERAL NOTES - ELEVATIONS**

**COLOR SCHED. - ELEVATIONS**

**GLAZING LEGEND**

- 1 CONCRETE IN PLACE, UNFINISHED, EXPOSED TO WEATHER
- 2 CONCRETE IN PLACE, FINISHED, EXPOSED TO WEATHER
- 3 CONCRETE IN PLACE, FINISHED, EXPOSED TO WEATHER
- 4 CONCRETE IN PLACE, FINISHED, EXPOSED TO WEATHER
- 5 CONCRETE IN PLACE, FINISHED, EXPOSED TO WEATHER
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- 18 CONCRETE IN PLACE, FINISHED, EXPOSED TO WEATHER
- 19 CONCRETE IN PLACE, FINISHED, EXPOSED TO WEATHER
- 20 CONCRETE IN PLACE, FINISHED, EXPOSED TO WEATHER

1831 DORADO AVENUE - CDR. #100  
 #212  
 MC 945857-773  
 email: hpa@hpa.com  
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 OF ARCHITECTS

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**Duke REALTY**

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 SUITE 1000 IRVINE, CA 92618  
 TEL: 949.770.7462

Project  
**HARVILL & RIDER**

OWNER  
**CALITY OF BERKELEY**

CONSULTANTS:  
 ARCHITECT: WESB  
 STRUCTURAL: WESB  
 MECHANICAL: WESB  
 PLUMBING: WESB  
 ELECTRICAL: WESB  
 LANDSCAPE: WESB  
 PAINT/PAPER: WESB  
 SIGN/PURVIEW: WESB

TITLE: ELEVATIONS

Project Number: 1812  
 Drawing: 05  
 Date: 11/19/20  
 Designer:

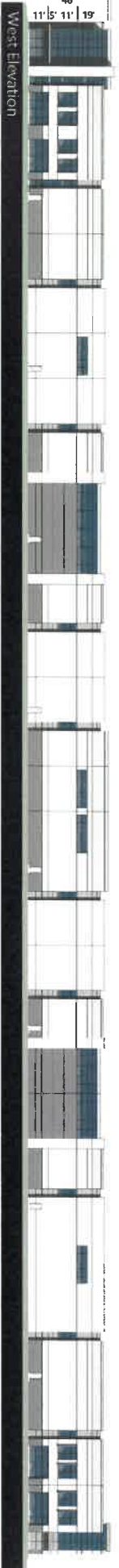
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**CASE:** PPT190039  
**EXHIBIT:** Material Boan  
**DATE:** 3/5/2021  
**PLANNER:** bdawson

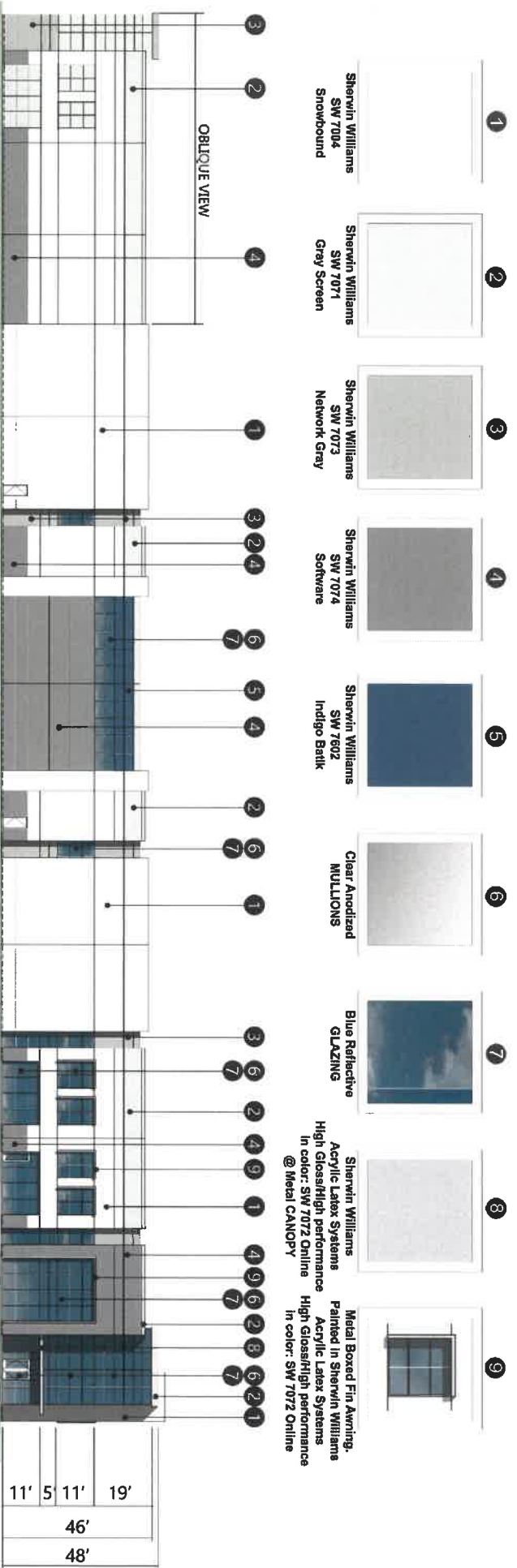
Meeting  Comment Agenda  Final



North Elevation



West Elevation



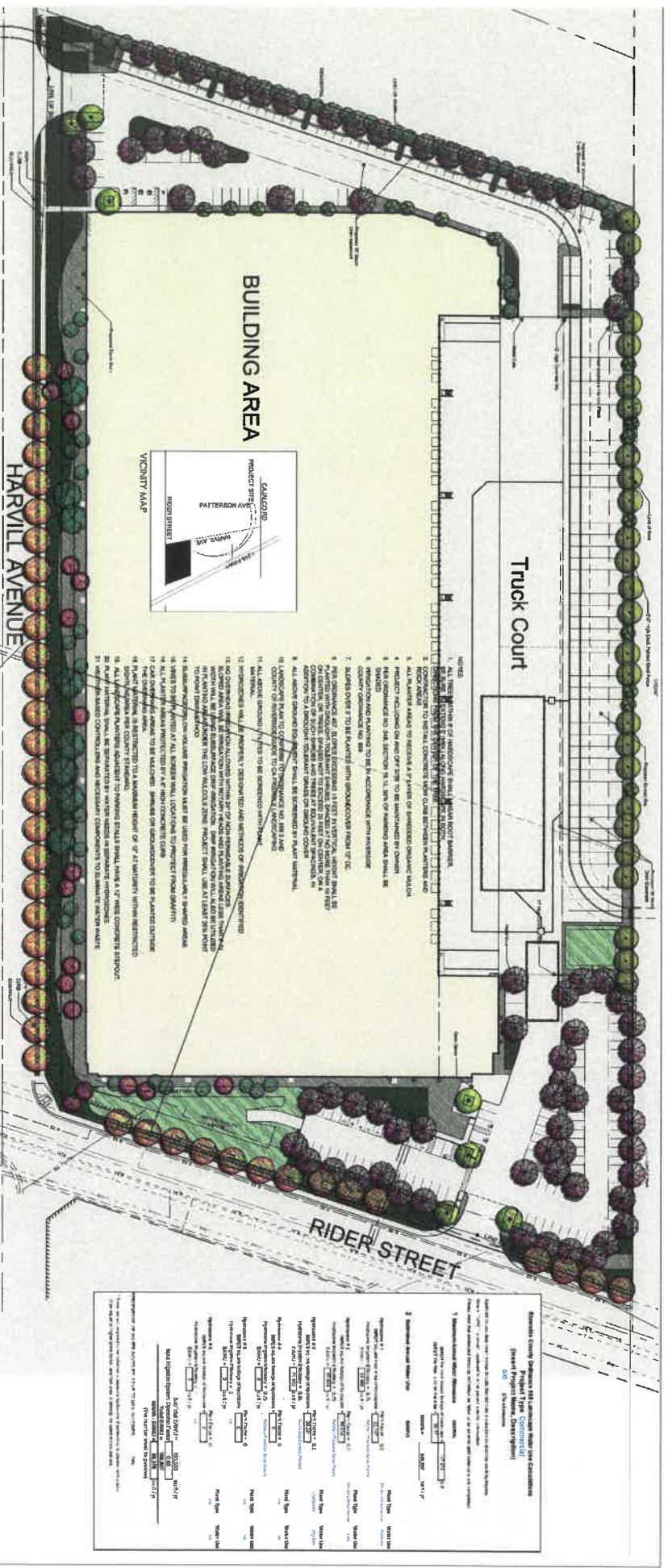
Job No. 19412.00

CONCEPTUAL COLORED BUILDING ELEVATIONS (36" CLEAR)

**HARVILL & RIDER**  
 County of Riverside, California



11.11.2020



TYPES	BOTANICAL COMMON NAME	SIZE	QTY	NOTES & RESOURCES
1	Redwood	24" Dia	7	Mk
2	Redwood	24" Dia	17	Mk
3	Redwood	24" Dia	71	L
4	Redwood	24" Dia	39	M
5	Redwood	24" Dia	9	L
6	Redwood	24" Dia	35	M
7	Redwood	24" Dia	43	L
8	Redwood	24" Dia	8	L
9	Redwood	24" Dia	12	M
10	Redwood	24" Dia	8	M

TYPES	BOTANICAL COMMON NAME	SIZE	QTY	NOTES & RESOURCES
1	Redwood	24" Dia	7	Mk
2	Redwood	24" Dia	17	Mk
3	Redwood	24" Dia	71	L
4	Redwood	24" Dia	39	M
5	Redwood	24" Dia	9	L
6	Redwood	24" Dia	35	M
7	Redwood	24" Dia	43	L
8	Redwood	24" Dia	8	L
9	Redwood	24" Dia	12	M
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7	Redwood	24" Dia	43	L
8	Redwood	24" Dia	8	L
9	Redwood	24" Dia	12	M
10	Redwood	24" Dia	8	M

**ACTIVITIES**

**STIMULI**

**ACTIVITIES**

**STIMULI**

**ACTIVITIES**

**STIMULI**

**NOTES**

1. All trees within 4' of sidewalk shall be kept root free.

2. All trees within 4' of building shall be kept root free.

3. All trees within 4' of truck court shall be kept root free.

4. All trees within 4' of rider street shall be kept root free.

5. All trees within 4' of harvill avenue shall be kept root free.

6. All trees within 4' of parking area shall be kept root free.

7. All trees within 4' of driveway shall be kept root free.

8. All trees within 4' of fence shall be kept root free.

9. All trees within 4' of utility lines shall be kept root free.

10. All trees within 4' of other structures shall be kept root free.

# Harvill Avenue Industrial

19,120  
12,137  
12,132  
11,120

# Duke Realty

County of Riverside, California

# HUNTER LANDSCAPE

714.986.2400  
714.986.2408



LANDSCAPE DESIGN  
PLANNING  
DATE: 01/21/2021

**CASE: PRT190039**  
**EXHIBIT: EXHIBIT L**  
**DATE: 01/21/2021**  
**PLANNER: bedson**

Item	Plant Name	Size	Quantity	Notes
1	Redwood	24" Dia	7	Mk
2	Redwood	24" Dia	17	Mk
3	Redwood	24" Dia	71	L
4	Redwood	24" Dia	39	M
5	Redwood	24" Dia	9	L
6	Redwood	24" Dia	35	M
7	Redwood	24" Dia	43	L
8	Redwood	24" Dia	8	L
9	Redwood	24" Dia	12	M
10	Redwood	24" Dia	8	M

**HARVILL AND RIDER**

**PLOT PLAN No. 190039**

**CHANGE OF ZONE No. 2000008**

***INITIAL STUDY/MITIGATED NEGATIVE DECLARATION***

**CEQA CASE No: CEQ190175**

***LEAD AGENCY:***

RIVERSIDE COUNTY PLANNING DEPARTMENT  
4080 LEMON STREET, 12<sup>TH</sup> FLOOR  
RIVERSIDE, CA 92502

***PROJECT APPLICANT:***

DUKE REALTY  
200 SPECTRUM CENTER DRIVE, SUITE 1600  
IRVINE, CA 92618

***CEQA CONSULTANT:***



T&B PLANNING, INC.  
3200 EL CAMINO REAL, SUITE 100  
IRVINE, CA 92602

April 28, 2021

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A2	Mobile Source Health Risk Assessment, dated October 7, 2020 and prepared by Urban Crossroads Inc. (Urban Crossroads, Inc., 2020b)
B1	Biological Technical Report, dated November 24, 2020 and prepared by Glenn Lukos Associates. (GLA, 2020b)
C	Phase I Cultural Resources Assessment, dated January 31, 2020 and prepared by Brian F. Smith and Associates (BFSA, 2020a)
D	Energy Analysis, dated April 6, 2020 and prepared by Urban Crossroads. Inc. (Urban Crossroads, Inc., 2020c)
E1	Geotechnical Investigation, dated October 1, 2018 and prepared by Southern California Geotechnical (SoCalGeo, 2018a)
E2	Results of Infiltration Testing, dated October 1, 2018 and prepared by Southern California Geotechnical (SoCalGeo , 2018b)
E3	Geotechnical Report Update and Plan Review, dated February 18, 2020 and prepared by Southern California Geotechnical (SoCalGeo, 2020a)
F	Greenhouse Gas Analysis, dated August 7, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020d)
G	Phase I Environmental Site Assessment, dated December 5, 2019 and prepared by Apex (Apex, 2019a)
H1	Preliminary Drainage Study, dated November 2020 and prepared by Albert A. Webb Associates. (Webb, 2020b)
H2	Project Specific Water Quality Management Plan, dated November 2020 and prepared by Albert A. Webb Associates. (Webb, 2020c)
I	Noise Impact Analysis, dated August 4, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020e)
J	Paleontological Resource Assessment, dated February 4, 2020 and prepared by Brian F. Smith and Associates, Inc. (BFSA, 2020b)
K1	Traffic Impact Analysis, dated February 24, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020f)
K2	Vehicle Miles Traveled Analysis, dated September 16, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020g)



**LIST OF ABBREVIATED TERMS**

<u>Acronym</u>	<u>Definition</u>
§	Section
<	Less than
>	Greater than
A-1-1	Light Agriculture (zoning classification)
AB 341	Assembly Bill 341
AC	Asphalt Concrete
AC	Acre
ADP	Area Drainage Plan
ADT	Average Daily Traffic
ADOE	Archaeological Determination of Eligibility
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
Bgs	below ground surface
BLM	Bureau of Land Management
BMP	Best Management Practice
CAP	Climate Action Plan
CalEEMod	California Emissions Estimate Model
CAAQS	California Ambient Air Quality Standards
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFD	Community Facilities District
CFGC	California Fish and Game Code
cfy	cubic feet per year
CGC	California Government Code
CIWMP	Countywide Integrated Waste Management Plan
CMP	Congestion Management Program
CNDBB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CORPS	Army Corps of Engineers

**LIST OF ABBREVIATED TERMS**

<u>Acronym</u>	<u>Definition</u>
CRDR	County Regulations and Design Requirement
CRMP	Cultural Resources Monitoring Program
CSA	Community Service Area
cy	cubic yard
dBA	A-weighted decibels
DEH	Department of Environmental Health
DIF	Development Impact Fee
DMA	Drainage Management Area
DBESP	Determination of Biologically Equivalent or Superior Preservation
DOC	Department of Conservation
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
E+P	Existing plus Project
EA	Existing plus Ambient Growth
EAC	Existing plus Ambient Growth plus Cumulative Conditions
EAP	Existing plus Ambient Growth plus Project Conditions
EAPC	Existing plus Ambient Growth plus Project plus Cumulative Conditions
EDR	Environmental Data Resources
EIC	Eastern Information Center
e.g.	exempli gratia meaning "for example"
EIR	Environmental Impact Report
EMFAC	Emission Factor Model
EPA	Environmental Protection Agency
EPD	Environmental Programs Department
ESA	Environmental Site Assessment
ESA	Endangered Species Act
EMWD	Eastern Municipal Water District
EV	Electrical Vehicle
FAR	floor-to-area ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
FTA	Federal Transit Administration
GCC	Global Climate Change
gpd	gallons per day
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GLA	Glenn Lukos Associates
GLO	General Land Office
HCOC	Hydrologic Conditions of Concern
HCP	Habitat Conservation Plan
HCM	Highway Capacity Manual

**LIST OF ABBREVIATED TERMS**

<b>Acronym</b>	<b>Definition</b>
HMBEP	Hazardous Materials Business Emergency Plan
HMU	Habitat Management Units
HPD	Historic Property Data File
HRA	Health Risk Assessment
i.e.	id est meaning "that is"
I-215	Interstate 215
I-P	Industrial Park
IA	Implementing Agreement
in/sec	inch per second
IS	Initial Study
ITE	Institute of Engineers
ITEA	Integrated Energy Policy Report
JPA	Joint Powers Authority
kWh	kilowatts per hour
L <sub>eq</sub>	Equivalent continuous (average) sound level
LAFCO	Local Agency Formation Commission
Lb	pounds
Lb/day	pounds per day
LCC	land Capability Classification
LESA	Land Evaluation & Site Assessment
LI	Light Industrial (General Plan land use designation)
LOS	Level of Service
LST	Localized Significance Threshold
M-H	Manufacturing -Heavy (zoning classification)
M-SC	Manufacturing – Service Commercial (zoning classification)
MARB	March Air Reserve Base
MATES	Multiple Air Toxics Exposure Study
MDP	Master Drainage Plan
MEIR	Maximally Exposed Individual Receptor
MEISC	Maximally Exposed Individual School Child
MEIW	Maximally Exposed Individual Worker
mgpd	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMTCO <sub>2e</sub>	Million Metric Ton of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resources Zone 3
MSCHP	Multiple Species Habitat Conservation Plan
MS4	Municipal Separate Storm Sewer System
MVAP	Mead Valley Area Plan
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards

## LIST OF ABBREVIATED TERMS

<u>Acronym</u>	<u>Definition</u>
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Area
NIOSH	National Institute for Occupational Safety and Health
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OHWM	Ordinary High Watermark
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
PCE	Passenger Car Equivalent
PM	Parcel Map
PP	Plot Plan
PPV	Peak Particle Velocity
PRC	Public Resources Code
RCA	Regional Conservation Authority
RCFCWCD	Riverside County Flood Control and Water Conservation District
RC-VLDR	Rural Community – Very Low Density Residential (General Plan land use designation)
RCALUC	Riverside County Airport Land Use Commission
RCIT	Riverside County Information Technology
RCFD	Riverside County Fire Department
RCTC	Riverside County Transportation Commission
RMS	root-mean-square
RTA	Riverside Transit Authority
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SF	square foot/square feet
SGMA	Sustainable Groundwater Management Act
SKR	Stephens' kangaroo rat
SOI	Sphere of Influence
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
TAZ	Traffic Analysis Zone
TIA	Traffic Impact Analysis
TLMA	Transportation and Land Management Agency
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside

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**LIST OF ABBREVIATED TERMS**

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<b><u>Acronym</u></b>	<b><u>Definition</u></b>
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VVUSD	Val Verde Unified School District
WQMP	Water Quality Management Plan

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## 1.0 Introduction

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### 1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

#### 1.1.1 CEQA Objectives

The California Environmental Quality Act (CEQA) is a Statewide environmental law contained in Public Resources Code §§ 21000-21177 and applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. This document is a Mitigated Negative Declaration (MND) prepared in accordance with CEQA, including all criteria, standards, and procedures of CEQA (California Public Resource Code §§ 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §§ 15000 *et seq.*). This MND is an informational document intended for use by the County of Riverside, Trustee and Responsible agencies, and members of the general public in evaluating the physical environmental effects resulting from planning, constructing, and operating the proposed Harvill and Rider project (hereafter, referred to as the “Project” and described in detail in Section 3.0, *Project Description*, of this MND).

This MND was compiled by the County of Riverside, serving as the Lead Agency for the proposed Project pursuant to Public Resources Code Section 21067 and CEQA Guidelines Article 4 and Section 15367. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. Although the Initial Study was prepared with consultant support (T&B Planning, Inc.), the analysis, conclusions and findings made as part of its preparation fully represent the independent judgment and position of the County of Riverside in its capacity as Lead Agency. The County determined that the Initial Study and its supporting reference material provide substantial evidence that an MND is the appropriate environmental document for the proposed Project.

#### 1.1.2 Mitigated Negative Declaration Processing

A Notice of Intent (NOI) to adopt the MND will be distributed for public review with the MND. The NOI identifies the location(s) where the Initial Study/MND, the Mitigation, Monitoring and Reporting Program (MMRP), and the associated Technical Appendices that support the MND are available for public review.

Following the public review period, the County of Riverside will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to the MND. If substantial revisions are not necessary (as defined by State CEQA Guidelines § 15073.5(b)), then the MND will be finalized and forwarded to the County of Riverside decision-maker(s) for review as part of their deliberations concerning the proposed Project. In order to approve the proposed Project, the County of Riverside would need to adopt this MND. Following approval, a Notice of Determination (NOD) for the MND will be filed with the Riverside County Clerk.

### **1.1.3 Lead Agency Contact Information**

During the public review period for this MND, comments or questions concerning this MND can be submitted in writing by mail or e-mail to the County of Riverside as follows. No other methods of transmitting written comment (via social media, for example) will be accepted.

Brett Dawson, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
P.O. Box 1409  
Riverside, CA 92502-1409  
Email: BDawson@RIVCO.ORG  
Phone: (951) 955-0972

## **1.2 PROJECT SUMMARY**

The proposed Project consists of an application for a Plot Plan (Plot Plan No. 190039) and Change of Zone (CZ No. 2000008) to develop an approximately 15.07-gross acre (14.77 net-acre) property located at the northeast corner of Harvill Avenue and Rider Street on Assessor Parcel Numbers (APNs) 317-170-024 and 317-170-045 in the unincorporated community of Mead Valley in western Riverside County, California. The proposed Project involves the construction and operation of one (1) approximately 334,922 square foot (SF) warehouse building with approximately 10,990 SF of 1<sup>st</sup> floor office, 7,850 SF of office mezzanine, 316,082 SF of warehouse, 41 dock doors, parking for automobiles and trucks, one (1) water quality detention basin, and associated improvements (HPA, 2020a).

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## 2.0 Environmental Setting

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### 2.1 PROJECT LOCATION

As shown on Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, the 15.07 gross-acre Project site is located in the unincorporated community of Mead Valley in western Riverside County, California. Western Riverside County abuts San Bernardino County to the northeast, Orange County to the west, and San Diego County to the southwest. The Project site is generally located north of Rider Street, south of Cajalco Road, east of Harvill Avenue, and west of Interstate I-215 (I-215). Specifically, the site is bounded on the south by Rider Street, on the west by Harvill Avenue, on the east by the RCTC/Metrolink railway, now owned by the Riverside County Transportation Commission (RCTC) and used by Metrolink for the 91/Perris Valley Line, east of which is Interstate 215 (I-215), and on the north by vacant land. The Project site is located approximately 2.17 miles (11,468 feet) southerly of the March Air Reserve Base/Inland Port Airport (MARB).

### 2.2 SURROUNDING LAND USES AND DEVELOPMENT

The land uses surrounding the Project site are described below and shown on Figure 2-3, *Surrounding Land Uses and Development*.

North: To the immediate north of the Project site is vacant undeveloped land, north of which are former A.T. & S. F. railroad tracks, north of which is California Truss Company, a commercial lumber yard (SoCalGeo, 2018a, Table 2-1; Google Earth Pro, 2020).

South: The Project site is bound on the south by Rider Street. South of Rider Street is JM Eagle Perris Plant, a plastic pipe manufacturer (SoCalGeo, 2018a, Table 2-1; Google Earth Pro, 2020). Southwest of the Project site, and south of Rider Street and west of Harvill Avenue at 20123 Harvill Avenue is a 21.31-acre construction site for the Harvill Business Center (HBC) consisting of an approximately 423,665-SF building and associated improvements. (Core 5, 2019)

East: Immediately east of the site are the RCTC Metrolink railroad tracks which run parallel to I-215.

West: The site is bound on the west by Harvill Avenue, west of which is undeveloped land. Directly west of the Project site and west of Harvill Avenue is a development site for the Rider Commerce Center that was approved by the County of Riverside on July 8, 2019. The Rider Commerce Center (PPT180023) is approved to construct a 203,445 SF single-story concrete tilt-up building with a maximum height of 44 feet, and associated improvements. (Riverside County Planning Department, 2019e)

### 2.3 EXISTING SITE AND AREA CHARACTERISTICS

Pursuant to the State CEQA Guidelines Section 15125, the environmental setting for the proposed Project is the approximate date that the Project's environmental analysis commenced. The Project's applications were filed with the County of Riverside on December 19, 2019 and the environmental review commenced



at that time. As such, the environmental baseline for the proposed Project is established as of approximately December 19, 2019.

### **2.3.1 Site Access and Circulation**

Regional access to the site is available from the I-215 Freeway. The I-215 Freeway is part of the State highway system operated by the California Department of Transportation (Caltrans). As identified on the County of Riverside General Plan Circulation Element, Harvill Avenue, a Major Highway is adjacent to the site's western boundary, and Rider Street (west of Harvill Avenue), a Secondary Highway, is adjacent to the site's southern boundary.

### **2.3.2 Land Use**

The subject property was shown on historical aerial photos as vacant undeveloped agricultural land from 1938 to 1961. In the late 1960s, the property developed as a grain milling operation and remained as a grain milling operation until July 2019. The buildings associated with the site's previous use were demolished in the Fall of 2019 and the property is vacant land under existing conditions. (Apex, 2019a, pp. V, 8-1; Table 4-3)

### **2.3.3 Aesthetic and Topographic Features**

Regionally, the Project site lies within the larger Perris Valley, which is framed by the Gavilan Hills to the west and the Lakeview Mountains across the valley to the east (Riverside County, 2016a, p. 6). As shown on Figure 2-5, *USGS Topographical Map*, the site topography ranges from approximately 1,503 feet above mean sea level (AMSL) in the central-east portion of the site to approximately 1,517 feet AMSL in the northern portion of the site. The site topography slopes downward toward the southeast at a gradient of approximately 1 percent. (SoCalGeo, 2020a, p. 2)

As shown on Figure 2-4, *Aerial Photograph*, the aesthetic character of the Project site is defined by disturbed, undeveloped, vacant land, located in an area of Mead Valley west of the I-215 Freeway. The existing aesthetic conditions of the Project site are shown on Figure 2-6, *Site Photo Key Map*, and Figure 2-7, *Site Photos 1, 2, and 3*, and Figure 2-8, *Site Photos 4 and 5*. No sources of artificial light are located on the property. The Project site is located approximately 40 miles from the Mt. Palomar Observatory, and according to Riverside County GIS, the Project site is located within Zone B (15-45 miles) of the Mt. Palomar Lighting Zone. (RCIT, 2020) (Google Earth Pro, 2020)

### **2.3.4 Air Quality and Climate**

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. As documented in the Project's air quality impact analysis (*Technical Appendix A1* to this MND), although the climate of the SCAB is characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 36°F in January to over

100°F maximum in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed “Santa Ana[s]” each year. Although air quality in the SCAB has improved over the past several decades, according to the SCAQMD, the SCAB currently does not meet State or federal criteria for ozone (8-hour standard) or particulate matter (PM) (<2.5 microns, or PM<sub>2.5</sub>), and does not meet the State criteria for ozone (1-hour standard) or particulate matter (<10 microns, or PM<sub>10</sub>) (SCAQMD, 2016).

### **2.3.5 Vegetation and Wildlife**

The Project site consists of disturbed land (RCIT, 2020). A single constructed feature (herein referred to as “Feature A”) occurs in the approximate center of the Project site and consists of a ten-foot-wide by 243-foot-long by one-foot-deep concrete-lined ditch with vertical concrete side walls. Feature A originates at the western Project boundary at a concrete culvert that runs under Harvill Avenue and terminates within the Property boundary. No signs of water flow were observed by GLA within Feature A and no storm drain or other drainage connection occurs at its terminus.

On a regional scale, the Project site is located within the western Riverside County Multiple Species Habitat Conservation Plan (herein, MSHCP) area. According to Riverside County GIS, the Project site is not located within any MSHCP Criteria Cells; thus, the subject property is not targeted for conservation under the MSHCP. The nearest area subject to a MSHCP Criteria Cell is located approximately 0.23-mile southwest of the Project site (Cell No. 2432). (RCIT, 2020) The Project site is within the MSHCP Burrowing Owl Survey Area. Within the designated Survey Areas, the MSHCP requires habitat assessments and focused surveys within areas of suitable habitat. The Project site is not located within the MSHCP Criteria Area, Narrow Endemic Plant Species Survey Area (NEPSSA), Criteria Area Plant Species Survey Area (CAPSSA), Mammal Survey Area, Amphibian Survey Area, and/or existing or proposed Core or Linkage. (RCA, n.d.) (GLA, 2020b, p. 3) The site is located within a Stephens’ Kangaroo Rat (SKR) Fee Area (RCIT, 2020)

### **2.3.6 Geology**

The subject property is located in the Peninsular Ranges geomorphic province of California. The Peninsular Ranges province extends from the Los Angeles Basin southeast to Baja California and from the Pacific Ocean eastward to the Coachella Valley and the Colorado Desert. The province consists of numerous northwest to southeast-trending mountain ranges and valleys that are geologically controlled by several major active faults. According to the United States Geological Society (USGS) geologic Map of Perris 7.5’ Quadrangle in Riverside County, Perris and the subject property are located between the Elsinore and San Jacinto fault zones, within the northern portion of the Peninsular Ranges Province within the central portion of the Perris block. Specifically, the subject property is located in the central part of the Perris block, a generally stable area situated roughly midway between two the major fault zones. The property is not located in an Alquist-Priolo (AP) earthquake fault zone (Apex, 2019a, p. 4-2) (RCIT, 2020).

According to Riverside County GIS, the Project site is mapped as having a High Potential/Sensitivity (High B), for paleontological resources. The category “High B” indicates that fossils could be encountered at or below a depth of four feet. (RCIT, 2020; Riverside County, 2015b, p. 4.9-11)

### 2.3.7 Soils

Based on a review of the Natural Resources Conservation Service online mapping website, the Project site contains Greenfield sandy loam, 0 to 2 percent slopes (GyA), Greenfield sandy loam, 2 to 8 percent slopes, eroded (GyC2), Ramona sandy loam, 0 to 2 percent slopes, MLRA 19 (RaA), and Ramona sandy loam, 2 to 5 percent slopes, eroded (RaB2) (NRCS, n.d.) (see Figure 2-9, *Soils Map*).

According to the geotechnical investigation conducted on the site by Southern California Geotechnical (SoCalGeo), the Project site consists of asphaltic concrete to a depth of 3 feet. Beneath these pavements are artificial fill soils that extend to depths of 5± feet below the existing site grades. These artificial fill soils generally consist of loose to medium dense silty fine to medium sands with trace clay content. In addition, the Project site contains native alluvium soil beneath the artificial fill soils. The native alluvium soils within the upper 20 to 30± feet generally consist of loose to medium dense silty sands and clayey sands. However, most of the borings encountered hard fine sandy clay layers and/or dense to very dense clayey sand layers within the upper 10± feet. The native alluvium soils found between depths of 32± and 50± feet generally consist of medium dense to dense silty fine to medium sands with trace to little clay content. (SoCalGeo, 2018a, pp. 6-7)

### 2.3.8 Hydrology

The Project site is located in the Santa Ana River watershed, which drains an approximately 2,650 square-mile area and is the principal surface flow water body within the region. The Santa Ana River starts in the San Bernardino Mountains, approximately 16.5 miles northeast of the Project site, and flows southwesterly for approximately 96 miles across San Bernardino, Riverside, Los Angeles, and Orange counties before spilling into the Pacific Ocean. The subject property, located within the San Jacinto groundwater sub-basin, does not have surface water bodies on the property or in the immediate vicinity. Apex’s review of USGS topographic maps show that the Colorado River Aqueduct is located in the Val Verde tunnel bordering the northern portion of the property, approximately 120-feet below ground. The nearest aboveground water bodies are the San Jacinto River located approximately 5.2 miles south-southeast of the subject property, Lake Perris, a man-made lake located approximately 3.8 miles northeast of the subject property, and Lake Matthews, another man-made lake and the terminus of the Colorado River Aqueduct, located approximately 9 miles west of the subject property. (Apex, 2019a, Page 4-2)

Under existing conditions, the site drains to the east into an existing culvert under the RCTC/Metrolink railway and I-215. These flows drain over a low point in Harvill Avenue to the north of the Project site. All offsite flows cross Harvill Avenue at this low point and make their way northeast through a series of culverts under the RCTC/Metrolink railway, the associated railroad spur, and I-215. (Webb, 2020b, p. 1-1)

The subject property is situated on shallow alluvium with historic groundwater levels in the vicinity at depths of greater than 50 feet (SoCalGeo, 2018a, p. 7). According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate (FIRM) Panel 06065C1430H, the Project site is located in Flood Zone X, an area of minimal flood hazard (FEMA, 2014).

### 2.3.9 Utilities

The Project site is under the purview of the Eastern Municipal Water District (EMWD) for domestic water and sewer service. EMWD's water supply is obtained from four sources: 1) imported water from the Metropolitan Water District (MWD); 2) recycled water; 3) local groundwater production; and 4) desalted groundwater (EMWD, 2016a, pp. 3-1, 3-3). EMWD has an adopted Water Shortage Contingency Plan (EMWD Ordinance 117.2) that applies regulations and restrictions on the delivery of and consumption of water during water shortages.

Water and storm drain lines exist beneath Harvill Avenue and water lines, Perris Valley Area Master Drainage Plan (PVM DP) lateral H-II.1, and sewer lines exist beneath Rider Street. Additionally, a headwall and culvert (PVDMP Lateral H-12) exists east of the site and east of the RCTC Metrolink railway. Railroad. Dry utilities consist of gas lines beneath Rider Street as well as underground communications. Aboveground utilities consist of power poles along Rider Street and overhead electric lines as well as overhead electric lines near the southeast corner of the site. (Webb, 2020a)

## 2.4 PLANNING CONTEXT

### 2.4.1 Riverside County General Plan and Mead Valley Area Plan

The prevailing planning document for the Project site and its surrounding area is the Riverside County General Plan and the Mead Valley Area Plan (MVAP). As shown on Figure 2-10, *Existing General Plan Land Use Designations*, the Project site is designated Community Development - Light Industrial (LI) by the Riverside County General Plan. The Light Industrial (LI) land designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses with a building intensity range of 0.25 to 0.60 floor-to-area ratio (FAR) (Riverside County, 2017a, Table LU-4).

### 2.4.2 Zoning Classifications

The Project site is within the North Perris Zoning Area/District of unincorporated Riverside County (RCIT, 2020). As shown on Figure 2-11, *Existing Zoning*, the Project site is split zoned Manufacturing – Heavy (M-H) and Manufacturing - Service Commercial (M-SC) (RCIT, 2020). According to the Riverside County Land Use Ordinance (Ordinance No. 348), the intent of the M-H and M-SC Zones is to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the County's economic base; provide the necessary improvements to support industrial growth; ensure that new industry is compatible with uses on adjacent lands and protect industrial areas from encroachment by incompatible uses that may jeopardize industry. Development is subject to area site improvement, landscaping, and performance standards specified in the County's Land Use Ordinance. (Riverside County, 2019b)

### 2.4.3 Surrounding Land Use and Zoning Designations

The Project site is bound on the west by Harvill Avenue, on the south by Rider Street, and on the west by the RCTC/Metrolink railway. The existing land uses of surrounding properties were previously described in Section 2.2, *Surrounding Land Uses and Development*. As shown on Figure 2-10, the Riverside County General Plan and MVAP designate surrounding properties the north of the Project site as M-H. In addition, properties south of Rider Street are zoned M-H, and properties west of Harvill Avenue are zoned M-SC and Industrial Park (I-P). (RCIT, 2020).

### 2.4.4 City of Perris Sphere of Influence

According to Riverside County GIS, the Project site is located in the City of Perris Sphere of Influence (SOI) (RCIT, 2020). A SOI is a geographic area that could eventually be incorporated into a city by annexation, subject to approval of the Riverside County Local Agency Formation Commission (LAFCO).

### 2.4.5 Riverside County Airport Land Use Compatibility Plan

The MARB Land Use Compatibility Plan (ALUCP) identifies land use standards and design criteria for new development located in the proximity of the MARB to ensure compatibility between the airport and surrounding land uses and to maximize public safety. At a distance of approximately 11,468 feet (2.1 miles) from the MARB runway to the Project site, the Project site is located within "Compatibility Zone C2" of the MARB influence area and is therefore subject to the MARB ALUCP. Within Compatibility Zone C2, non-residential intensity is restricted to 200 people per average acre and 500 people per single acre, and hazards to flights are prohibited. (RCALUC, 2014, Table MA-2) (RCALUC, 2020a)

### 2.4.6 Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), a regional Habitat Conservation Plan (HCP), was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and participating entities. The intent of the Western Riverside County MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP identifies Criteria Areas, in which habitat conservation efforts are targeted.

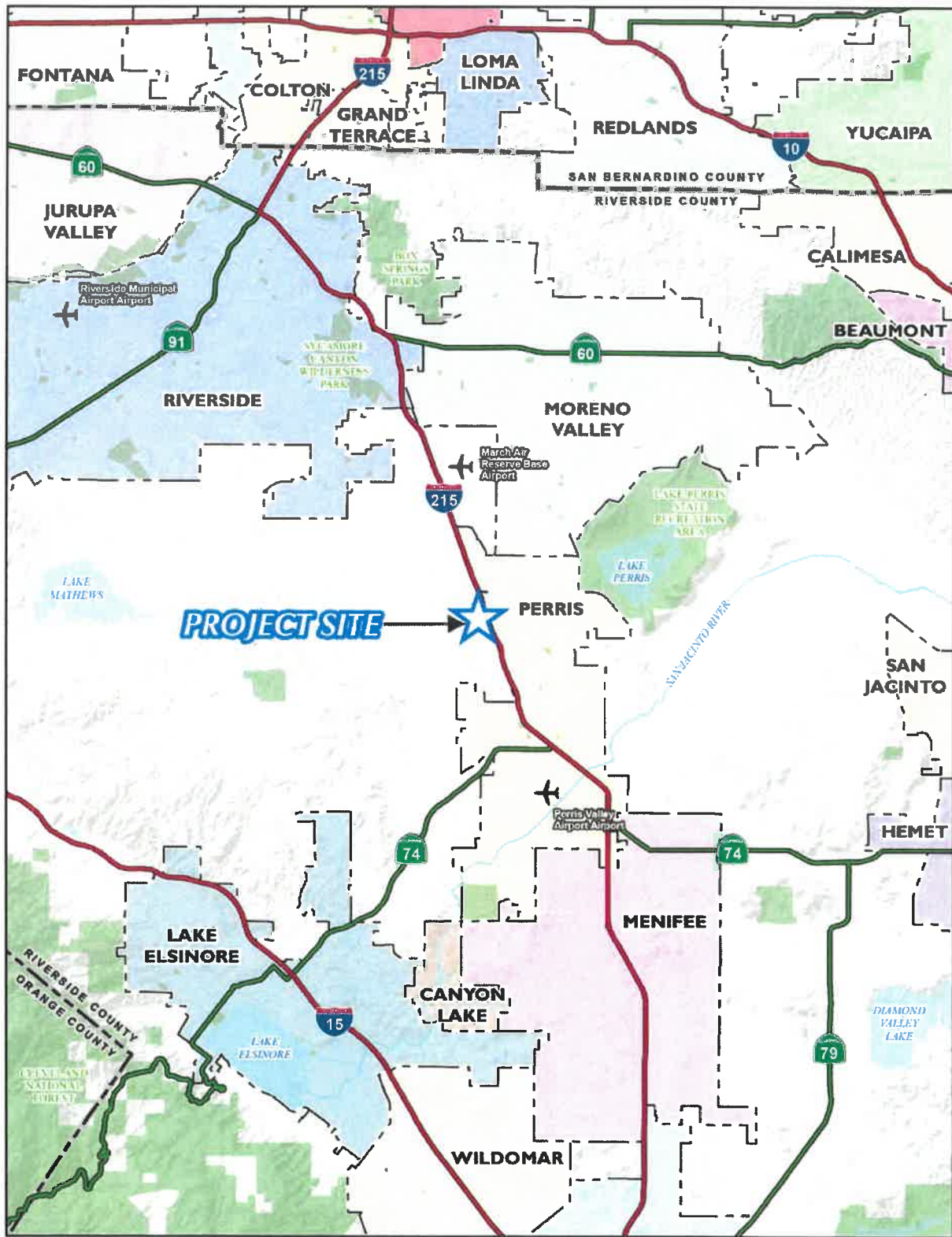
### 2.4.7 Southern California Association of Governments Regional Transportation Plan

Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region. As an MPO and public agency, SCAG develops transportation and housing

plans that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole.

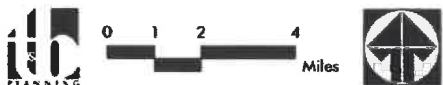
SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal) serves as an update to the 2016-2040 RTP/SCS and focuses on the continued efforts of the previous RTP/SCS plans for an integrated approach in transportation and land uses strategies in development of the SCAG region through horizon year 2045. The goals for Connect SoCal include: 1) encourage regional economic prosperity and global competitiveness; 2) improve mobility, accessibility, reliability, and travel safety for people and goods; 3) enhance the preservation, security, and resilience of the regional transportation system; 4) increase person and goods movement and travel choices within the transportation system; 5) reduce greenhouse gas emissions and improve air quality; 6) support healthy and equitable communities; 7) adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) encourage development of diverse housing types in areas that are supported by multiple transportation options; and 10) promote conservation of natural and agricultural lands and restoration of habitats. (SCAG, 2020)

The 2020-2045 RTP/SCS include an appendix titled "Goods Movement" that is applicable to the proposed Project because the Project entails the development of a warehouse building in the SCAG region that could support a variety of light industrial, warehousing, and logistics users. In April 2018 SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities, and are a major reason why the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

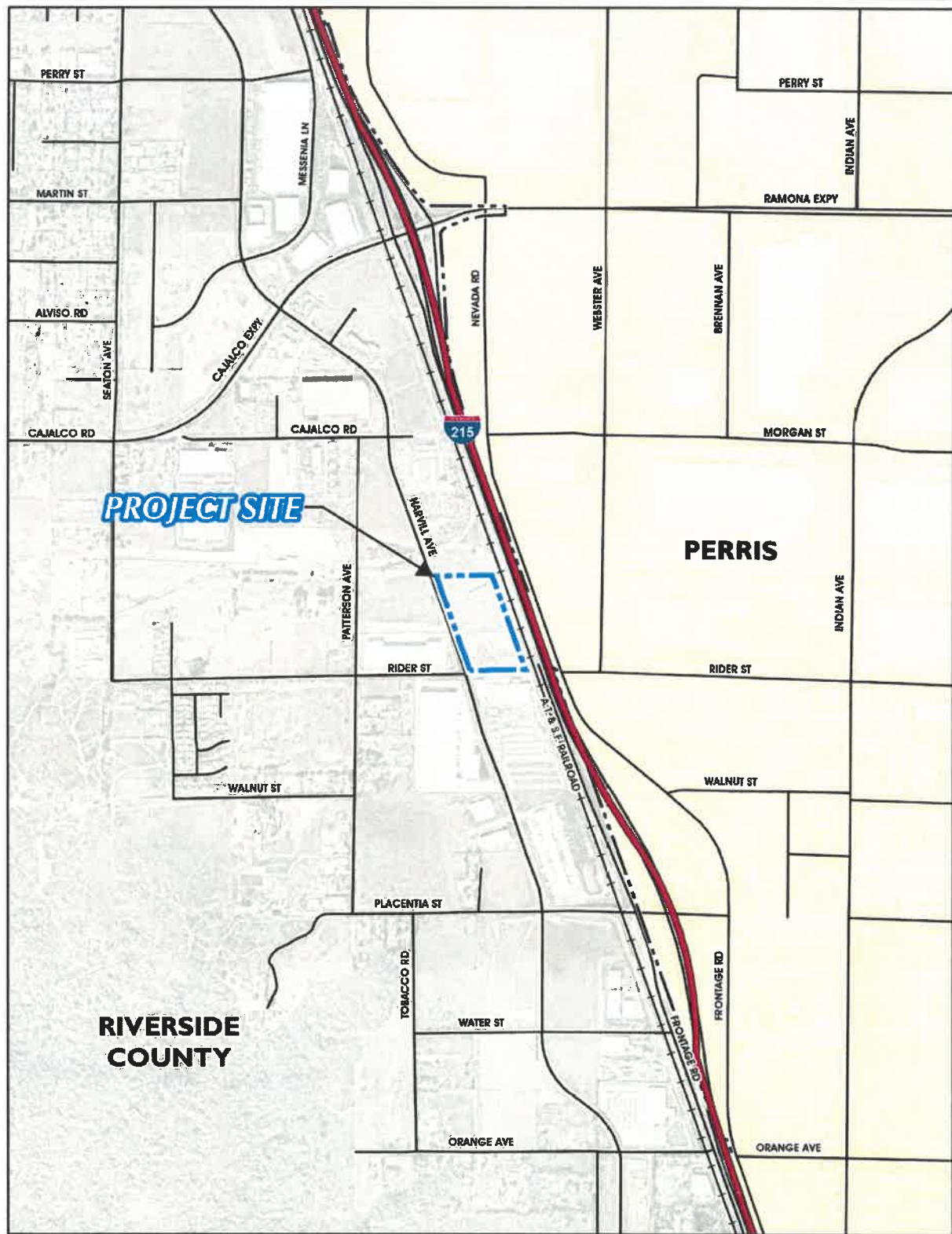


Source(s): ESRI, RCT/LMA (2020), SB County (2019)

Figure 2-1



Regional Map



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-2



Vicinity Map





Source(s): ESRI, Nearmap Imagery (2020), RCLMA (2020)

Figure 2-3



### Surrounding Land Uses and Development

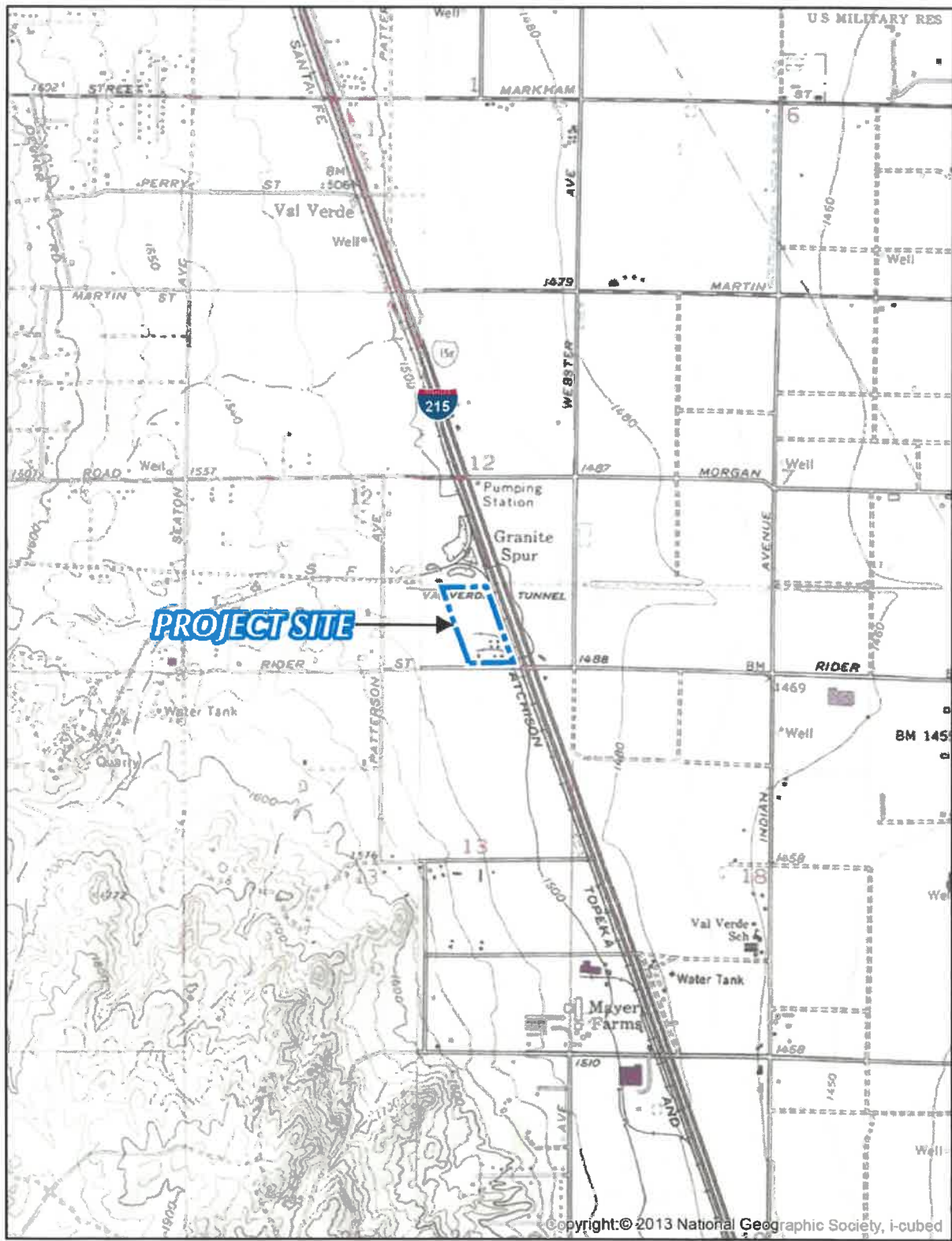


Source(s): ESRI, Neoramp Imagery (2020), RCTLMA (2020)

Figure 2-4

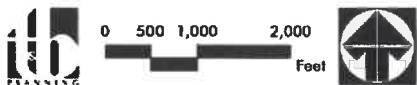


Aerial Photograph



Source(s): USGS (2013)

Figure 2-5

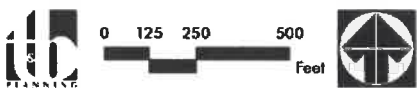


USGS Topographical Map



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-6



Site Photo Key Map



Northwest

Southeast

Photo 1: Northwest of the Project Site, along Harvill Ave, looking northwest to southeast.



Northwest

Southeast

Photo 2: West of the Project Site, along Harvill Ave, looking northwest to southeast.



Northwest

Southeast

Photo 3: Southwest of the Project Site, along Harvill Ave, looking northwest to southeast.



Northwest

Southeast

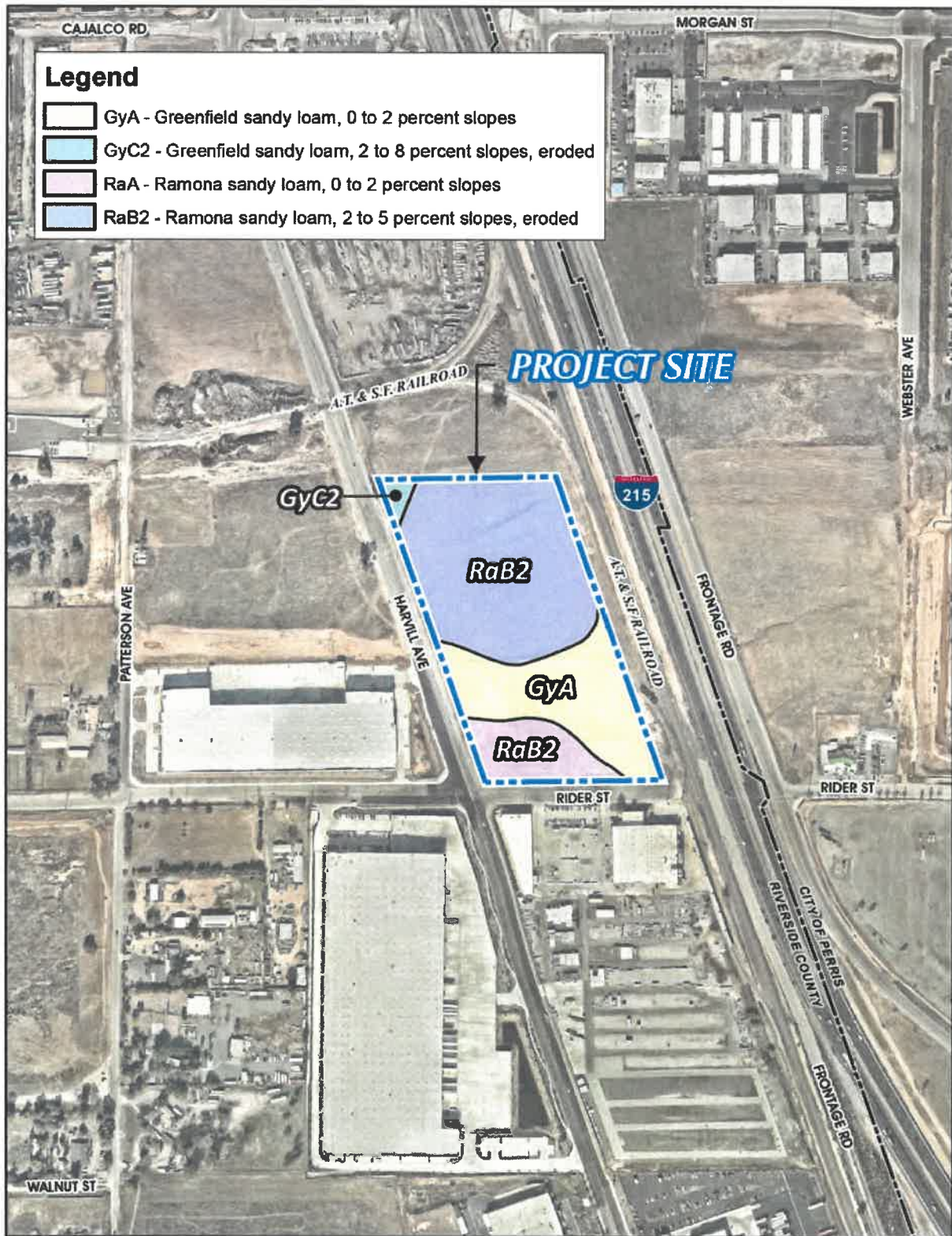
Photo 4: Southwest of the Project Site, at the intersection of Harvill Ave & Rider St, looking northwest to southeast.



West

Northwest

Photo 5: Southeast of the Project Site, along Rider St, looking west to northwest.

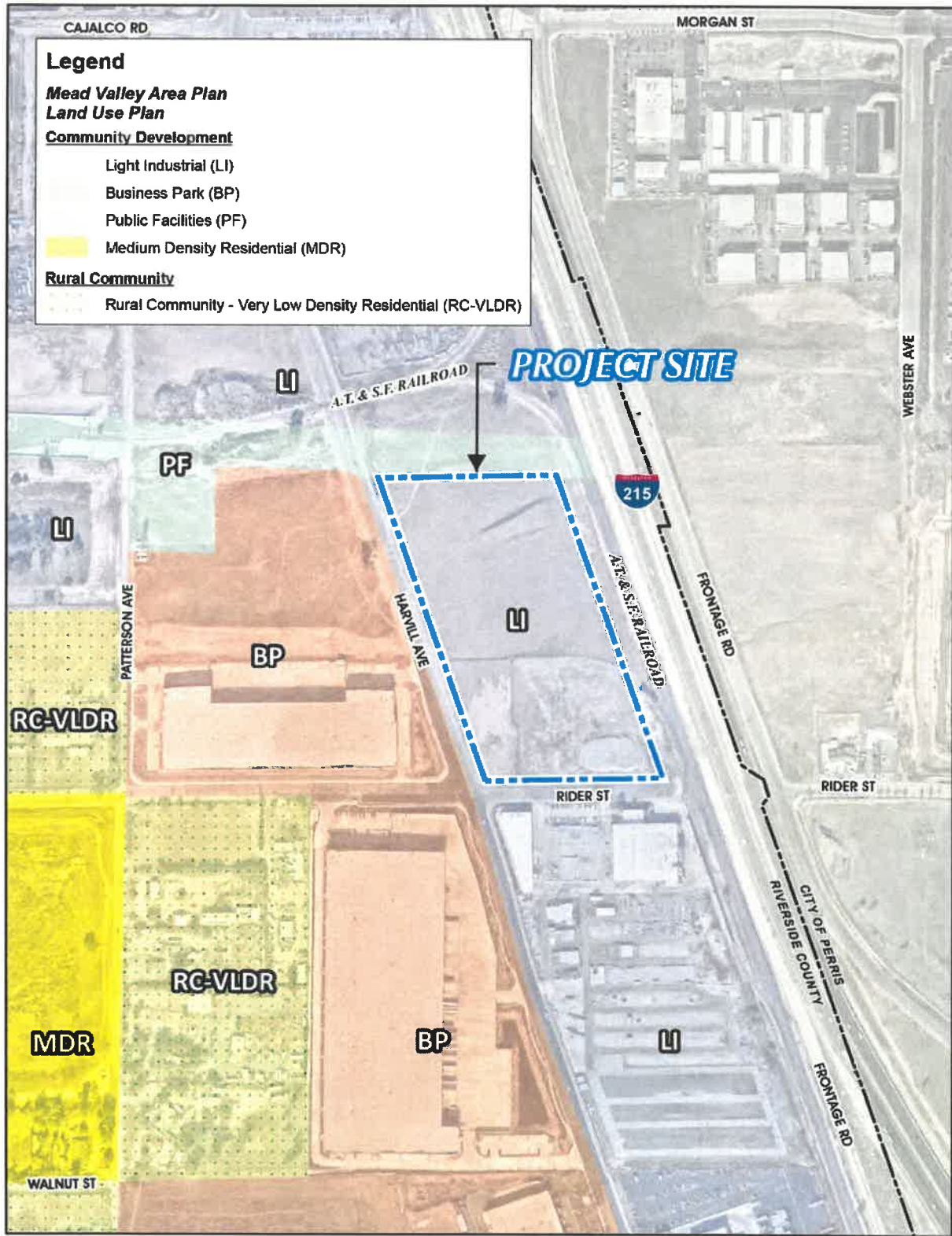


Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-9

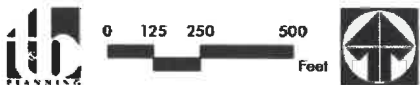


**Soils Map**



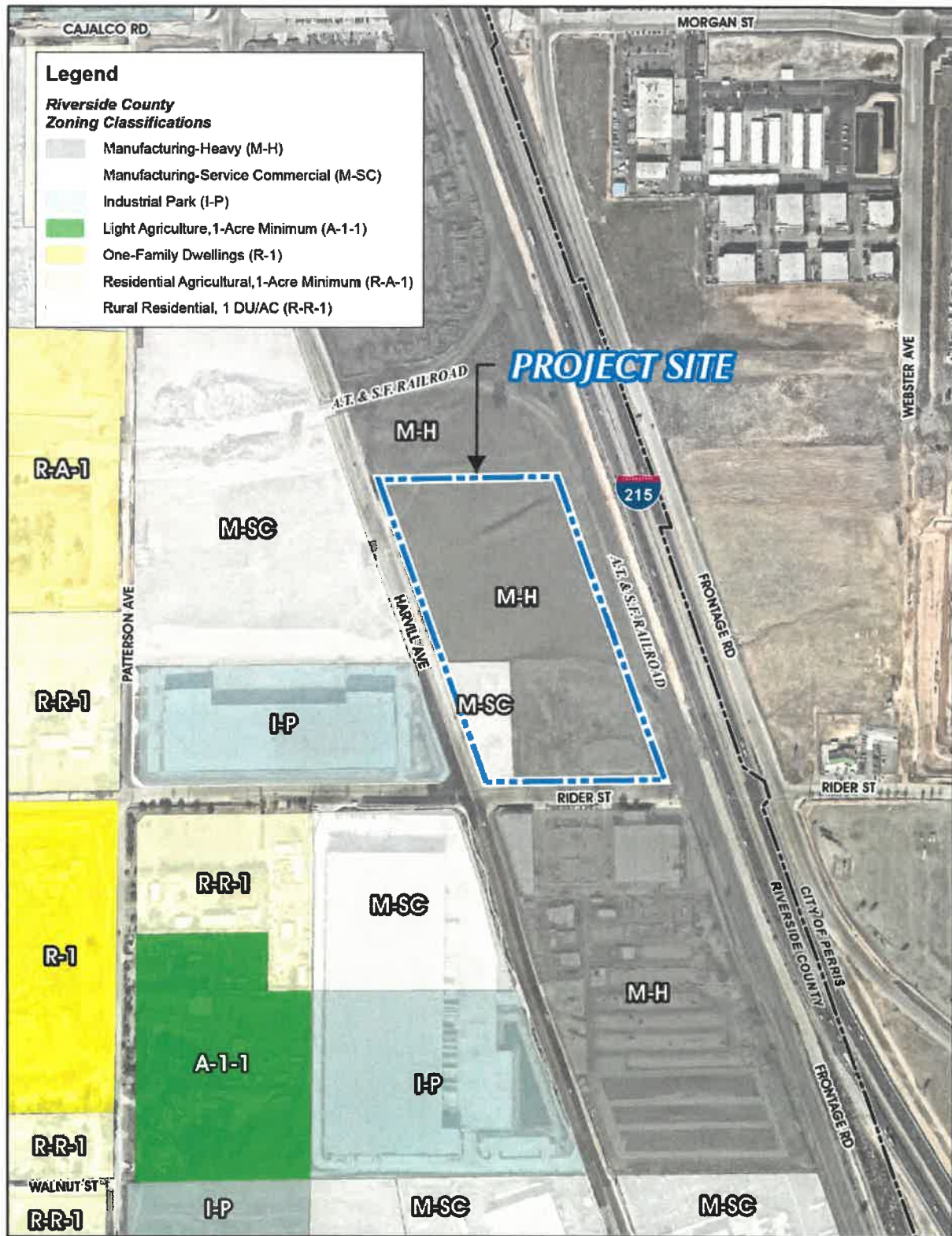
Source(s): ESRI, MVAP (2018), Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-10



Existing General Plan Land Use Designations





Source(s): ESRI, Nearmap Imagery (2020), RCLMA (2020)

Figure 2-11



Existing Zoning Classifications

## 3.0 Project Description

The Project evaluated by this MND is located in unincorporated Riverside County, California on Assessor Parcel Numbers (APNs) 317-170-024 and 317-170-045. The proposed Project consists of an application for a Change of Zone and a Plot Plan. Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the Riverside County Planning Department, 4080 Lemon Street, 12<sup>th</sup> Floor, Riverside, California 92502. A detailed description of the proposed Project is provided in the following subsections. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-3, *Matrix of Project Approvals/Permits*.

### 3.1 PROPOSED DISCRETIONARY APPROVALS

#### 3.1.1 Change of Zone No. 2000008

The entirety of the Project site is designated Community Development - Light Industrial (LI) by the Riverside County General Plan and is split zoned Manufacturing – Heavy (M-H) and Manufacturing - Service Commercial (M-SC) under existing conditions (RCIT, 2020). In order to facilitate this development, the County of Riverside requested that the applicant propose to change the zoning of the larger parcel (13.27 acres) from M-H to M-SC so that the entire Project site would be zoned M-SC. Refer to Figure 3-1, *Change of Zone No. 2000008*.

#### 3.1.2 Overall Site Plan

The Project proposes to consolidate the two parcels into one approximately 15.07 gross-acre site as depicted on Figure 3-2, *Overall Site Plan*. As shown on Figure 3-2 the Project Applicant proposes to construct one (1) approximately 334,922 SF warehouse building comprised of approximately 10,990 SF of 1st floor office, 7,850 SF of warehouse mezzanine, 316,082 SF of warehouse, 41 dock doors, parking for automobiles and trucks, one (1) bio-retention basin, and associated improvements on an approximately 15.07 gross acres (14.77 net acre) site. Office areas are planned for the northwest and southeast corners of the building and additional site improvements include, vehicle drive aisles, screen walls, steel fencing and gates, trash enclosures, exterior ancillary lighting, signage, landscaping, patio, and utility improvements.

#### 3.1.3 Plot Plan No. 190039

Plot Plan No. 190039 is proposed to allow for development of the Project site with one industrial warehouse building. Major components of Plot Plan No. 190039 are shown on Figure 3-3, *Plot Plan No. 190039* and described below.

##### A. Earthwork and Grading

Grading would occur over the entire Project site. Proposed earthwork activities would result in approximately 67,420 cubic yards (CY) of cut and approximately 66,600 CY of fill. Based on the expected approximately 820 CY of shrinkage/subsidence of on-site soils, earthwork would balance on site and no import/export of soils would be required.

## **B. Circulation**

Access to the Project site will be provided by two full access driveways. Specifically, access to the site will be provided to/from Harvill Avenue via a driveway designed to be located near the northwest corner of the site; and to/from Rider Street via a driveway to be located near the southeast corner of the site. Refer to Exhibit 1-4 in the Project's Traffic Impact Analysis for a full description of the driveway site access recommendations (*Technical Appendix K1* to this MND). The driveways are designed to accommodate the wide turning radii of heavy trucks (Urban Crossroads, Inc., 2020f, p. 10). Refer to the Truck Access exhibit provided and discussed further under the topic of Transportation in MND Section 5.0 and included as Exhibit 1-5 of the Project's Traffic Impact Analysis (*Technical Appendix K1*).

## **C. Parking and Loading**

The future tenant(s) of the Project's building is unknown at this time, but the building can be divisible for two tenants. Pursuant to Riverside County Ordinance No. 348, if the number of workers cannot be determined, the number of required parking spaces shall be one (1) space per 2,000 SF of gross floor area for warehouses and one (1) space per 250 SF for office area (Riverside County, 2019b, Section 18.12). Therefore, pursuant to Ordinance No. 348, the Project would be required to provide 158 stalls for warehouse space ( $316,082 \text{ SF} \div 2,000 \text{ SF} = 158.04$  stalls) and 75 parking stalls for office space ( $10,990 \text{ SF} + 7,850 \text{ SF} \div 250 \text{ SF} = 75.36$ ) for a combined number of 233 parking stalls. Some of the passenger car parking spaces would be required to be marked as handicapped, some as carpool/vanpool, and some equipped with electric vehicle (EV) parking/charging stations per the requirements of the California Green Building Standards Code (CALGreen). Bicycle parking also is required by CALGreen. The County does not have a requirement for providing a minimum number of truck/trailer parking spaces but requests that sufficient trailer parking spaces be provided to support the building size and use. As shown on Figure 3-3, Plot Plan No. 190039 provides approximately 333 parking stalls, which includes 180 standard stalls, 6 American with Disabilities Act (ADA) stalls, 2 van accessible stalls, 17 clean air/vanpool/electric vehicle (VH) stalls, and 128 stalls designated as alternate parking. In addition, the Plot Plan accommodates 44 truck-trailer positions, although the striping could be adjusted in the future as part of the building permit and occupancy permit processes to accommodate the parking needs of the building occupant(s).

## **D. Architecture, Walls, and Fences**

As shown on Figure 3-5, *Conceptual Architectural Elevations*, the building is designed at a height of 48 feet from the finished floor to the top of the concrete parapet. The building would be constructed with painted concrete tilt-up panels and aluminum storefront framing with tempered glass at all doors. All exterior and interior glazing is proposed to be tempered with either insulated glass, single light vision glass or spandrel glass with concrete behind it. Elevation colors would consist of a color scheme of white, gray and blue with gray reflective glazing and clear anodized mullions.

As shown on Figure 3-6, *Wall and Fence Plan*, a 10-foot-high concrete tilt-up screen wall would be provided on the east side of the truck court inside of the landscape buffer to further obscure, screen, and secure the building's truck court, trailer parking positions, and dock doors from public view along I-215. In addition, a 10-foot-high screen wall would be provided at both ends of the truck court and the truck court would be secured by an 8-foot-high metal manual sliding gate.

### E. Conceptual Landscaping Plan

As depicted on Figure 3-7, *Conceptual Landscaping Plan*, other than the driveway aprons, the perimeter of the site would be landscaped. The site is also designed to provide landscaping interior to the site adjacent to the building and within the auto parking area. To provide a clear line of sight, the truck court would not include landscaping. All landscaping and irrigation will comply with Riverside County Ordinance No. 859.3 and all auto parking areas, excluding drive aisles, will receive a minimum 50% shading, utilizing an assortment of evergreen and deciduous trees in compliance with Riverside County Ordinance No. 348, Section 18.12.

## 3.2 PROJECT TECHNICAL CHARACTERISTICS

### 3.2.1 On-Site and Off-Site Utility Improvements

Infrastructure improvements that are required to be installed on the Project site and connected to the surrounding infrastructure system include new storm drains, stormwater/water quality treatment facilities, sewer lines, water lines, and dry utility systems. The Project's water, sewer, and storm drain lines would be connected to existing lines in Rider Street and Harvill Avenue.

A 30-foot storm drain easement would be provided in the landscape areas near the northern and eastern perimeter of the Project site. All runoff generated by the Project would be conveyed through the site utilizing curb and gutter, inlets, and minimal subsurface storm drain. All runoff generated will be directed to the south and it will gravity flow into a bio-retention basin designed to be located near the southwestern corner of the site along with an engineered outlet structure. Water quality flows will be fully captured by the basin and the runoff would be filtered through the bio-retention basin media before being pumped into the engineered outlet structure. (Webb, 2020c, p. 6).

As depicted on Figure 3-3 the power poles that exist along Rider Avenue will remain in place.

### 3.2.2 Public Roadway Improvements

The Project Applicant would be required to make improvements to the public street along the Project site's frontage with Rider Street and Harvill Avenue.

- **Rider Street** is an east-west oriented roadway located along the Project's southern boundary. According to the County of Riverside Circulation Element, Rider Street is built out to its ultimate half-section. The Project Applicant would construct Rider Street from Harvill Avenue to the Project's eastern boundary at its ultimate half-section width as an Industrial Collector (78-foot right-of-way) in compliance with the circulation recommendations of the County of Riverside Circulation Element. (Urban Crossroads, Inc., 2020f, p. 8)
- **Harvill Avenue** is a north-south oriented roadway located along the Project site's western boundary. According to the County of Riverside Circulation Element, Harvill Avenue is built out to its ultimate half-section. The Project Applicant would dedicate

the ultimate half-section width for the County of Riverside to improve Harvill Avenue from the Project's northern boundary to Rider Street as a Major Highway (118-foot right-of-way). (Urban Crossroads, Inc., 2020f, p. 10)

Refer to Exhibit 1-4 in the Project's Traffic Impact Analysis for a full description of the driveway access recommendations (*Technical Appendix K1* to this MND).

### 3.2.3 Construction Characteristics

Based on information supplied by the Project Applicant regarding the Project's expected construction schedule, as identified in Table 3-1, *Anticipated Construction Duration*, this MND and the technical reports attached to this MND anticipate that the proposed Project would be constructed in one phase over the course of approximately 12 to 15 months. For analysis purposes in this MND and its supporting technical studies, construction is anticipated to commence in Year 2020 and complete in Year 2021, at which time the building's eventual user(s) would take occupancy. Although actual construction will commence later (likely in 2021), assuming a 2020 construction start date yields conservative analytical results, as older construction equipment is phased out of construction fleets over time and replaced with cleaner and less polluting pieces of equipment. When construction activities commence, site preparation would occur first. Then the property would be mass-graded and underground infrastructure would be installed. Next, fine grading would occur, surface materials would be poured, and the proposed building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing, screen walls, lighting, signage, and other site improvements would be installed. (Urban Crossroads, Inc., 2020a p. 40 and Table 3-2)

Construction equipment is expected to operate on the Project site eight (8) hours per day. During a typical work day, construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction work day. Thus, eight (8) hours of daily use per piece of equipment is a reasonable assumption based on similar size and scale developments, and likely overstates the actual amount of time that each piece of construction equipment will operate on a daily basis. Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. The types and numbers of off-road heavy equipment expected to be used on the Project site during construction activities are listed in Table 3-2, *Anticipated Construction Equipment*.

**Table 3-1 Anticipated Construction Duration**

Phase Name	Days
Site Preparation	10
Grading	30
Building Construction	300
Paving	20
Architectural Coating	40

(Urban Crossroads, Inc., 2020a, Table 3-2)

**Table 3-2 Anticipated Construction Equipment**

Activity	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

(Urban Crossroads, Inc., 2020a, Table 3-3)

**3.2.4 Operational Characteristics**

At the time this MND was prepared, the future user(s) of the proposed building was unknown; however, the building is designed to be divisible to accommodate one or two tenants and the Project Applicant expects the building to be occupied by a warehouse and light industrial user. The proposed building is not designed to accommodate an occupant that requires warehouse cold storage.

This MND assumes that the building would be operational 24 hours per day, seven (7) days per week, with exterior areas safety-lit at night. Lighting would be subject to compliance with Riverside County Ordinance Nos. 655 and 915, which were adopted to prevent significant skyglow or lighting levels affecting other properties. The proposed building is designed such that business operations would be conducted primarily within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at the loading bays positioned on the south side of the building. Based on the Project’s traffic impact analysis (*Technical Appendix K1*), during long-term operational conditions, the building is calculated to generate a total of approximately 650 two-way trips per day (actual vehicles) which includes 184 two-way truck trips per day. (Urban Crossroads, Inc., 2020f, Table 4-2).

Because the user(s) of the Project’s building is not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that Light Industrial (LI) businesses would employ one (1) worker for every 1,030 SF of building area (334,922 SF ÷ 1,030 SF= 325.16) (Riverside County, 2017b, Table E-5). Based on this employment generation rate, the Project is expected to create approximately 325 new recurring jobs.

**3.2.5 Related Environmental Review and Consultation Requirements**

Riverside County has primary approval responsibility for the proposed Project. As such, the County is the Lead Agency for this MND pursuant to State CEQA Guidelines Section 15050. The County’s Planning Commission will consider the Project Applicant’s requested Change of Zone and Plot Plan application as part of a publicly-noticed hearing and will make a recommendation to the Board of Supervisors to approve, conditionally approve, or deny the proposed Project. The Board of Supervisors would then consider the recommendation at a publicly noticed hearing and then approve, conditionally approve or deny the proposed Project. Should the Project be approved, the County would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. Table 3-3, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent discretionary and ministerial approvals associated with the Project. This MND covers all government approvals which may be needed to construct or implement the proposed Project, whether or not explicitly noted in Table 3-3.

**Table 3-3 Matrix of Project Approvals/Permits**

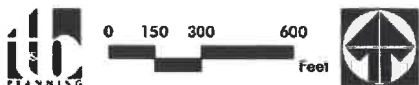
PUBLIC AGENCY	APPROVALS AND DECISIONS
<b>RIVERSIDE COUNTY</b>	
<b>PROPOSED PROJECT – RIVERSIDE COUNTY DISCRETIONARY AND LEGISLATIVE APPROVALS</b>	
Riverside County Planning Commission	<ul style="list-style-type: none"> <li>• Make a recommendation to approve, conditionally approve, or deny proposed Change of Zone No. 2000008 and Plot Plan No. 190039.</li> </ul>
Riverside County Board of Supervisors	<ul style="list-style-type: none"> <li>• Approve, conditionally approve, or deny proposed Change of Zone 2000008 and Plot Plan 190039.</li> </ul>
<b>Subsequent Riverside County Ministerial Approvals</b>	
Riverside County Building and Safety Department	<ul style="list-style-type: none"> <li>• Grading Permit</li> <li>• Building Permits</li> <li>• Road Improvement Plan Approvals</li> <li>• Encroachment Permits</li> <li>• Street Dedication</li> <li>• Street Vacation</li> <li>• Certificates of Occupancy</li> </ul>
<b>Other Agencies – Subsequent Approvals and Permits</b>	
Santa Ana Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> <li>• Issuance of a Construction Activity General Construction Permit</li> <li>• Compliance with the National Pollutant Discharge Elimination System (NPDES)</li> </ul>
Riverside County Flood Control & Water Conservation District (RCFCWCD)	<ul style="list-style-type: none"> <li>• Approvals for construction of drainage infrastructure.</li> </ul>
Eastern Municipal Water District	<ul style="list-style-type: none"> <li>• Approvals for construction of water and sewer infrastructure.</li> </ul>
Southern California Edison	<ul style="list-style-type: none"> <li>• Approvals for utility infrastructure, including but not limited to any power pole relocations or undergrounding of lines.</li> </ul>

Plot Plan No. 190039, Change of Zone No. 2000008



Source(s): ESRI, Nearmap Imagery (2020), RCLMA (2020)

Figure 3-1



Change of Zone No. 2000008



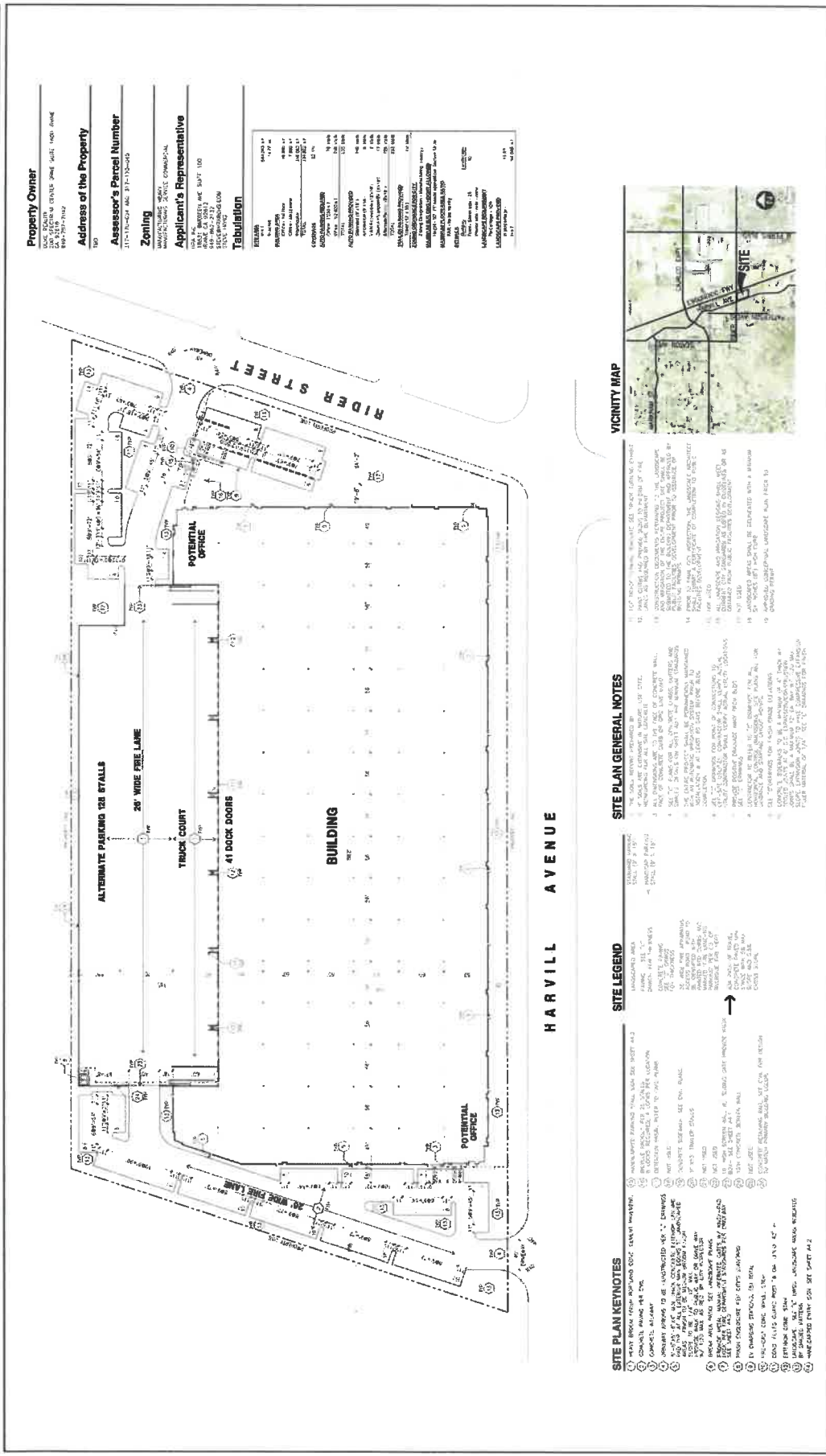
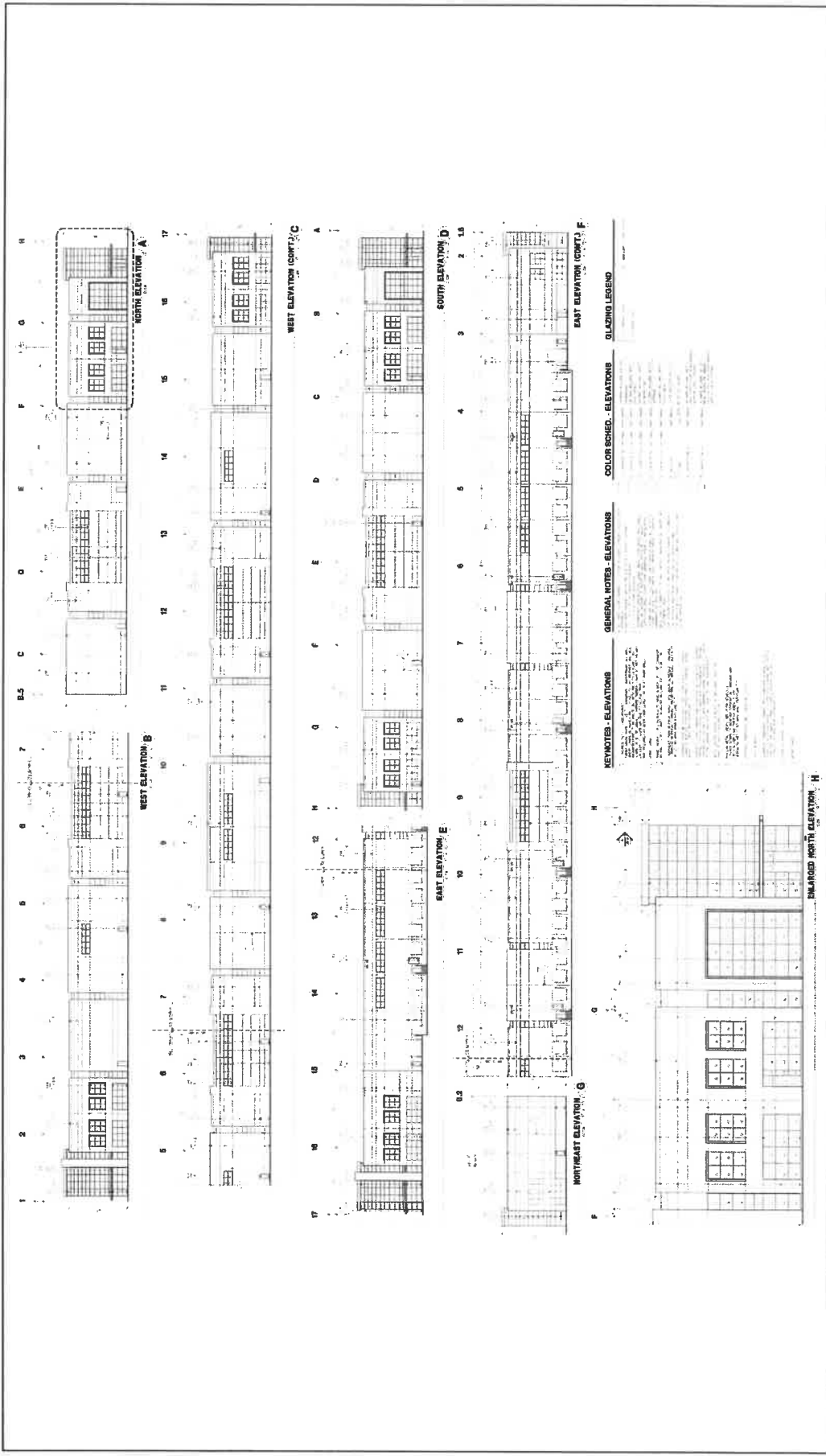


Figure 3-2









Sheet 16/16 (11-13-2007)



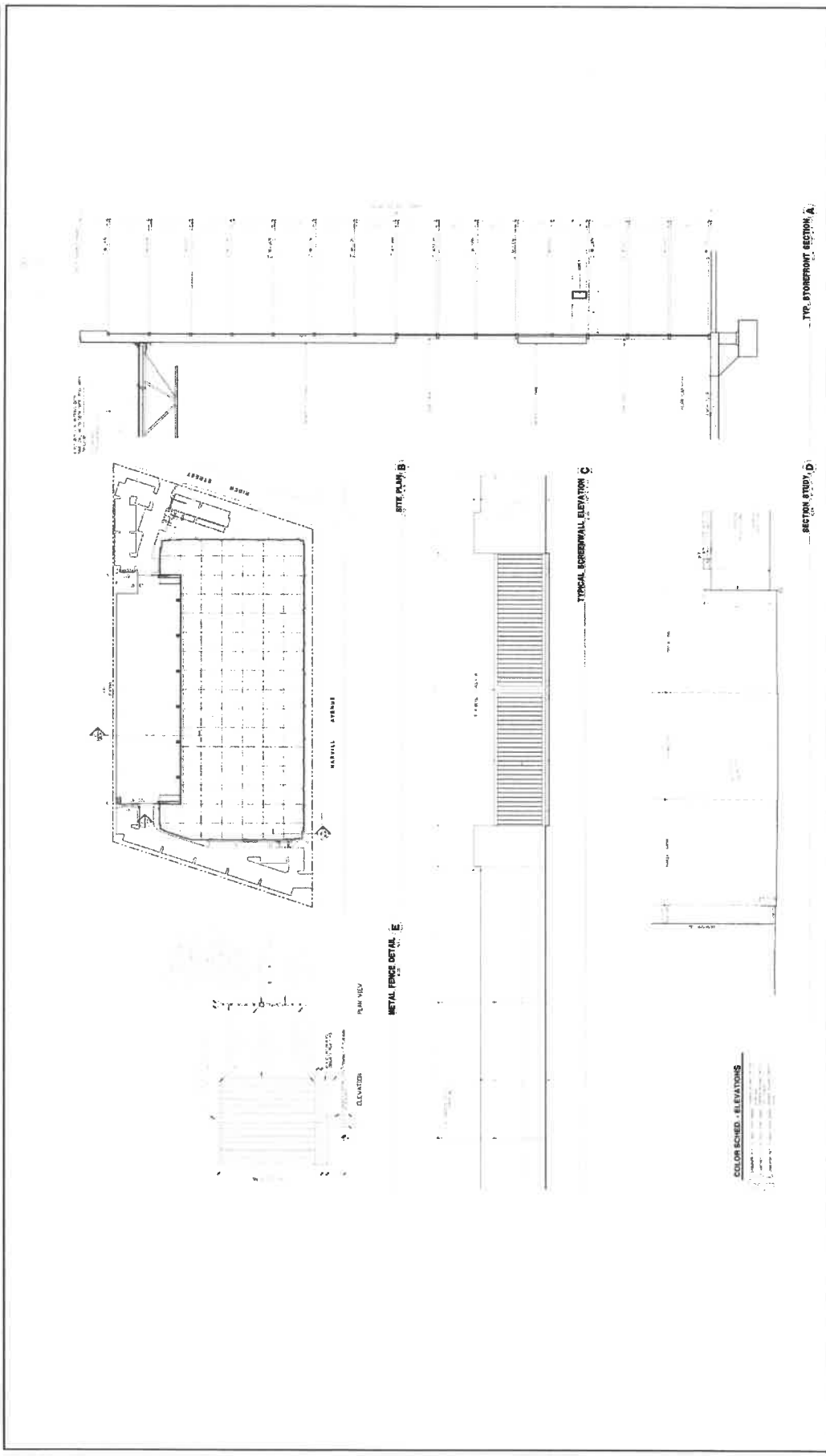


Figure 3-6

### Wall and Fence Plan



## 4.0 Environmental Assessment

**Environmental Assessment (CEQ/EA) Number:** CEQ190175

**Project Case Type(s) and Number(s):** Change of Zone No. 2000008, Plot Plan No. 190039

**Lead Agency Name:** Riverside County Planning Department

**Address:** Riverside County Planning Department, 4080 Lemon Street, 12th Floor (physical address); P.O. Box 1409, Riverside, CA 92502-1409

**Contact Person:** Brett Dawson, Project Planner

**Telephone Number:** 951-955-0972

**Applicant's Name:** Duke Realty

**Applicant's Address:** 200 Spectrum Center Drive, Suite 1600, Irvine, CA 92618

### 4.1 PROJECT INFORMATION

**Project Description:**

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

B. **Total Project Area:** 15.07 Gross Acres

<b>Residential Acres:</b> 0	<b>Lots:</b> 0	<b>Units:</b> 0	<b>Projected No. of Residents:</b> 0
<b>Commercial Acres:</b> 0	<b>Lots:</b> 0	<b>Sq. Ft. of Bldg. Area:</b> 0	
<b>Industrial Acres:</b> 15.07	<b>Lots:</b> 2	<b>Sq. Ft. of Bldg. Area:</b> 334,922	<b>Est. No. of Employees:</b> 325
gross acres		SF	
<b>Other:</b>	<b>Lots:</b> XX	<b>Sq. Ft. of Bldg. Area:</b> 0	

C. **Assessor's Parcel No(s):** 317-170-024 and 317-170-045

**Street References:** North of Rider Street, south of Cajalco Road, east of Harvill Avenue, and west of I-215.

D. **Section, Township & Range Description or reference/attach a Legal Description:** Southeast quarter of Section 12, Township 4, South, Range 4 West

E. **Brief description of the existing environmental setting of the project site and its surroundings:**  
Refer to Section 2.0, *Environmental Setting*.

### 4.2 APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

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

1. **Land Use:** The Project site is located within the Mead Valley Area Plan (MVAP) of the County of Riverside's General Plan. The General Plan and MVAP designate the site for Community Development - Light Industrial (LI) land uses. The Light Industrial (LI) land designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing,

repair facilities, and supporting retail uses with a building intensity range of 0.25 to 0.60 floor-to-area ratio (FAR) (Riverside County, 2016a, Table 1).

The Project site is split zoned Manufacturing – Heavy (M-H) and Manufacturing - Service Commercial (M-SC) (RCIT, 2020). According to the Riverside County Land Use Ordinance (Ordinance No. 348), the intent of the M-H and M-SC Zones is to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the County's economic base; provide the necessary improvements to support industrial growth; insure that new industry is compatible with uses on adjacent lands and protect industrial areas from encroachment by incompatible uses that may jeopardize industry. (Riverside County, 2019b) The Change of Zone request (CZ No. 2000008) would change the zoning classification of the M-H zoned portion of the site to M-SC, so that the entire site would be zoned M-SC.

2. **Circulation:** The proposed Project was reviewed for conformance with Riverside County Ordinance No. 461, "Road Improved Standards and Specifications" by the Riverside County Transportation Department. Adequate circulation facilities exist and are proposed to serve the proposed Project. The proposed Project meets all applicable circulation policies of the General Plan. In addition, transportation by clean energy vehicles is encouraged by mandatory compliance with CALGreen, which requires that some of the on-site parking spaces be equipped with electric vehicle (EV) charging stations and that bicycle parking be provided on the site.
3. **Multipurpose Open Space:** No natural open space land is required to be preserved within the boundaries of this Project. The Project would be consistent with or otherwise would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The proposed Project meets all other applicable Multipurpose Open Space Element Policies. No riparian or other sensitive vegetation is located on the site and the site is not a wildlife corridor and is not located in a floodway or floodway fringe area. The site also does not contain agricultural resources, mineral resources, or any known significant cultural or paleontological resources, and is not located in a designated scenic corridor. The Project would not be a water-intensive use and the Project's landscaping plan complies with County Ordinance No. 859.3, "Water Efficient Landscape Requirements".
4. **Safety:** The proposed Project allows for sufficient provision of emergency response services to the existing and future users of the Project through the Project's design. The proposed Project meets all other applicable Safety Element policies. The Project site is not located in a seismic fault rupture area, area subject to landslides, seiches, or significant liquefaction. The site is also not located in a flood hazard area or wildfire hazard area. On May 14, 2020, the Riverside County Airport Land Use Commission (ALUC) reviewed the Project for air hazard safety and deemed the Project consistent with the March Air Reserve Base Airport Land Use Compatibility Plan subject to conditions of approval which the County will impose as conditions of approval on Plot Plan No. 190039.



5. **Noise:** The proposed Project meets all applicable Noise Element policies and would not exceed Riverside County noise standards as concluded by the analysis contained herein. The Project's construction and operational activities are required to comply with the Riverside County Noise Ordinance found in County Code Section 9.52.020.
  6. **Housing:** No housing is proposed by this Project. The Project would not displace any existing housing. There are no significant adverse impacts to housing as a direct result of this Project.
  7. **Air Quality:** The proposed Project is conditioned by Riverside County to control any fugitive dust during construction activities in accordance with the SCAQMD Rule 403. As concluded by the analysis contained herein, the proposed Project would not exceed the SCAQMD's regional emission significance threshold for any criteria pollutant during its operation; would not exceed the SCAQMD's significance thresholds for cancer and non-cancer health risks beyond thresholds of significance established by the SCAQMD; and would not create objectionable odors that affect sensitive receptors. The proposed Project is consistent with or otherwise would not conflict with all applicable Air Quality Element policies.
  8. **Healthy Communities:** A Project-specific Health Risk Assessment (HRA) (*Technical Appendix A2*) was prepared for the Project which determined that the Project would not result in any significant localized air quality impacts affecting nearby sensitive receptors (i.e., residential uses). The Project accommodates sidewalk connections which would encourage walking and other physical activity. The Project is designed to include a landscape buffer along the perimeter of the site and also includes a large, landscaped area in the area of the water quality basin designed adjacent to Rider Street. A 30-foot storm drain easement would be provided in the landscape areas near the northern and eastern perimeter of the Project site. The truck court is further screened from public views along Rider Street by the provision of automobile parking adjacent to the basin and along Rider Street, as well as a 10-foot-high screen wall at the entrance to the truck court. The Project site is not subject to severe natural hazards. The Project also would provide local jobs, which would assist the County in reducing the substantial out-of-county job commutes. The proposed Project is consistent with or otherwise would not conflict with all applicable policies of the Healthy Communities Element.
- B. General Plan Area Plan(s):** Mead Valley Area Plan (MVAP)
- C. Foundation Component(s):** Community Development
- D. Land Use Designation(s):** Light Industrial (LI)
- E. Overlay(s), if any:** N/A
- F. Policy Area(s), if any:** March Air Reserve Base Airport Influence Area
- G. Adjacent and Surrounding:**
1. **General Plan Area Plan(s):** Mead Valley Area Plan (MVAP)
  2. **Foundation Component(s):** Community Development
  3. **Land Use Designation(s):** LI, Business Park (BP), Public Facilities (PF)
  4. **Overlay(s) if any:** N/A
  5. **Policy Area(s), if any:** March Air Reserve Base Airport Influence Area

**H. Adopted Specific Plan Information**

1. Name and Number of Specific Plan, if any: "A" Street #100
2. Specific Plan Planning Area, and Policies, if any: N/A

I. Existing Zoning: Manufacturing- Heavy (M-H) and Manufacturing – Service Commercial (M-SC)

J. Proposed Zoning, if any: M-SC (entire site)

K. Adjacent and Surrounding Zoning: M-SC, M-H, Industrial Park (IP)

**4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

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

**4.4 DETERMINATION**

On the basis of this initial evaluation:

<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED:</b>	
<input type="checkbox"/>	I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. <b>A MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT (EIR)</b> is required.

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

proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

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.

Brett Dawson \_\_\_\_\_

Signature

*Brett Dawson* \_\_\_\_\_

Printed Name

April 28, 2021 \_\_\_\_\_

Date

For: Charissa Leach, P.E.

*TLMA Director* \_\_\_\_\_

## 5.0 Environmental Analysis

### 5.1 ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§ 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 § 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 (MND), Environmental Impact Report (EIR), or Addendum to a previous EIR or MND is required for the proposed Project. The Initial Study for public review reflects the independent judgment of the Lead Agency (County of Riverside).

#### 5.1.1 Aesthetics

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

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); California Department of Transportation (Caltrans) Scenic Highways and Designated and Eligible Routes (Caltrans, 2020); Caltrans California Scenic Highway Mapping System (Caltrans, n.d.); Google Earth Pro (Google Earth Pro, 2020);

Riverside County General Plan Figure C-8 “Scenic Highways” (Riverside County, 2015a); Viewshed Analysis performed by T&B Planning, Inc. (T&B Planning, Inc., 2020); Mead Valley Area Plan (Riverside County, 2016a); Southern California Association of Governments (SCAG), U.S. Census Urbanized Areas - SCAG Region (SCAG, 2017); Riverside County Ordinance No. 348: Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside (Riverside County, 2019b)

Findings of Fact:

- a) According to the Riverside County General Plan Figure C-8, “Scenic Highways,” the Project site is located approximately 0.8-mile east of the portion of the Ramona Expressway designated as a “County Eligible Scenic Highway.” The Project site also is located approximately 3.8 miles northwest of the portion of I-215 that is designated as a “State Eligible Scenic Highway” and approximately 3.4 miles north of SR-74, which is designated as a “State Eligible Scenic Highway.” (Riverside County, 2015a, Figure C-8; Google Earth Pro, 2020; Caltrans, 2020). Due to distance and intervening development and topography, and based on an on-site viewshed analysis conducted by T&B Planning, Inc. and analysis using Google Earth Pro, the Project site is not visible from any of these designated scenic routes (T&B Planning, Inc., 2020) (Google Earth Pro, 2020). Because the Project site is not located within or adjacent to a scenic highway corridor and is not visible from a designated or eligible corridor, the proposed Project would have no impact upon a scenic highway corridor.
- b) As shown on Figure 2-7, and Figure 2-8, under existing conditions, the Project site is vacant and undeveloped with a northern portion of the site disturbed by weed abatement activities and the southern portion disturbed by development of the previous structure which has since been demolished. Disturbances in the southern portion include a concrete pad and loose gravel with little to no vegetation growth. There are no trees, rock outcroppings, unique, or landmark features on the Project site.

The Project site is located within the MVAP which lies entirely within the Perris Valley, framed by the Gavilan Hills to the west and the Lakeview Mountains across the valley to the east. The eastern flank of Mead Valley is generally flat, sloping gently upward toward the Gavilan Hills, which form a portion of the MVAP’s western boundary. Located in the southwest portion of the MVAP in the Gavilan Hills is Steele Peak which is the tallest peak in the planning area at 2,529 feet AMSL (Riverside County, 2016a, pp. 6,7). The nearest mountain range is the South Motte Rimrock Reserve which has an elevation of 1,985 feet AMSL and is approximately 0.95 miles south east of the Project site (Google Earth Pro, 2020). Views from these public viewpoints will be assessed in the following paragraphs.

The Project building’s potential obstructions to mountain views would be limited to the portion of Rider Street which lies east of Harvill Avenue. However, the building would be located along Harvill Avenue and would allocate space for parking on the south side of the building adjacent to Rider Street. Accordingly, the Project would not obstruct views of the Lakeview Mountain range. In addition, because of the topographical features of the Mead Valley and intervening development between the Project site and the Lakeview Mountains, views from Rider Street would not be considered unique, prominent, or distinct. While potential views to the east from Harvill Avenue may be obstructed by

the Project, because the Lakeview mountains are approximately 3.64 to 6.87 miles to the northeast, and due to the relatively flat topography of the Perris Valley floor, Harvill Avenue is not a location in which unique, prominent, or distinct views can be observed.

The Project would also have a less than significant effect on public viewpoints located within the South Motte Rimrock Reserve. Because of the topographical features of the Mead Valley, relative heights of the South Motte Rimrock Reserve and the Project's building, intervening development between the Project site and the South Rimrock Reserve, and consistency of the Project's building with the surrounding development, the Project would not result in the creation of an aesthetically offensive site open to public view. For the same reasons, the Project would have a less than significant effect on public viewpoints located within the Steele Hills located beyond the South Rimrock Reserve, 6.1 miles southeast of the Project site.

As identified in Table 3-1, the Project would be constructed over a period of approximately 12 to 15 months. Heavy equipment would be used, which would be visible to the immediate surrounding areas during the temporary construction period. Construction activities are a common occurrence in the developing Inland Empire region of southern California and are not considered to result in the creation of an aesthetically offensive site open to public view. Furthermore, except for the short-term use of cranes during building construction and lifts during the architectural coating phase, the construction equipment is expected to be low in height and not substantially visible to the surrounding area. All construction activities would be temporary in nature and all construction equipment would be removed from the Project site following completion of construction activities. For these reasons, temporary aesthetic effects during the Project's construction period would be less than significant.

The Project would incorporate a number of design features to soften the visual prominence of the building and loading docks from public viewing areas, including enhanced architectural treatments, walls, and landscaping. Therefore, due to the lack of public viewing locations on the Project site and the prominence of warehouse buildings being built adjacent to the site and in the surrounding area, as well as the design elements incorporated as part of the Project, the Project would not substantially damage scenic resources or obstruct any prominent scenic vista or view open to the public or result in the creation of an aesthetically offensive site open to public view. Impacts would be less than significant.

- c) According to mapping information provided from the SCAG, which is based on U.S. Census data for urbanized areas, the Project site is located within an urbanized area (SCAG, 2017). The Project site is zoned M-H and M-SC. According to the Riverside County Land Use Ordinance (Ordinance No. 348), the intent of the M-H and M-SC Zones is to promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the County's economic base; provide the necessary improvements to support industrial growth; ensure that new industry is compatible with uses on adjacent lands and protect industrial areas from encroachment by incompatible uses that may jeopardize industry. Development is subject to area site improvement, landscaping, and performance standards specified in the County's Land Use Ordinance. (Riverside County, 2019b). Although the Project Applicant proposes Change of Zone No. 2000008 to change the zoning

classification of the portion of the site that is zoned M-H, to M-SC so that the entire site would be zoned M-SC, the intent of both zones is to promote industrial land uses. Therefore, with compliance with the zoning development standards and regulations, the Project’s potential to result in a conflict with applicable zoning and other regulations governing scenic quality would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>2. Mt. Palomar Observatory</b>				
a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County Ordinance No. 655 (Regulating Light Pollution) (Riverside County, 1988); Riverside County General Plan Draft EIR No. 521 Section 4.4 “Aesthetics and Visual Resources” (Riverside County, 2015b)

Findings of Fact:

- a) According to the Riverside County General Plan Draft EIR No. 521, the Project site is located within Zone B of the Mt. Palomar Nighttime Lighting Policy Area (Riverside County, 2015b, Figure 4.4.1). All developments within Zone B of the Mt. Palomar Nighttime Lighting Policy Area, including the Project, are required to adhere to the requirements of Riverside County Ordinance No. 655, which controls artificial lighting sources to protect the observatory. The Project’s Conditions of Approval imposed by Riverside County require compliance with all such mandatory requirements and the County of Riverside would be obligated to review subsequent building permits to ensure compliance. Therefore, because the Project would be required to comply with Ordinance No. 655, the Project’s potential to interfere with the nighttime use of the Mt. Palomar observatory would be less than significant.

Applicable Regulatory Requirement:

- The Project is required to comply with Riverside County Ordinance No. 655, which is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth requirements for lamp sources and shielding of light emissions for outdoor fixtures to reduce “skyglow” or light pollution that affects day or nighttime views from Mt.

Palomar Observatory (located approximately 40 miles southeast of the Project site in northern San Diego County).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>3. Other Lighting Issues</b>				
a. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County Ordinance No. 655 (Riverside County, 1988); Riverside County Ordinance No. 915 (Riverside County, 2012); Viewshed Analysis performed by T&B Planning, Inc. (T&B Planning, Inc., 2020).

Findings of Fact:

- a) Under existing conditions, the Project site is vacant and undeveloped and generates no day or nighttime light or glare. The site is surrounded by industrial, commercial, and undeveloped properties. The proposed Project would include exterior lighting in the form of outdoor LED Area Lights; the installation of which would be ancillary to the proposed building. The proposed Project would be required to adhere to the lighting requirements as set forth in Riverside County Ordinance Nos. 655 and 915, which provide minimum requirements for outdoor lighting in order to reduce light trespass and to protect the health, property, and well-being of residents. Plans submitted to Riverside County for future implementing permits and approvals (i.e., building permits) would be required to demonstrate compliance with these standards. Accordingly, mandatory compliance with Ordinances No. 655 and 915 would ensure that the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views or expose residential properties to unacceptable light levels.

The Project would involve the construction of one (1) warehouse building with exterior building surfaces that consist of concrete tilt-up panels and blue reflective glazing. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of



any surrounding properties, including motorists on adjacent roadways, because the glass used by the Project would be low-reflective. Office elements with large windows are proposed on the northwest and southeast corners of the building and in the center of the east-facing and west-facing elevation. Other areas proposed for window glazing would be limited, as shown on the Project's application materials (HPA, 2020a). The roof of the proposed warehouse building would be constructed to accommodate the installation of solar panels. Because solar panels absorb light – and do not reflect it – the panels are not expected to result in substantial adverse glare effects. In addition, any solar panels installed on the site would need to be designed to minimize glare in accordance with Riverside County ALUC requirements as identified under the Hazards and Hazardous Materials threshold (see Threshold 21). Therefore, because the proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels, impacts would be less than significant.

- b) Refer to response 3.a) above. The nearest sensitive receptor to the Project site is a single-family home to the southwest, which is separated from the Project site by Harvill Avenue and a large warehouse building. The Project would be required to comply with Riverside County Ordinance No. 915 (Outdoor Lighting), which generally would preclude significant lighting impacts to surrounding properties, including existing single-family homes. Mandatory compliance with the County's lighting requirements would ensure that the Project would not expose residents or residential properties to unacceptable light levels, and a less-than-significant impact would occur.

Applicable Regulatory Requirement

- The Project is required to comply with Riverside County Ordinance No. 915, which is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.2 Agriculture and Forest Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>4. Agriculture</b>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source:** Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure OS-2 "Agricultural Resources" (Riverside County, 2015a); Riverside County GIS Database (RCIT, 2020); California Department of Conservation California Important Farmland Finder (CDC, 2016); Ordinance No. 625: An Ordinance of the County of Riverside Amending Ordinance No. 625 Providing A Nuisance Defense for Certain Agricultural Activities, Operations, And Facilities And Providing Public Notification Thereof (Riverside County, 1994); California Department of Conservation Land Evaluation & Site Assessment Model (LESA) (CDC, 1997); University of California, Davis California Resource Lab (UC Davis California Soil Resource Lab, 2020); University of California Division of Agriculture and Natural Resources, A Revised Storie Index for Use with Digital Soils Information (UCANR, 2008)

**Findings of Fact:**

- a) According to the Farmland Mapping & Monitoring Program (FMMP) California Important Farmland Finder and as reported by Riverside County GIS database and the Riverside County General Plan, the Project site contains lands defined by the FMMP as "Farmland of Local Importance" and "Urban Built-

Up Land” (CDC, 2016; RCIT, 2020; Riverside County, 2015a, Figure OS-2). There are no portions of the Project site that contain Prime Farmland, Farmland of Statewide Importance, or Unique Farmland (“Farmland”). Also, there are no areas surrounding the Project site that contain designated Farmland.

Farmland of Local Importance is assigned to land that is either currently producing agricultural crops, or has the capability of production, but does not meet the criteria of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. According to the California Department of Conservation (CDC) classifications, lands designated as “Farmland of Local Importance” likely carry the designation because the soils in this area are capable of agricultural production, but the property has never been used for agriculture and/or lacks available irrigation water for use in agricultural crop production and no active farming is occurring in the general area. Because the Project site does not contain land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance), the Project has no potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.

- b) Under existing conditions, the Project site is vacant and undeveloped and is split zoned M-H and M-SC and is not zoned for agricultural use. The Project site is surrounded on the north, east, and west by “Farmland of Local Importance” and on the south by “Urban-Built-Up Land.” As shown on Riverside County GIS, the Project site is not a part of an agricultural preserve and there are no lands identified as agricultural preserves on any lands surrounding the Project site (RCIT, 2020). Therefore, because the Project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve, no impact would occur as a result of development of the proposed Project.

The agricultural value of the Project site was evaluated using the California Department of Conservation’s (DOC) Land Evaluation & Site Assessment (LESA) Model. The LESA Model is a point-based approach that uses measurable factors to quantify the relative value of agricultural land resources. The LESA Model is made up of two (2) sets of factors: Land Evaluation (LE) and Site Assessment (SA), which are scored and weighed separately to yield a total LE subscore and SA subscore. The Final LESA Score is the sum of the LE and SA subscores and has a maximum possible score of 100 points. Based on the Final LESA Score, a threshold system is used to determine the significance of a project’s impacts on agricultural resources (refer to Table 9 of the LESA Instruction Model). (CDC, 1997, p. 31)

The LE subscore consists of two (2) factors, including the Land Capability Classification (LCC) rating and the Storie Index rating, which were devised to measure the inherent soil-based qualities of land as they relate to agricultural production. The LCC Rating and Storie Index rating scores are based upon the soil map unit(s) identified on a property and the acreage of each soil mapping unit relative to the property’s total acreage. Data for the soil map unit(s), LCC, and Storie Index for the Project site were obtained from soil survey data provided by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). (CDC, 1997, pp. 7-9)

A SA subscore consists of four factors that measure social, economic, and geographic features that contribute to the overall value of agricultural land. The SA factors include Project Size Rating, Water

Resource Availability Rating, Surrounding Agricultural Land Rating, and Protected Resource Land Rating. (CDC, 1997, p. 13)

As summarized Table 5-1, *LESA Summary Score*, the Project site’s LESA Model score is 50.1. According to the LESA Model scoring thresholds, a project site that receives a score between 40 and 59 is considered significant only if the LE and the SA subscores are each greater than or equal to 20 points (CDC, 1997, Table 9). Because the proposed Project’s SA subscore is less than 20, the Project site is not considered to be an important agricultural resource pursuant to the LESA Model. Thus, impacts would be less than significant.

**Table 5-1 LESA Summary Score**

	Factor Scores	Factor Weight	Weighted Factor Scores
<b>Land Evaluation (LE) Factors</b>			
Land Capability Classifications (LCC) <sup>1</sup>	50.8	0.25	12.7
Storie Index <sup>2</sup>	89.75	0.25	22.4
<i>Land Evaluation (LE) Subtotal</i>		0.50	35.1
<b>Site Assessment (SA) Factors</b>			
Project Size <sup>3</sup>	0	0.15	0
Water Resource Availability <sup>4</sup>	100	0.15	15.0
Surrounding Agricultural Land <sup>5</sup>	0	0.15	0
Protected Resource Land <sup>6</sup>	0	0.05	0
<i>Site Assessment Subtotal</i>		0.50	15.0
<b>Final LESA Score</b>			<b>50.1</b>

Notes:

<sup>1</sup>Approximately 2.3 acres of the Project site has an LCC classification of IIIe, which corresponds to a LESA LCC rating of 70 points. Approximately 4.5 acres of the Project site has an LCC classification of IIIc, which corresponds to an LESA LCC rating of 60 points. Approximately 8.0 acres of the Project site has an LCC classification of IVs, which corresponds to an LESA LCC rating of 40 points. The weighted LCC score for the site is 50.8.

<sup>2</sup>Approximately 4.5 acres of the Project site has a Storie Index rating of 81.2; approximately 0.3- acre of the Project site has a Storie Index rating of 86.9; approximately 8.0 acres of the Project site has a Storie Index rating of 95; and approximately 2.0 acres of the Project site has a Storie Index rating of 88.2. The weighted Storie Index rating for the site is 89.75.

<sup>3</sup>The soils on the Project site do not meet the minimum area requirement (in acres) to be awarded a score under the LESA Model.

<sup>4</sup>The Project site is not irrigated; however, the Project area receives sufficient average annual rainfall to support dryland farming in non-drought years, in theory. Additionally, water utilities are available to the Project site from the abutting roadways (i.e., Harvill Avenue and Rider Street). The irrigation conditions at the Project site correspond to a score of 100 under the LESA Model.

<sup>5</sup>There are no agricultural lands within the Project’s zone of influence (ZOI). The ZOI is defined pursuant to the LESA Model.

<sup>6</sup>Approximately 28 percent of the Project’s ZOI is identified as protected resource land, which corresponds to a surrounding protected resource land score of 0 under the LESA Model.

-Factor weights are defined by the LESA Model.

Source: (CDC, 1997; UC Davis California Soil Resource Lab, 2020)

- c) The Project site is bound on the west by Harvill Avenue, on the south by Rider Street, and on the west by the RCTC/Metrolink railway. The existing land uses of surrounding properties were previously described in Section 2.2, *Surrounding Land Uses and Development*. As shown on Figure 2-10, the

Riverside County General Plan and MVAP designate surrounding properties to the north of the Project site as M-H, to the south of Rider Street as M-H, and to the west of Harvill Avenue M-SC and I-P. (RCIT, 2020) The nearest property containing agriculturally zoned land is located approximately 1.3 miles (approximately 6,840 feet), conservatively speaking, miles northeast of the site. Therefore, because the Project site is not located within 300 feet of agriculturally zoned property, the proposed Project has no potential to cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 “Right-to-Farm”).

- d) “Farmland” is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As described under Threshold 4(a), above, there are no areas of Farmland within the Project vicinity. As described previously in Section 2.0, and above under Threshold 4(c), lands adjacent to the Project site are not designated Farmland by the FMMP. In addition, the Project site is located in a portion of Riverside County around the I-215 corridor that is developing as an employment center, containing business park, commercial, distribution warehousing, e-commerce, and light industrial land uses. As such, because there are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, no impact would occur as a result of development of the proposed Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>5. Forest</b>				
a. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i><b>Potentially Significant Impact</b></i>	<i><b>Less than Significant with Mitigation Incorporated</b></i>	<i><b>Less than Significant Impact</b></i>	<i><b>No Impact</b></i>
nature, could result in conversion of forest land to non-forest use?				

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure OS-3a “Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas” (Riverside County, 2015a); Riverside County GIS (RCIT, 2020); Google Earth Pro (Google Earth Pro, 2020)

Findings of Fact:

- a) The Project site is not zoned as forest land and there are no lands within the Project site’s vicinity that are zoned for forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Code § 4526), or Timberland Production (as defined by Government Code § 51104(g)). Due to the lack of forest land in the Project area, the Project would not conflict with zoning of forest land or result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.
  
- b) As previously discussed in Threshold 5.a), the Project site is not zoned for forest land and does not contain any forest land. Additionally, because there are no forest lands in the Project vicinity, the Project would not have the potential to involve other changes to the existing environment which, due to their location or nature, could indirectly result in the conversion of forest land to non-forest use. (Riverside County, 2015a, Figure OS-3a; RCIT, 2020; Google Earth Pro, 2020) No impact to forest land would occur as a result of development of the proposed Project.
  
- c) Implementation of the Project would not develop or disturb any lands that contain forest land and, as such, there would be no potential for the Project to cause the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>6. Air Quality Impacts</b>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Urban Crossroads, Air Quality Impact Report (Urban Crossroads, Inc., 2020a); Urban Crossroads, Mobile Health Risk Assessment (Urban Crossroads, Inc., 2020b).

a) The Project site is located within the SCAB under the jurisdiction of the SCAQMD which is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards (Urban Crossroads, Inc., 2020a, p. 8). Currently, State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. The current AQMP, the 2016 AQMP, was adopted by SCAQMD in March 2017. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD’s CEQA Air Quality Handbook (1993) (Urban Crossroads, Inc., 2020a, p. 57). The Project’s consistency with these criteria is discussed below.

*Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would

occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated by Urban Crossroads, the Project's regional and localized construction-source emissions would not exceed applicable regional threshold and LST thresholds. Therefore, the Project's impacts would be less than significant (Urban Crossroads, Inc., 2020a, p. 57).

Consistency Criterion No. 2: *The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The growth forecasts used in the AQMP to calculate future emissions levels are based in part on land use planning data provided by lead agencies via their general plan documents. Projects that increase the intensity of use on a subject property may result in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. However, if a project does not exceed the growth projections in the applicable local general plan, then the project is considered to be consistent with the growth assumptions in the AQMP. The Project site has a land use designation of "Light Industrial (LI)" in the County of Riverside General Plan and the MVAP. The land use proposed by the Project is consistent with the land use designation. Accordingly, the Project would not exceed the growth projections in the County of Riverside General Plan and MVAP and the Project is considered to be consistent with the growth assumptions used in the AQMP and is therefore consistent with Criterion No. 2.

The Project would not result in or cause NAAQS or CAAQS violations. The proposed Project is consistent with the land use and growth intensities reflected in the adopted General Plan. Furthermore, the Project would not exceed any applicable regional or local thresholds. Therefore, the Project is considered to be consistent with the AQMP. Impacts would be less than significant (Urban Crossroads, Inc., 2020a, p. 58).

- b) The proposed Project has the potential to generate air pollutant concentrations during construction activities and operational activities. There are numerous requirements that development projects must comply with by law, and that were put in place by federal, State, and local regulatory agencies for the improvement of air quality. The two most pertinent regulatory requirements that apply to the proposed Project and which are required by SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Project compliance with these and other mandatory regulatory requirements were assumed in the Project's Air Quality Impact Analysis (*Technical Appendix A1*) and herein (Urban Crossroads, Inc., 2020a, pp. 1-2).

#### Impact Analysis for Construction Emissions

The California Emissions Estimator Model (CalEEMod) was used to calculate expected Project-related air pollutant emissions. CalEEMod accounts for the implementation and enforcement of California's progressively more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less-polluting equipment. Thus, according to the CalEEMod, construction activities that occur in the near future are expected to generate more air pollutant emissions than the same activities that may occur farther into the future.



For analysis purposes in this MND and its supporting technical studies, construction is assumed to commence in Year 2020 and complete in Year 2021. Although actual construction will commence later (likely in late 2021), assuming a 2020 construction start date yields conservative analytical results, as older construction equipment is phased out of construction fleets over time and replaced with cleaner and less polluting pieces of equipment. Thus, the analytical results of the air quality modeling are valid albeit they may slightly overstate the air pollutant emissions from construction equipment because construction was assumed to start earlier than will actually occur. (Urban Crossroads, Inc., 2020a, p. 39) .

CalEEMod calculates maximum daily emissions for summer and winter periods. The calculated maximum daily emissions associated with Project construction are presented in Table 5-2, *Overall Construction Emissions Summary (without Mitigation)*. As shown in Table 5-2, emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. (Urban Crossroads, Inc., 2020a, p. 41) Accordingly, the Project would not emit substantial concentrations of these pollutants during construction and would not contribute to an existing or projected air quality violation, on a direct or cumulatively-considerable basis. Impacts associated with construction-related emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> would be less than significant and mitigation is not required.

**Table 5-2 Overall Construction Emissions Summary (without Mitigation)**

Year Used in Analytical Modeling <sup>1</sup>	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2020	5.89	88.57	36.61	0.16	14.17	6.94
2021	47.98	59.45	49.37	0.13	6.73	3.35
Winter						
2020	5.92	88.81	37.04	0.16	14.17	6.94
2021	47.96	59.40	47.30	0.13	6.73	3.35
<b>Maximum Daily Emissions</b>	<b>47.98</b>	<b>88.81</b>	<b>49.37</b>	<b>0.16</b>	<b>11.48</b>	<b>6.65</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
<p>1 Although construction is expected to commence in 2021 and complete in 2022, the use of earlier analysis years (2020 and 2021) yields valid modeling results. Due to the later construction start date, the calculated emission quantities reported in this table may be slightly overstated. Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 of <i>MND Technical Appendix A1</i>.</p>						

Impact Analysis for Operational Emissions

Based on the size, scale, and intended use of the proposed building, the expected operational characteristics of the future building user are expected to generate air pollutant emissions from the operation of motor vehicles (including cars and trucks), landscape maintenance activities, application of architectural coatings, and the use of electricity and natural gas (Urban Crossroads, Inc., 2020a, Section 3.5). CalEEMod utilizes summer and winter EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. Therefore, long-term operational emissions associated with the Project for summer and winter scenarios are presented in Table 5-3, *Summary of Peak Operational Emissions*. Detailed operational model outputs are presented in Appendices 3.2 and 3.3 of *Technical Appendix A1*. As summarized in Table 5-3, Project operation-source emissions would not exceed the SCAQMD regional thresholds of significance for any criteria pollutants. Therefore, the Project would not emit substantial concentrations of any criteria pollutants during long-term operation and would not contribute to an existing or projected air quality violation. Impacts would be less than significant. (Urban Crossroads, Inc., 2020a, p. 46)

SCAQMD considers air pollutant emissions that exceed the SCAQMD’s project-level thresholds to also be cumulatively considerable. Conversely, if a project does not exceed the SCAQMD project-level thresholds then SCAQMD considers the project’s air pollutant emissions to be less than cumulatively considerable. The evaluation of Project-specific air pollutant emissions presented above demonstrates that the Project would not exceed any applicable thresholds that are designed to assist the region in attaining the applicable national air quality standards. Therefore, the Project’s air pollutant emissions would be less than cumulatively considerable and would not contribute to the non-attainment of applicable State and federal standards. (Urban Crossroads, Inc., 2020a, pp. 61-62)

**Table 5-3 Summary of Peak Operational Emissions**

Operational Activities – Summer Scenario	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	7.62	7.90E-04	0.09	1.00E-05	3.10E-04	3.10E-04
Energy Source	0.05	0.49	0.41	2.91E-03	0.04	0.04
Mobile Source (Passenger Cars)	1.32	1.04	17.71	0.05	5.23	1.40
Mobile Source (Trucks)	1.22	39.76	8.41	0.14	6.04	2.15
On-Site Equipment Source	0.14	1.55	0.77	3.17E-03	0.05	0.05
<b>Total Maximum Daily Emissions</b>	<b>10.36</b>	<b>42.84</b>	<b>27.39</b>	<b>0.20</b>	<b>11.36</b>	<b>3.64</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Operational Activities – Winter Scenario	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	7.62	7.90E-04	0.09	1.00E-05	3.10E-04	3.10E-04
Energy Source	0.05	0.49	0.41	2.91E-03	0.04	0.04
Mobile Source (Passenger Cars)	1.18	1.08	14.43	0.05	5.23	1.40
Mobile Source (Trucks)	1.20	41.50	8.16	0.14	6.04	2.15

On-Site Equipment Source	0.14	1.55	0.77	3.17E-03	0.05	0.05
<b>Total Maximum Daily Emissions</b>	<b>10.19</b>	<b>44.61</b>	<b>23.86</b>	<b>0.19</b>	<b>11.36</b>	<b>3.64</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Source: CalEEMod operational-source emissions are presented in Appendices 3.2 and 3.3 of Technical Appendix A1. (Urban Crossroads, Inc., 2020a, Table 3-7)						

- c) For a detailed description of the health effects of criteria pollutants refer to Section 2.4 of the Project’s Air Quality Impact Analysis (*Technical Appendix A1*). Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. In general, criteria pollutants have adverse effects to human health including, but not limited to, respiratory illness and carcinogenic effects. (Urban Crossroads, Inc., 2020a, p. 10; Table 2-1)

The following analysis is based on the applicable significance thresholds established by the SCAQMD (which are based on federal and State air quality standards).

As noted in the Brief of Amicus Curiae by the SCAQMD in the *Friant Ranch* case (*Sierra Club v. County of Fresno (Friant Ranch L.P. (2018) 6 Cal.5<sup>th</sup> 502*) (see Appendix 3.12 of *Technical Appendix A1*) (SCAQMD Brief), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. The SCAQMD discusses in the Brief that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors outlined in the SCAQMD Brief. The Brief specifically states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)) and even where a health risk assessment can be prepared, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer or other health concern as a result of the project. For extremely large regional projects (unlike the proposed Project), the SCAQMD Brief states that it is possible to correlate potential health outcomes for very large emissions sources; as part of the SCAQMD’s rulemaking activity, specifically 6,620 pounds per day (lbs/day) of NO<sub>x</sub> and 89,190 lbs/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone (Brief, at page 12). The proposed Project does not generate anywhere near 6,620 lbs/day of NO<sub>x</sub> or 89,190 pounds lbs/day of VOC emissions. In comparison, the Project would generate only 88.81 lbs/day of NO<sub>x</sub> during construction and only 44.61 lbs/day of NO<sub>x</sub> during operations (1.34% and 0.67% of 6,620 lbs/day, respectively). The Project would also generate only 47.98 lbs/day of VOC emissions during construction and only 10.36 lbs/day of VOC emissions during operations (0.05% and 0.01% of 89,190 lbs/day, respectively). Therefore, the Project’s emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a Basin-wide level. (Urban Crossroads, Inc., 2020a, pp. 59-60)

Provided below are analyses of the Project's localized significance thresholds (LST) evaluation and mobile source diesel particulate matter (DPM) evaluation, with conclusions made for impacts to human health, based on quantifiable methodologies accepted by the SCAQMD. The following provides an analysis of the Project's potential to expose sensitive receptors in the immediate vicinity of the Project site to substantial pollutant concentrations during Project construction and long-term operation based on the applicable significance thresholds established by the SCAQMD.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual and cumulatively significant impact. Sensitive receptors are people who are especially sensitive to air pollution. Sensitive receptors in the Project study area are described below and identified on Figure 5-1, *Sensitive Receptor Locations*. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site.

- R1: Location R1 represents the exterior façade of the Val Verde School District administrative building located at 975 Morgan Street roughly 1,045 feet northeast of the Project site. It is noted that no school child education or activities involving school children occur at the Val Verde School District administrative building; the nearest location where school children education and activities occur is at the Val Verde High School, which is located further north of the administrative building and further from the Project site; therefore, Urban Crossroads' measurement to the administrative building is a conservative distance to calculate air pollutant effects to school children.
- R2: Location R2 represents the existing residential home located at 23615 Rider Street, roughly 633 feet southwest of the Project site. Because there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the residential building façade.
- R3: Location R3 represents the residence at 19971 Patterson Avenue Drive which is located roughly 1,160 feet west of the Project site. Because there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the residential building façade.
- R4: Location R4 represents the private outdoor living area (backyard) at 23453 Cajalco Rd approximately 1,426 feet northwest of the Project site.
- R5: Location R5 represents the JM Eagle manufacturing facility located 106 feet south of the Project site. Receptor R5 is placed at the parking lot/yard area at JM Eagle manufacturing where a worker could remain for at least one hour.

The nearest receptor where an individual could remain for a 24-hours in proximity to the Project site boundary is Location R2, a residential home located at 23615 Rider Street. Other sensitive land uses in the Project study area that are located at greater distances than those identified in *Technical Appendix A1* and herein, would experience lower air concentration levels than those presented in *Technical Appendix A1* and herein due to the additional particle dispersion from distance and the

shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receptor location. Location R2 is utilized to determine localized construction and operational air quality impacts for emissions of PM<sub>10</sub> and PM<sub>2.5</sub> (since PM<sub>10</sub> and PM<sub>2.5</sub> thresholds are based on a 24-hour averaging time). (Urban Crossroads, Inc., 2020a, p. 50)

Consistent with LST Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO<sub>2</sub> and CO as the averaging periods for these pollutants are shorter (eight hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to eight hours. Thus, the nearest receptor used for evaluation of localized impacts of NO<sub>2</sub> and CO is represented by location R5, the JM Eagle manufacturing facility located 106 feet (32 meters) from the Project site (measured from property line to property line). The 32-meter distance was used for evaluation of localized NO<sub>2</sub> and CO emission impacts and represents the parking lot/yard area at JM Eagle manufacturing, where a worker could remain for at least one hour. (Urban Crossroads, Inc., 2020a, p. 50)

Impact Analysis for Construction Localized Emissions

Table 5-4, *Localized Significance Summary of Construction (without Mitigation)*, identifies the localized impacts at the nearest applicable receptor locations in the vicinity of the Project. As shown in Table 5-4, without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any critical pollutant. (Urban Crossroads, Inc., 2020a, pp. 52 Table 3-10)

**Table 5-4 Localized Significance Summary of Construction (without Mitigation)**

On-Site Site Preparation Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	63.79	22.39	13.97	6.88
SCAQMD Localized Threshold	279	1,745	93	30
Threshold Exceeded?	NO	NO	NO	NO
On-Site Grading Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	60.88	32.40	8.99	4.02
SCAQMD Localized Threshold	279	1,745	93	30
Threshold Exceeded?	NO	NO	NO	NO

Source: CalEEMod localized construction-source emissions are presented in Appendix 3.1 of *Technical Appendix A1*.  
(Urban Crossroads, Inc., 2020a, Table 3-10)

Impact Analysis for Operational Localized Emissions

The LST methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-

acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required. (Urban Crossroads, Inc., 2020a, p. 53)

It is noted that the longest on-site distance, from the entry into Driveway 1 to the exit from Driveway 2, is 0.30 mile for both trucks and passenger cars. As such, the 5% assumption is conservative and would tend to overstate the actual impact because it is not likely that a passenger car would drive 0.74 miles on the site or that a truck would drive 1.64 miles on the site. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed, and would be considerably below, the applicable LSTs. As shown in Table 5-5, *Localized Significance Summary of Operations (without Mitigation)*, the Project's calculated long-term operational emissions would not exceed the localized thresholds established by the SCAQMD, for the nearest sensitive receptor, R2. Receptors located further from the Project site would be exposed to fewer concentrations of Project-related emissions. Accordingly, long-term operation of the Project would not result in the exposure of sensitive receptors, which are located within one mile of the Project site, to substantial pollutant concentrations. Therefore, impacts associated with operational localized emissions would be less than significant. (Urban Crossroads, Inc., 2020a, p. 53)

**Table 5-5 Localized Significance Summary of Operations (without Mitigation)**

Operational Activity	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>4.16</b>	<b>2.57</b>	<b>0.65</b>	<b>0.26</b>
SCAQMD Localized Threshold	279	1,745	23	8
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

(Urban Crossroads, Inc., 2020a, Table 3-12)

Impact Analysis for Diesel Particulate Emissions

Diesel-fueled trucks would travel to/from the Project site during operation of the Project. Diesel trucks produce diesel particulate matter (DPM), which is known to be associated with health hazards, including cancer. To evaluate the Project's potential to expose sensitive receptors within 0.25 mile of the Project site and the Project's primary travel routes to substantial amounts of DPM during long-term operation, a Mobile Source Health Risk Assessment (HRA) was prepared for the proposed Project (*Technical Appendix A2*). The modeled truck travel routes included in the HRA are based on the truck trip distributions (inbound and outbound) available from the Project's Traffic Impact Analysis (TIA) (*Technical Appendix K1*). The modeled truck route is consistent with the trip distribution patterns identified in the Project's TIA, is supported by substantial evidence, and was modeled to determine

the potential impacts to sensitive receptors along the primary truck routes. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for approximately 1.0 mile. This modeling domain is more inclusive and conservative than using only a 0.25-mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential health risks occur within a 0.25 mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling, travel, and on-site equipment). (Urban Crossroads, Inc., 2020a, p. 9)

On-site truck idling was calculated by Urban Crossroads to occur as trucks enter and travel through the Project site. Although the Project's diesel-fueled truck and equipment operators are required by State law to comply with CARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions be calculated assuming 15 minutes of truck idling, which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, the Project's HRA (*Technical Appendix A2*), analyzed truck idling at 15 minutes, consistent with SCAQMD's recommendation. (Urban Crossroads, Inc., 2020b, p. 9)

Project-related DPM health risks were evaluated under the residential, worker, and school child receptor scenarios, which are summarized below (Urban Crossroads, Inc., 2020b, p. 9). Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 and 2.2, respectively, of *Technical Appendix A2*.

#### Individual Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is Location R2, which represents an existing residential home located at 23615 Rider Street, roughly 633 feet southwest of the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.72 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.00025, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are located at a greater distance than the scenario analyzed herein, and DPM dissipates with distance from the source, all other residential receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein at 663 feet southwest of the Project site. Therefore, the Project would not cause a significant human health or cancer risk to adjacent residences and long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of residential receptors to substantial DPM emissions (Urban Crossroads, Inc., 2020a, pp. 1, 17-18). Impacts would be less than significant.

#### Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location R5, which represents the JM Eagle manufacturing facility located 106 feet south of the Project site. Receptor R5 is placed at the parking lot/yard area at JM Eagle manufacturing where a worker could remain for at least one hour. At the maximally exposed individual worker receptor

(MEIW), the maximum incremental cancer risk impact is 0.42 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.001, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the scenario analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein at 106 feet south of the Project site. Therefore, the Project would not cause a significant human health or cancer risk to workers located adjacent to the site and long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of worker receptors to substantial DPM emissions. (Urban Crossroads, Inc., 2020a, pp. 1, 18) Impacts would be less than significant.

#### School Child Exposure Scenario

The school site land use with the greatest potential exposure to Project DPM source emissions is Location R1, which represents the exterior façade of the Val Verde School District administration building located at 975 Morgan Street roughly 1,045 feet northeast of the Project site. It is noted that no school child education or activities involving school children occur at the Val Verde School District administrative building; the nearest location where school children education and activities occur is at the Val Verde High School, which is located further north of the administrative building and further from the Project site; therefore, Urban Crossroads' measurement to the administrative building is a conservative distance to calculate air pollutant effects to school children. At the Maximally Exposed Individual School Child receptor (MEISC), the maximum incremental cancer risk impact attributable to the Project is calculated to be an estimated 0.01 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be 0.00002, which would not exceed the applicable significance threshold of 1.0. Any other schools near the Project site would be exposed to less emissions and consequently less impacts than what is disclosed for the MEISC. Therefore, the Project would not cause a significant human health or cancer risk to nearby school children and long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of school children receptors to substantial DPM emissions. (Urban Crossroads, Inc., 2020a, pp. 1-2; 18) Impacts would be less than significant.

- d) The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance (Urban Crossroads, Inc., 2020a, p. 61). Accordingly, the proposed Project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.



During long-term operation, the Project would include a warehouse land use, which is not typically associated with objectionable odors. The temporary storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation (Urban Crossroads, Inc., 2020a, p. 62). As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

Applicable Regulatory Requirements.

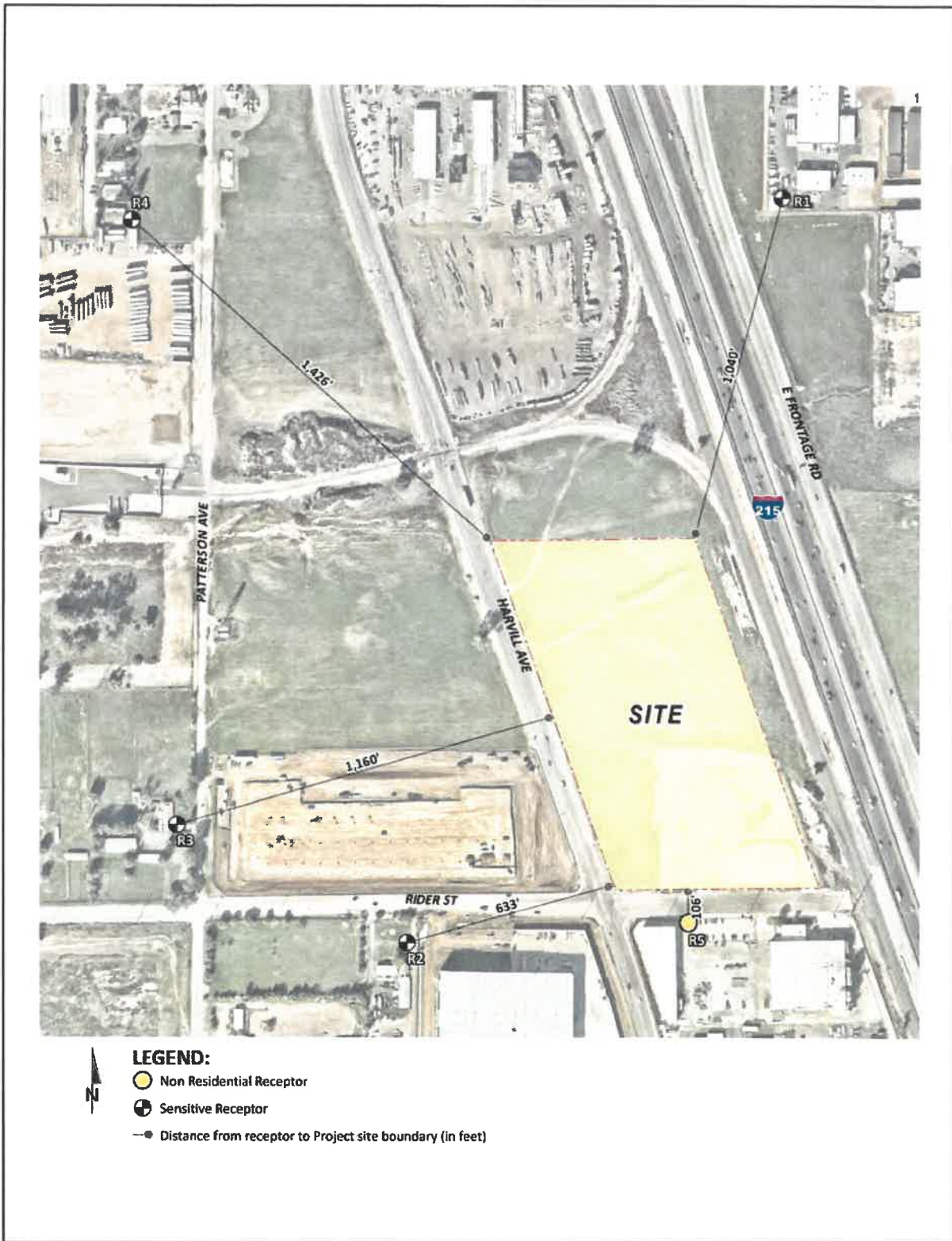
- The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:
  - In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
  - The construction contractor(s) shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
  - The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.
- The Project is required to comply with the provisions of the SCAQMD Rule 1113 "Table of Standards" pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 100 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection, the County of Riverside shall verify a note requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request.
- The Project's construction activities are required to comply with the provisions of the SCAQMD Rule 1186 "PM<sub>10</sub> Emissions from Paved and Unpaved Roads and Livestock

Operations,” which requires the use of a street sweeper certified by the SCAQMD, and the use of non-toxic chemical stabilizers for dust control.

- Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site.
- The Project is required to comply with the California Green Building Standards Code (CALGreen), including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce air pollutant emissions.
- Diesel-fueled vehicles at the Project site are required to comply with the California Air Resources Board (CARB) idling restriction requirements, which currently restrict vehicles from idling for more than 5 minutes. Prior to building permit final inspection, the County of Riverside shall verify that signs are posted in the Project’s truck courts specifying the idling restriction requirement.
- The Project is required to comply with the provisions of the SCAQMD Rule 402, “Nuisance” which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.



Source(s): Urban Crossroads (10-07-2020)

Figure 5-1



**Sensitive Receptor Locations**

5.1.4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>7. Wildlife &amp; Vegetation</b>				
a. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Source: Glenn Lukos and Associates, Jurisdictional Determination; Biological Technical Report; (GLA, 2020a) (GLA, 2020b; GLA, 2020c); Riverside County GIS Database (RCIT, 2020); Western Riverside County Multiple Species Habitat Conservation Plan (TLMA-EPD, 2003); Riverside County Ordinance No. 663 (Riverside County, 1996); Riverside County Ordinance No. 810.2, Establish the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee (Riverside County, 2003)

Findings of Fact:

- a) Two adopted Habitat Conservation Plans (HCPs) apply to the Project site. The Project site is located within the Stephens’ Kangaroo Rat (SKR) HCP and the Western Riverside County MSHCP. The Riverside County Code contains provisions for the protection of the SKR pursuant to the SKR HCP (Riverside County, 1996). The Project site is not located within an identified reserve area for the SKR and the species has a low to moderate potential to occur on the Project site (RCIT, 2020). However, because the Project site is located within the HCP boundary, the Project Applicant is required to pay a mandatory mitigation fee pursuant to Riverside County Ordinance No. 663, which requires a per-acre mitigation fee payment to assist the County in implementing the SKR HCP. With mandatory compliance with standard regulatory requirements (i.e., payment of the development mitigation fee), the proposed Project would not conflict with any County policies or ordinances related to the SKR HCP. The Project is also subject to the Western Riverside County MSHCP. Because the Project site is located within the MSHCP area, the Project Applicant is required to pay a local development impact and mitigation fee pursuant to Riverside County Ordinance No. 810, which requires a per-acre local development mitigation fee payment to assist the County in implementing the MSHCP.

According to Riverside County GIS, the Project site is not located within any MSHCP Criteria Cells; thus, the subject property is not targeted for conservation under the MSHCP. The nearest area subject to a MSHCP Criteria Cell is located approximately 0.23-mile southwest of the Project site (Cell No. 2432). (RCIT, 2020) The Project does not occur within a Criteria Cell and/or Cell Group, Core and/or Linkage Area, Narrow Endemic Plant Species Survey Area (NEPSSA), Criteria Area Plant Species Survey Area (CAPSSA), Mammal Survey Area, and/or Amphibian Survey Area but the Project site does occur within the MSHCP Burrowing Owl Survey Area; therefore, the MSHCP requires habitat assessment and focused surveys within areas of suitable habitat. (GLA, 2020b, p. ii)

Development projects such as the proposed Project that are proposed outside of the MSHCP Criteria Area are required to be reviewed for consistency with several MSHCP provisions, including the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool Guidelines, the Protection of Narrow Endemic Plant Species, Guidelines Pertaining to Urban/Wildlands Interface, and

the Additional Survey Needs and Procedures (TLMA-EPD, 2003, n.p.). Each of these provisions are addressed below as they pertain to the proposed Project.

The analysis below evaluates the proposed Project with respect to compliance with the biological aspects of the MSHCP. Specifically, the proposed Project's consistency with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). (GLA, 2020b, p. 44)

Project Relationship to Reserve Assembly

The Project site and offsite improvement areas do not occur within the MSHCP Criteria Area. Therefore, the proposed Project will not be subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) and/or (Joint Project Review (JPR) process. (GLA, 2020b, p. 45)

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The proposed Project will not result in impacts to MSHCP Riparian/Riverine resources, as none occur in association with the Project site and offsite improvement areas. No vernal pools occur on the Project site or within the offsite improvement areas; therefore, no impact to vernal pools or vernal pool species including listed fairy shrimp will occur as a result of development of the proposed Project. (GLA, 2020b, p. 45)

Protection of Narrow Endemic Plant Species

Volume I, Section 6.1.3 of the MSHCP requires that within identified NEPSSA, site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. However, the Project does not occur within NEPSSA; therefore, the Project is not subject to any additional NEPSSA requirements pursuant to the MSHCP. (GLA, 2020b, p. 45)

Guidelines Pertaining to the Urban/Wildlands Interface

The Project site is not in proximity to the MSHCP Conservation Area and therefore the Urban/Wildland Interface Guidelines do not apply to the Project. (GLA, 2020b, p. 45)

Additional Survey Needs and Procedures

Focused burrowing owl surveys were conducted for the Project and no burrowing owl was detected. Because the Project does not occur within Amphibian and/or Mammal Survey Areas, no amphibian and/or mammal surveys are required. Also, because the Project does not occur within the CAPSSA, no Criteria Area Plant Species surveys are required. (GLA, 2020b, p. 45)

Conclusion of MSHCP Consistency

As outlined above, the proposed Project would be consistent with the biological requirements of the MSHCP; specifically pertaining to the Project's relationship to reserve assembly, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3

(Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). (GLA, 2020b, p. 45)

- b) The list of plants designated by the Fish and Game Commission as endangered, threatened, or rare is contained in the California Code of Regulations, Title 14, Section 670.2. Based on habitat assessments conducted by GLA, no native habitat types are present on the site and no listed species (currently protected by State or federal endangered species acts) are expected to occur due to absence of suitable habitat. Regardless, the potential presence of burrowing owl is considered a significant direct and cumulatively considerable impact because the species is migratory and could be present on the Project site at the time that the Project's construction activities commence. In addition, other migratory bird species protected by the MBTA could be impacted by the Project if active nests are present on the site at the time that nesting habitat (trees and shrubs) are removed. Mitigation is required.
- c) As demonstrated in Threshold 7.b), above, the Project site does not contain sensitive species and would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service, other than potential impacts to the burrowing owl and migratory birds.
- d) The property is surrounded by the I-215 Freeway, industrial developments, properties planned for industrial development, and roads. As such, the property does not have any wildlife corridor value. Wildlife movement corridors in Western Riverside County are addressed by the conservation requirements specified in the Western Riverside County MSHCP, and the Project site is not identified for conservation or designated as a wildlife movement corridor as part of the MSHCP. Accordingly, the Project site is not considered to be a wildlife movement corridor. Any impacts to local wildlife movement occurring as a result of the proposed Project would be minor and would not rise to the level of significant pursuant to CEQA. The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to August 31). Impacts to nesting birds are prohibited by the California Fish and Game Code (CDGC). Although impacts to migratory birds are prohibited by California Fish and Game Code, impacts to migratory birds by the proposed Project would not be a significant impact under CEQA. The migratory birds with potential to nest on the Project site and/or offsite improvement areas would be those that are extremely common to the region and highly adapted to human landscapes (e.g., killdeer, mourning dove). The number of individuals potentially affected by the Project would not significantly affect regional, let alone, local populations of such species. (GLA, 2020b, pp. 41-42) As discussed in Threshold 7(a), the Project has the potential to impact nesting birds if vegetation is removed during the nesting season (February 1 through August 31). Impacts to nesting birds are prohibited by the MBTA and CFGC. With the Project's mandatory compliance with the MBTA, CFGC, and BIO MM-1 and BIO MM-2, which prohibit the removal of any habitat containing an active migratory bird nest, a less than significant impact would occur associated with the Project's potential impacts to migratory birds.

- e) GLA surveyed the Project site and offsite improvement areas for potential riparian/riverine areas and vernal pool/seasonal pool habitat, including features with the potential to support fairy shrimp. GLA's evaluation concluded that the Project site and offsite improvement areas do not contain any features that would be considered Riparian/Riverine pursuant to the MSHCP. Feature A (discussed under Threshold f), below) consists of a man-made concrete feature which exhibits a general lack of flow and lack of riparian or wetland/vernal pool habitat. The Project site and offsite improvement areas do not contain riparian habitat, including habitat for least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. Furthermore, the Project site and offsite improvement areas do not contain any areas expected to receive freshwater flow or support the transport of water during rainfall events, including any natural streams. In the event that Feature A was to impound sheet flow originating westerly from Harvill Avenue, flows would be expected to overtop Feature A at its onsite terminus due to the lack of a definable outlet. Overtopping flows would then be presumed to sheet flow across and infiltrate the disturbed/ruderal areas within the southeastern portion of the Project site due to the lack of any definable bed, bank, channel, or water line east of Feature A's onsite terminus. GLA's analysis notes that these areas did not exhibit a substantially different plant palette from other disturbed/ruderal areas within the Project site and offsite improvement areas during their field studies, with the exception of tarragon, which was only observed in association with the presumed infiltration area, and a locally dense patch of common sunflower and wild oats. Therefore, pursuant to the definition as provided in Section 2.4 of the MSHCP, Feature A would not be regulated as a Riparian/Riverine area and would not be subject to MSHCP Riparian/Riverine policies under Section 6.1.2 of the Plan. (GLA, 2020b, p. 38) GLA also determined that the Project site and offsite improvement areas do not contain vernal pools as defined by the MSHCP or other ponding habitat with the potential to support listed fairy shrimp. (GLA, 2020b, pp. 38-39)
- f) The Project site does not contain any State or federally protected wetlands; therefore, the Project would have no substantial adverse effect on State or federally protected wetlands (GLA, 2020b, p. 41). As depicted on Figure 5-2, *Concrete-Lined Ditch ("Feature A")*, a single constructed feature (herein referred to as "Feature A") occurs in the approximate center of the Project site and consists of a ten-foot-wide by 243-foot-long by one-foot-deep concrete-lined ditch with vertical concrete side walls. Feature A originates at the western Project boundary at a concrete culvert that runs under Harvill Avenue and terminates within the Property boundary. No signs of water flow were observed by GLA within Feature A and no storm drain or other drainage connection occurs at its terminus. Vegetation within the feature consists entirely of upland non-native weedy species including broad leaf filaree, red stem filaree, Russian thistle, and various non-native upland annual grasses. These upland species are supported by a shallow layer of sediment that has filled in the ditch over time. (GLA, 2020b, p. 10)

There are no upstream drainage features west of Harvill Avenue that discharge into the culvert. A review of aerial photographs from 1967 shows the absence of any drainage feature at the location of the culvert and shows the absence of a drainage at or near the location of the constructed concrete feature. Thus, GLA determined that Feature A does not represent a realigned drainage course or an impoundment of an existing watercourse. (GLA, 2020b, p. 10)



Sometime between 1978 and 1994, as depicted in an aerial photograph from 1994, Feature A was constructed and is visible within the Project site. Across Harvill Avenue to the west, the 1994 aerial depicts the property as a disturbed site, which is a similar condition as the earlier historical aerials and the current condition. Presumably, the culvert and concrete channel within the Project site were constructed to prevent the accumulation of sheet flows from the adjacent property west of Harvill Avenue from potentially flooding the Project site during heavy rain events. (GLA, 2020b, p. 10)

#### Corps Jurisdiction

There is no Army Corps of Engineers (Corps) jurisdiction associated with the Project site. GLA determined that Feature A was constructed wholly in uplands and is not a realigned drainage course or impoundment of an existing watercourse. Therefore, Feature A is not a jurisdictional water that would be subject to Corps jurisdiction pursuant to Section 404 of the Clean Water Act (CWA). (GLA, 2020b, p. 11)

#### Regional Water Quality Control Board Jurisdiction

There is no Regional Water Quality Control Board jurisdiction associated with the Project site. As described above, no signs of flow were observed within Feature A and no storm drain or other drainage connection occurs at its terminus. Feature A does not represent a realigned drainage course or an impoundment of an existing watercourse. The concrete-lined feature currently functions as part of the surrounding upland vegetation community. (GLA, 2020b, p. 11)

#### Santa Ana Regional Basin Plan

Section 3 of the Santa Ana Region Basin Plan (Basin Plan) defines a beneficial use as one of the various ways that water can be used for the benefit of people and/or wildlife. Examples include drinking, swimming, industrial and agricultural water supply, and the support of fresh and saline aquatic habitats. (GLA, 2020b, p. 11) In its current condition, Feature A is vegetated with non-native ruderal vegetation and, consistent with the lack of an upstream drainage course, does not convey flow or discharge capable of maintaining an Ordinary High-Water Mark (OHWM) or other measurable lateral surface flow that would contribute to Municipal, Agricultural, or Industrial uses. Therefore, Feature A does not contribute to any of the identified beneficial uses pursuant to the Basin Plan. Furthermore, its concrete-lined nature, the predominance of non-native ruderal vegetation, and the general lack of flow indicate that Feature A is functionally equivalent to the adjacent uplands in terms of aquatic functions and values. Thus, Feature A would not be subject to regulation by the Regional Board pursuant to Section 401 of the CWA or to the Waste Discharge Requirements of Porter-Cologne. (GLA, 2020b, pp. 11-12)

#### CDFW Jurisdiction

No CDFW jurisdiction is associated with the Project site. As described above, Feature A is not a realigned drainage course and there is no evidence of historical flows that may have existed at this location. The feature does not convey or impound sufficient water in its current condition to support wetland or riparian habitat or aquatic wildlife, including avifauna; therefore, Feature A does not provide suitable habitat for fish and/or other wildlife. Feature A exhibits conditions consistent with

the surrounding uplands, providing only marginal foraging habitat for upland terrestrial species due to the low vegetative diversity and the constructed nature of the feature. Thus, Feature A would not be subject to the Notification requirements of Section 1602 of the California Fish and Game Code. (GLA, 2020b, p. 12)

- g) Other than the SKR HCP and the Western Riverside County MSHCP, which is addressed above, the only local policies or ordinances protecting biological resources within the Project area are Riverside County Ordinance No. 559 (Regulating the Removal of Trees) and the County's Oak Tree Management Guidelines. The Project site does not contain oak trees. Therefore, the Riverside County Oak Tree Management Guidelines are not applicable to the Project. Ordinance No. 559 pertains to parcels or property located above 5,000 feet in elevation. Because the Project site does not reach an elevation of 5,000 feet, Ordinance No. 559 is also not applicable to the Project site. Thus, because the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, no impact would occur as a result of implementation of the Project as proposed on the Project site.

Applicable Regulatory Requirements.

- The Project Proponent is required to comply with Riverside County Ordinance No. 663 (Stephens' Kangaroo Rat Mitigation Fee Ordinance) which requires a per-acre local development and mitigation fee payment prior to the issuance of a grading permit.
- The Project Proponent is required to comply with Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program Ordinance), which requires a per-acre local development impact and mitigation fee payment prior to the issuance of a building permit.
- The Project Proponent is required to comply with the MBTA. (Refer to Biological Resources MM-2 for more detail.)

Mitigation:

**BIO MM-1: Pre-Construction Surveys for Western Burrowing Owl.**

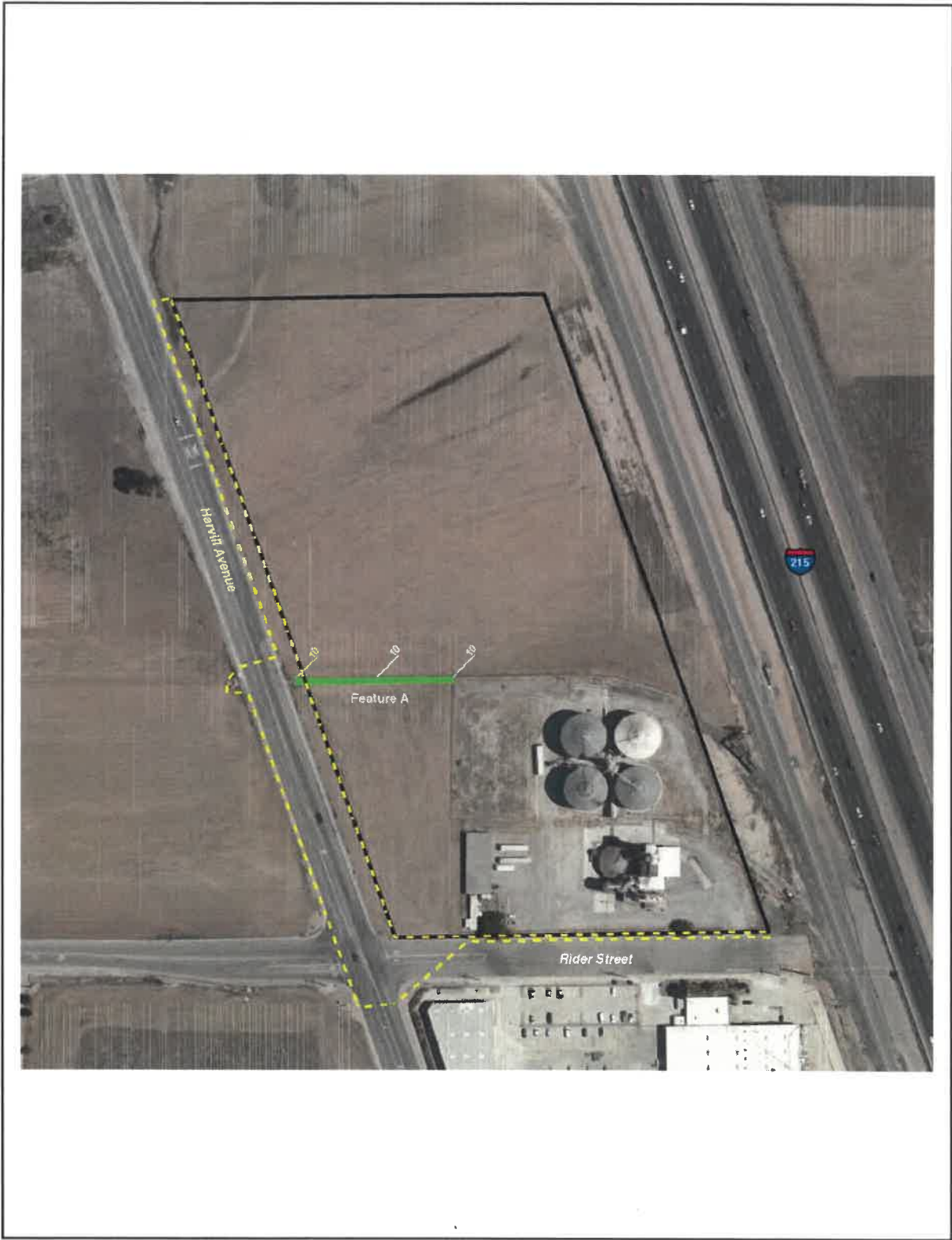
A 30-day pre-construction survey for burrowing owls is required prior to future ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project site and/or offsite improvement areas prior to the initiation of ground-disturbing activities, the project proponent shall immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate in the future with the RCA and the Wildlife Agencies; this includes the possibility of preparing a Burrowing Owl Protection and Relocation Plan prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owls have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above will be necessary.

Monitoring: Monitoring is required. Prior to the issuance of any grading permits, the results of the pre-construction surveys shall be reviewed by the County Environmental Programs Department (EPD) and/or County Biologist. No grading permits shall be issued by the Riverside County Building & Safety Department until EPD and/or the County Biologist verifies that the pre-construction surveys were satisfactorily completed. If burrowing owls colonize the site prior to initiation of grading activities, the Project Biologist shall be responsible for preparing and implementing a Burrowing Owl Protection and Relocation Plan, which shall be reviewed and approved by EPD and the Wildlife Agencies prior to initiating ground disturbance.

**BIO MM-2:** Vegetation Clearing Outside of the Migratory Nesting Bird Season (the nesting season generally occurs between February 1 and August 31).

As a condition of a grading permit, a migratory nesting bird survey of all trees to be removed from the site shall be conducted by a qualified biologist within 10 days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree. A copy of the migratory nesting bird survey results report shall be provided to the Riverside County Environmental Programs Department (EPD). If the survey identifies the presence of active nests, then the qualified biologist shall provide the Riverside County EPD with 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 impacts. The size and location of all buffer zones, if required, shall be subject to review and approval by the Riverside County EPD and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. 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 with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County EPD verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Monitoring: Monitoring is required. A qualified biologist shall conduct a migratory nesting bird survey of all trees within 10 days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree. The results of the migratory nesting bird survey shall be reviewed and approved by EPD prior to initiating tree removal or ground disturbance within 500 feet of any tree. If nesting birds are identified, the qualified biologist shall establish buffer zones around the active nests and shall mark such buffers with construction fencing. Fencing shall be evaluated on a weekly basis by the qualified biologist, and shall be subject to field inspections by EPD staff during the nesting season, if warranted.



Source(s): Glenn Lukos Associates (11-24-2020)

Figure 5-2



Concrete-Lined Ditch ("Feature A")

5.1.5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>8. Historic Resources</b>				
a. Alter or destroy a historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Brian F. Smith and Associates, Phase I Cultural Resources Assessment for the Harvill and Rider Project (BFSA, 2020a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009a); California Code of Regulations, Title 14, Chapter 3, § 15064.5 Determining the Significance of Impacts to Archaeological and Historical Resources (CCR 15064.5)

Findings of Fact:

- a) In order to determine the presence of any previously recorded historic site on the Project site, Brian F. Smith and Associates (BFSA) conducted a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR), for the Project site and an area of one-mile surrounding the Project site. The complete records search results are provided within Appendix B of the Project’s Cultural Resources Assessment (*Technical Appendix C* to this MND). (BFSA, 2020a, pp. 3.0-1)

No historic sites or resources are recorded within the boundaries of the Project site. The closest mapped resource, the Colorado River Aqueduct (CRA) is located adjacent to the northern boundary of the Project site and although historic segments of the CRA have been determined eligible for the CRHR and the NRHP, the alignment located just north of the Project site is an actively maintained, buried pipeline with no historic surface elements or character-defining features. Further, the mapped alignment of the CRA is situated within a Metropolitan Water District (MWD) easement and no elements of the CRA would be impacted by the development of the Project site. The second closest resource is the historic alignment of the A.T.& S. F., now owned by the RCTC and used by Metrolink, located to the east of the Project site and paralleling I-215. Historic maps and photographs indicate two spurs were added in the late 1960s which extended from the rail line to the Project site; however, neither of the spurs exist under existing conditions. In conclusion, no historic resources have the potential to be adversely impacted by the Project. (BFSA, 2020a, pp. 3.0-1, 4.0-3, 4.0-4, 4.0-12)

- b) As discussed above in Threshold 8.a), no historic resources are located on the Project site or have the potential to be impacted by the Project. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>9. Archaeological Resources</b>				
a. Alter or destroy an archeological site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Brian F. Smith and Associates, Phase I Cultural Resources Assessment for the Harvill and Rider Project (BFSA, 2020a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009a); California Code of Regulations, Title 14, Chapter 3, § 15064.5 Determining the Significance of Impacts to Archaeological and Historical Resources (CCR 15064.5); California Health and Safety Code § 7050.5 (HSC, 1939)

Findings of Fact:

- a) BFSA conducted a cultural resources survey for the Project site to locate and record any archaeological resources or archaeological sites identified within the Project’s Area of Potential Effect (APE) in compliance with CEQA and following County of Riverside Cultural Resource Guidelines (Draft) (Riverside County, 2009a). BFSA’s assessment included an Archaeological Records Search, an intensive pedestrian reconnaissance of the Project site, and outreach to Native American tribes. (BFSA, 2020a, Section 3.0) The County archaeologist also consulted with the Native American tribes.

The EIC records search identified 85 previously recorded cultural resources within one mile of the Project site, and no recorded resources on the Project site. During BFSA’s survey of the Project site, no archaeological resources or archaeological sites were identified and BFSA deemed the Project site as negative for the presence of cultural resources. Most of the Project site was previously disturbed in the past by agriculture, previous development, and removal of the late 1960s structures. However,

because it remains unclear whether or not cultural resources have ever existed on the Project site and due to the frequency of recorded cultural resources located near the Project site, the potential exists that previously undiscovered archaeological resources may exist within the APE that may be exposed during the Project's ground-disturbing construction activities. (BFSA, 2020a, pp. 1.0-1, 5.0-1) Implementation of Mitigation Measure CUL MM-1 and CUL MM-2 would reduce impacts to less than significant levels should inadvertent resources be discovered during construction ground disturbance activities. Mitigation Measure CUL MM-1 and CUL MM-2 would create a monitoring program with sufficient detail, including onsite monitors, staff training, and procedures/processes for any inadvertent resources that may be discovered at the Project site. Thus, impacts would be reduced to less than significant levels with mitigation incorporated.

- b) As discussed above in Threshold 9.a), the potential exists that previously undiscovered archaeological resources may exist within the APE that may be exposed during the Project's ground-disturbing construction activities. (BFSA, 2020a, pp. 1.0-1, 5.0-1) Implementation of Mitigation Measure CUL MM-1 and CUL MM-2 would reduce impacts to less than significant levels should inadvertent resources be discovered during construction ground disturbance activities. Thus, impacts would be reduced to less than significant levels with mitigation incorporated.
- c) The Project site does not contain any known human remains. The Project's mass grading and excavation activities would disturb the entire site and there is a remote potential that human remains may be unearthed during the Project's ground-disturbing construction activities. This same potential for the discovery of human remains occurs on nearly every construction site that disturbs an undeveloped ground surface. If human remains are found on the site, the developer/permit holder or any successor in interest is required by law to comply with State Health and Safety Code Section 7050.5. Compliance with State Health and Safety Code Section 7050.5, as required by law, would reduce impacts to human remains to less than significant levels. Nonetheless, Mitigation Measure CUL MM-3 is provided to further ensure compliance with the mandatory regulatory requirements.

**Mitigation:**

**CUL MM-1:** If previously unidentified cultural resources are discovered.

In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. The archaeologist, in consultation with the lead agency and the Native American representative, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods.

**Monitoring:** CUL MM-1: In the event that previously unidentified cultural resources are discovered, the County Archaeologist shall review and approve the Research Design and Data Recovery Program.

**CUL MM-2: Native American Monitoring**

Mitigation requires a Native American Monitor to be present during ground disturbing activities associated with this Project. This is required to ensure that in the event unanticipated tribal cultural resources are identified during ground disturbing activities, they will be assessed and handled appropriately. Implementation would ensure that any potential impacts are reduced to less-than significant levels.

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: CUL MM-2: Monitoring is required and shall occur by a consulting Native American tribe.

**CUL MM-3: If Human Remains Found**

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.

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside 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 as provided in Public Resources Code Section 5097.98.

Monitoring: Monitoring shall be required if human remains are found pursuant to California Public Resources Code Section 5097.98.



5.1.6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>10. Energy Impacts</b>				
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Urban Crossroads, Inc., Energy Analysis (Urban Crossroads, Inc., 2020c)

Findings of Fact:

- a) Project implementation would result in the conversion of the subject property from its existing condition to a warehouse building. This change in the site’s land use would increase the site’s demand for energy.

Construction Energy Demands

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Urban Crossroads calculated that in order to accomplish construction of the Project, the total estimated electricity usage would be approximately 145,914 kWh and the total estimated diesel fuel consumption for on-site equipment would be approximately 78,617 gallons. Construction equipment use of electricity and fuel would be typical for the type of construction proposed because there are no aspects of the Project’s proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. (Urban Crossroads, Inc., 2020c, pp. 24-25, Table 4-4, Table 4-4)

CCR Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Construction worker trips (traveling to and from the Project site) for full construction of the proposed Project would result in the estimated fuel consumption of 39,938 gallons of fuel. Additionally, fuel consumption from construction vendor trips (medium and heavy-duty trucks) is calculated to total approximately 334,494 gallons. Refer to the Project’s Energy Analysis (*Technical Appendix D*) for additional information. The 2018 Integrated Energy Policy Report (IEPR) released by the California Energy Commission shows that fuel efficiencies

are improving within on and off-road vehicle engines due to more stringent government requirements. (Urban Crossroads, Inc., 2020c, pp. 33-34)

The equipment used for Project construction would be required by law to conform to CARB regulations and California emissions standards. There are no 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; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2020c, pp. 27-28)

#### Operational Energy Demands

Energy consumption in support of or related to 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). Each are discussed below.

#### Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site (Urban Crossroads, Inc., 2020c, p. 29). Vehicular trips and related VMT generated by the operation of the Project would result in an estimated annual fuel demand of 310,295 gallons of fuel assuming that each trip to/from the Project site is a new trip that is not already on the regional roadway network. (Urban Crossroads, Inc., 2020c, p. 34, Table 4-16) Computations for each type of vehicle are contained in Section 4.4 of the Project's Energy Analysis (*Technical Appendix D*)

Fuel would be provided by commercial fuel vendors. Trip generation and VMT generated by the Project would be typical of industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. That is, 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. (Urban Crossroads, Inc., 2020c, p. 34)

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) over time (as is the current trend) would likely decrease future gasoline fuel demands per VMT. The location of the Project site proximate to regional and local roadway systems, including the State Highway System, tends to reduce VMT within the region, acting to reduce regional vehicle energy demands (the Project site is located near the I-215 Freeway). The Project would include sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code, the Project would promote the use of bicycles as an alternative means of

transportation by providing on-site bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2020c, p. 34)

#### Facility Energy Demands

Long-term operation of the Project is calculated to consume an estimated 1,808,127 kilo-British thermal units (kBtu) a year of natural gas, and 1,020,981 kilowatts (kWh) a year of electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied by SCE. The Project proposes conventional warehouse uses reflecting contemporary energy efficient/energy conserving designs and operational programs consistent with the California Building Standards Code, Title 24, which would ensure that the Project's energy demands would not be considered inefficient, wasteful, or otherwise unnecessary. The Project site has been planned for industrial development by the County's General Plan and the MVAP for at least 20 years and the energy demands of the Project can 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 considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, Inc., 2020c, p. 34)

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems, and pursuant to the County's Climate Action Plan, R2-CE1, 20% of the Project's energy demand must be provided by renewable sources. 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. (Urban Crossroads, Inc., 2020c, pp. 34-35). Impacts would be less than significant.

- b) The Project would implement energy-saving features and operational programs, consistent with the reduction measures set forth in the County's Climate Action Plan (CAP). Notably, the Project would comply with CALGreen, as implemented by the County of Riverside. (Urban Crossroads, Inc., 2020c, p. 37) In addition, as part of CAP compliance, the Project is required to offset at least 20% of its energy use by renewables.

As previously discussed, the Project would provide for, and promote, energy efficiencies beyond those required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California due to the increasing stringency of CALGreen requirements. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems. (Urban Crossroads, Inc., 2020c, p. 37). Impacts would be less than significant.

Applicable Regulatory Requirements.

- The Project is required to comply with CALGreen, including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use.
- Diesel-fueled vehicles at the Project site are required to comply with the CARB idling restriction requirements, which currently restrict vehicles from idling for more than 5 minutes. Prior to building permit final inspection, the County of Riverside will verify that signs are posted in the Project’s truck courts specifying the idling restriction requirement.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.7 Geology / Soils**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project directly or indirectly:</i>				
<b>II. Alquist-Priolo Earthquake Fault Zone or County Fault Hazards Zones</b>				
a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones (Riverside County, 2015a);” Riverside County GIS Database (RCIT, 2020)

Findings of Fact:

- a) There are no known active or potentially active faults on or trending toward the Project site and the Project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone (RCIT, 2020; Riverside County, 2015a, Figure S-2). Because the Project site is not located on a known fault and no known faults are trending towards the Project site, there is no potential for the Project to directly or indirectly expose people or structures to substantial adverse effects related to ground rupture of a known earthquake fault.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source: Riverside County General Plan Figure S-3 “Generalized Liquefaction” (Riverside County, 2015a); Southern California Geotechnical (SoCalGeo) Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo, 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a)

Findings of Fact:

- a) According to the Riverside County GIS database and the County General Plan EIR, the Project site is located in an area containing low to moderate susceptibility to liquefaction hazards (RCIT, 2020). However, SoCalGeo conducted a site-specific liquefaction evaluation in 2018 that identified conditions that are considered to be nonconductive to liquefaction, including near surface soils consisting of medium dense to dense alluvium extending to depth of 50± feet. In addition, groundwater data from the state groundwater data library website indicates that the static groundwater table has historically been present at depths of 79± feet or greater for the nearest well to the Project site. Based on these factors, liquefaction is not considered to be a design concern for the Project. (SoCalGeo, 2018a, p. 11)

As discussed in Threshold 11(b), there are no known or potentially active faults trending toward or through the site and the potential for damage due to direct fault rupture is considered very remote. The site is located in an area of high regional seismicity and the San Jacinto fault is located approximately 8.2 miles northeast of the site (Google Earth Pro, 2020; RCIT, 2020). Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. SoCalGeo concluded that the design of the proposed construction of the Project in conformance with the latest Building Code provisions for earthquake design is expected to provide adequate attenuation of any ground-shaking hazards, including, liquefaction hazards that are typical to southern California (SoCalGeo, 2018a, p. 10). Impacts to seismic related ground failure would be less than significant.

Applicable Regulatory Requirements

- The Project is required by law to comply with the California Building Standards Code which addresses construction standards including those related to geologic and soil conditions.
- As a standard condition of Project approval, the Project will be required to comply with the site-specific recommendations contained in the geotechnical investigation prepared for the Project site by SoCalGeo and dated October 1, 2018 and the Geotechnical Update and Plan Review also prepared by SoCalGeo and dated February 18, 2020 which is included herein as *Technical Appendix E1* and *Technical Appendix E3*. The recommendations cover grading, soil removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring of excavations and trenches, and related topics.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>13. Ground-shaking Zone</b>				
a. Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-4 “Earthquake-Induced Slope Instability Map,” and Figures S-13 through S-21 (showing General Ground Shaking Risk) (Riverside County, 2015a); SoCalGeo, Results of Infiltration Testing (SoCalGeo, 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a); County of Riverside Building & Safety Department, “Building Codes” (Riverside County, 2019c)

Findings of Fact:

- a) The Project site is located in a seismically active area of southern California that is expected to experience moderate to severe ground shaking during seismic events. This risk is not substantially different than the risk that is experienced by other properties in southern California. The site is located in an area of high regional seismicity; the San Jacinto fault is located approximately 8.2 miles northeast of the site. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower accelerations due to smaller anticipated earthquakes and/or greater distances to other faults (Google Earth Pro, 2020; RCIT, 2020). SoCalGeo concluded that the design of the proposed Project in conformance with the latest California Building Standards Code

provisions for earthquake design is expected to provide adequate attenuation of ground-shaking hazards that are typical to southern California (SoCalGeo, 2018a, p. 10).

State law requires that all cities and counties in California enforce the building codes as mandated by the California Building Standards Commission. As a mandatory condition of Project approval, the Project’s building would be required to be constructed in accordance with currently adopted California Building Standards Code, Riverside County Ordinances, and California Title 24 regulations in effect at the time of building plan submittal. Furthermore, the Project would be required to comply with the site-specific grading and construction recommendations contained within the Project’s geotechnical report (*Technical Appendix E1* and *Technical Appendix E3*), which the County would impose as conditions of Project approval, to further reduce the risk of adverse effects related to strong seismic ground shaking. With the Project’s mandatory compliance with these standard and site-specific design and construction measures, potential impacts related to seismic ground shaking would be less than significant.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>14. Landslide Risk</b>				
a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source:** Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure S-5 “Regions Underlain by Steep Slope”(Riverside County, 2015a); Riverside County General Plan - Mead Valley Area Plan, Figure 14, “Mead Valley Area Plan Steep Slope,” Mead Valley Area Plan Figure 15, “Slope Instability” (Riverside County, 2016a); Southern California Geotechnical, Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo , 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a)

**Findings of Fact:**

- a) Riverside County does not identify the Project site within an area at risk to landslide or landslide hazard and the site contains slope angles less than 15% (Riverside County, 2016a, Figure 14, Figure 15). The topography of the Project site is generally level and does not contain substantial natural or man-made slopes nor does it contain any substantial cliffs that could cause landslides or rockfall hazards. In addition, the areas surrounding the Project site are relatively flat, and have no hillsides that may have the potential for landslide or rockfall hazards. (Google Earth Pro, 2020)

No manufactured slopes would be constructed as part of the Project, with the exception of small slopes associated with the bioretention basin to be located in the southwest corner of the Project site. The Project would include the construction of a 4:1 (vertical: horizontal) slope on the eastern and southern sides of the bioretention basin and a 2:1 slope on the northern side of the bioretention basin (Webb, 2020a). The slopes would be engineered for long-term stability and would be required to be constructed in accordance with the site-specific recommendations of the Project's geotechnical investigation (*Technical Appendix E1* and *Technical Appendix E3*). Accordingly, the Project site is located in an area with a low potential for landslides. Development on the subject property would not be exposed to landslide risks, and the Project would not pose a landslide risk to surrounding properties and a less-than-significant impact would occur.

Lateral spreading is primarily associated with liquefaction hazards. As noted in Threshold 12(a), the potential for liquefaction is considered low. The geotechnical evaluation prepared for the Project site also evaluated the potential for collapse and lateral spreading hazards on site, and identifies site-specific recommendations to preclude collapse or lateral spreading hazards. As a standard condition of Project approval, the Project will be required to comply with site-specific recommendations contained in a Project-specific geotechnical report included as *Technical Appendix E1* and *Technical Appendix E3*, which would reduce potential impacts to less than significant.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>15. Ground Subsidence</b>				
a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-7 “Documented Subsidence Areas Map,” (Riverside County, 2019d); Riverside County GIS Database (RCIT, 2020); Southern California Geotechnical, Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo, 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a)

Findings of Fact:

- a) According to the Riverside County General Plan and Riverside County GIS, the Project site is located within an area susceptible to subsidence (RCIT, 2020; Riverside County, 2019d, Figure S-7). Based on the conditions that SoCalGeo encountered at subsurface testing locations on the Project site, soil shrinkage due to excavation is expected to be on the order of 10% to 15% for near surface younger alluvium and 5% to 10% for near surface older alluvium (SoCalGeo, 2018a, p. 13). Computations utilizing pressure curves and the recommended allowable soil bearing capacities revealed that the foundation of the building would experience normal (static) settlements and differential settlements of less than 1.0 and 0.5 inches, respectively (SoCalGeo, 2018a, pp. 17-18). In addition, the upper on-site soils possess a very low expansion potential (SoCalGeo, 2018a, p. 12). Notwithstanding, according to the soil infiltration study conducted by SoCalGeo (*Technical Appendix E2*), the very dense, cemented soils in the southwest portion of the site would not be considered suitable for infiltration. The Project would be required to comply with the County of Riverside design guidelines for the proposed stormwater infiltration system; therefore, the Project site would be suitable for stormwater infiltration without increasing the potential of settlement of the proposed warehouse structure. (SoCalGeo, 2018b, p. 5)

Lastly, the Project site’s geotechnical report indicates that the site’s settlement potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill (SoCalGeo, 2018a, p. 12). Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site’s geotechnical report into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with ground subsidence.

Plot Plan No. 190039, Change of Zone No. 2000008

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>I 6. Other Geologic Hazards</b>				
a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure S-5 “Regions Underlain by Steep Slope”, Figure S-9, Special Flood Hazard Areas”, Figure S-10,” Dam Failure Inundation Zone (Riverside County, 2015a); Riverside County General Plan - Mead Valley Area Plan. Figure 14, “Mead Valley Area Plan Steep Slope,” Mead Valley Area Plan Figure 15, “Slope Instability”, Mead Valley Area Plan Figure 11, “Mead Valley Area Plan Flood Hazards (Riverside County, 2016a); Riverside County GIS (RCIT, 2020)

Findings of Fact:

- a) No steep hillsides subject to mudflow and no volcanoes are located on or near the Project site (Riverside County, 2015a, Figure S-5; Riverside County, 2016a, Figures 14 and 15). With respect to seiches, the nearest body of water to the Project site is Lake Perris, located approximately 3.8 miles northeast of the Project site (Google Earth Pro, 2020). However, according to Riverside County General Plan, the dam inundation areas are located east of I-215 and east of the Project site (Riverside County, 2016a, Figure 11). Therefore, there is no potential for the Project to be subject to hazards associated with seiches, mudflows, and/or volcanic hazards. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>I 7. Slopes</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Change topography or ground surface relief features?				
b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County GIS Database (RCIT, 2020); Southern California Geotechnical, Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo, 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a)

Findings of Fact:

- a) The Project site is relatively level with topography descending gradually from north to southeast at elevations of ±1503 feet AMSL to ±1517 feet AMSL (SoCalGeo, 2020a, p. 2). Grading would occur over the entire Project site and after grading, elevations would vary across the site between ±1504 through ±1509 AMSL. Impacts resulting in topographic changes would be less than significant.
- b) The Project’s construction activities would result in a 4:1 (vertical: horizontal) slope on the eastern and southern sides of the bioretention basin and a 2:1 slope on the northern side of the bioretention basin. (Webb, 2020a). The slopes would be engineered for long-term stability and would be required to be constructed in accordance with the site-specific recommendations of the Project’s geotechnical investigation.

The proposed grading plan and the creation of manufactured slopes on the Project site would result in less-than-significant impacts to geology and soils because the slopes would be stable and not lead to any geologic or soil hazard. As a standard condition of Project approval, the Project would be required to comply with the site-specific recommendations contained in the geotechnical investigation for the Project site, including recommendations related to site preparation, soil compaction, and manufactured slope design that would minimize potential hazards associated with manufactured slope failure. (SoCalGeo, 2018a, pp. 11-16) As such, the Project would not create a substantial adverse effect associated with changes in topography nor create cut or fill slopes greater than 2:1 or higher than 10 feet. Impacts would be less than significant.

**Plot Plan No. 190039, Change of Zone No. 2000008**

- c) The Project site does not contain any operational subsurface sewage disposal systems under existing conditions. The Project site does not serve as a leach field for any off-site properties and has no potential to affect or negate operating subsurface sewage disposal systems. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Southern California Geotechnical, Geotechnical Investigation (SoCalGeo, 2018a); SoCalGeo, Results of Infiltration Testing (SoCalGeo, 2018b); SoCalGeo, Geotechnical Report Update and Plan Review (SoCalGeo, 2020a); Webb Associates, WQMP (Webb, 2020c) Riverside County Code Chapter 5.72 and Chapter 15.12 (Riverside County, 2019a); Riverside County Ordinance No. 460, Article XV, "Soil Erosion Due to Wind" (Riverside County, 2014); Riverside County Ordinance No. 484 (as amended through 484.2) for the Control of Blowing Sand (Riverside County, 2000); South Coast Air Quality Management District Rule 403 (SCAQMD, 1995)

Findings of Fact:

- a) Erosion has the potential to occur from Project-related construction activities and in the long-term as discussed below. In either case, impacts would be less than significant.

Temporary Construction-Related Activities

Construction of the Project would involve grading, paving, utility installation, building construction, and landscape installation that has the potential to temporarily expose on-site soils that would be subject to erosion during rainfall events or high winds. Pursuant to State Water Resources Control

Board requirements, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area.

It is the intent of the County of Riverside to comply with directives of the Clean Water Act (CWA) and the requirements of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer permits (MS4 permit) for the Santa Ana, Santa Margarita, and Whitewater watersheds so as to protect water quality in Riverside County in order to protect the public health, safety, and welfare of the people of the County (Riverside County, 2019a, Chapter 5.72). The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and submit it to the County of Riverside for approval. During site construction, construction activities shall be designed and constructed to minimize runoff of sediment and all other pollutants onto public properties, other private properties, and into waters of the United States (WOTUS) as required by Riverside County Ordinance No. 754.

Erosion and sediment control measures utilized by the permittee shall not conflict with the requirements of Riverside County Ordinance Nos. 695 and 787. All dischargers who are required to file a Notice of Intent (NOI), under the provisions of the NPDES General Permit No. CAS000002, State Water Resources Control Board Order Number 92-08-DWQ, shall develop and implement a SWPPP, a monitoring program, and a reporting plan as required by the Federal Water Pollution Control Act (Clean Water Act) and implementing regulations promulgated by the U.S. Environmental Protection Agency (USEPA). (Riverside County, 2019a, Chapter 15.12.020). The SWPPP would identify a combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges during construction.

In addition, the Project would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion (SCAQMD, 2005). With mandatory compliance to the requirements identified in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant.

#### Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be less than existing conditions because the Project site would be landscaped and covered with impervious surfaces and surface runoff would be captured and treated by an on-site storm drain system. Therefore, implementation of the Project would result in less long-term erosion and loss of topsoil than under the site's existing conditions.

The County's MS4 NPDES Permit requires the Project Applicant to prepare and submit a Water Quality Management Plan (WQMP) to the County for approval. The Project Specific Preliminary WQMP

identifies an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-stormwater discharges.

As discussed below in Threshold 23, the western portion of the Project site (roughly 4.5 acres) is tributary to Lat H-11.1 and will drain to and be treated by a proposed bioretention basin (BMP-B) in the southwest corner; the basin will discharge to Lat H-11.1A before out falling to Lat H-11.1. The easterly portion (roughly 9.5 acres) is tributary to Lat H-12 and will drain to a series of underground polymer-coated corrugated metal pipe (CMP) storage chambers in the truck court and parking areas. One set of chambers will completely contain the water quality volume and pump it into a proposed bioretention area (BMP-A) that is sized using the long-term media filtration rate and required drawdown time. Once the water quality chambers fill, runoff from the eastern portion will be detained in separate increased runoff chambers to be routed to existing flowrates before discharging into proposed Lat H-12. (Webb, 2020c, p. 7)

The bioretention basin would remove waterborne pollutants from storm water flows, including silt and sediment. The basin and its subsurface water quality design features also would facilitate percolation to maximize on-site infiltration and minimize the amount of stormwater – which could, potentially, carry sediment – discharged from the site. These design features would be effective at removing silt and sediment from stormwater runoff, and the WQMP requires post-construction maintenance and operational measures to ensure ongoing erosion protection. Compliance with the WQMP would be required as a condition of Project approval and long-term maintenance of on-site water quality features is required. Therefore, the proposed Project would not result in substantial erosion or loss of topsoil during long-term operation. Impacts would be less than significant.

- b) As discussed in Threshold 15(a), based on the conditions encountered at subsurface testing locations on the Project site, soil shrinkage due to excavation is expected to be on the order of 10% to 15% for near surface younger alluvium and 5% to 10% for near surface older alluvium. Computations utilizing pressure curves and the recommended allowable soil bearing capacities revealed that the foundation of the building would experience normal (static) settlements and differential settlements of less than 1.0 and 0.5 inches, respectively. In addition, the upper on-site soils possess a very low expansion potential. Furthermore, the Project site's geotechnical report indicates that the site's settlement potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill. (SoCalGeo, 2018a, pp. 12-13) Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report into the grading and building plans for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with expansive soils and would not create substantial risks to life or property.
- c) The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>19. Wind Erosion and Blowsand from project either on or off site.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-8 “Wind Erosion Susceptibility Map (Riverside County, 2015a); Riverside County Ordinance No. 460, Article XV, “Soil Erosion Due to Wind” (Riverside County, 2014); Riverside County Ordinance. No. 484 (as amended through 484.2) for the Control of Blowing Sand (Riverside County, 2000).

Findings of Fact:

- a) According to the Riverside County General Plan, the Project site is located in an area with a “Moderate” susceptibility to wind erosion (Riverside County, 2015a, Figure S-8). During construction, existing vegetative cover would be removed from a majority of the subject property, soils would be exposed, and the potential for wind-induced erosion and blowsand would increase as compared to existing conditions. The Project would be required to comply with SCAQMD Rule 403 that requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth-moving, grading, and construction equipment travel on unpaved roads. Following development of the Project, soils on the Project site would be covered with impervious surfaces and landscaping and no longer be as exposed to wind as it is under existing conditions; therefore, wind erosion and loss of topsoil under long-term conditions would be substantially reduced as compared to existing conditions. With mandatory compliance to Rule 403 regulatory requirements, the potential for the Project to result in an increase in wind erosion and blowsand, either on- or off-site, would be less than significant.

Applicable Regulatory Requirements

- The Project is required to comply with the provisions of the SCAQMD Rule 403 “Fugitive Dust.” Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall

verify that notes are specified on the Project’s grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
  - The construction contractor(s) shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
  - The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.
- As a standard condition of Project approval, the Project will be required to comply with the site-specific recommendations contained in the geotechnical investigation prepared for the Project site by SoCalGeo and dated October 1, 2018 which are included herein as *Technical Appendix E* and *Technical Appendix E3*. The recommendations cover grading, soil removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring of excavations and trenches, and related topics.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.8 Greenhouse Gas Emissions**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>20. Greenhouse Gas Emissions</b>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Source:** County of Riverside Climate Action Plan (Riverside County, 2019f); Riverside County Ordinance No. 859, The Water Efficient Landscape Requirements (Riverside County, 2015c); Urban Crossroads, Inc., Greenhouse Gas Analysis (Urban Crossroads, Inc., 2020d)

**Findings of Fact:**

- a) Pursuant to State CEQA Guidelines Section 15604.4, a lead agency may rely on a qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. The County of Riverside adopted a Climate Action Plan (CAP) in December 2015 and subsequently updated the CAP in November 2019 (Urban Crossroads, Inc., 2020d, pp. 47,49).

The purpose of the CAP Update is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County. To address the state’s requirement to reduce GHG emissions, the County prepared its CAP Update with the goal of reducing GHG emissions within the County by 49% below “existing” 2008 levels by the year 2030. The County’s target is consistent with the AB 32 target and ensures that the County will be providing GHG reductions locally that will complement state efforts to reduce GHG emissions. The County’s target is also consistent with the SB 32 target that expands on AB 32 to reduce GHG emissions to 40% below the 1990 levels by 2030. Because the County’s CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines. (Urban Crossroads, Inc., 2020d, p. 52)

The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO<sub>2</sub>e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO<sub>2</sub>e/yr will be required to quantify and disclose the anticipated GHG emissions then either 1) demonstrates GHG emissions at project buildout year levels of efficiency and includes project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables. Projects that garner at least 100 points (equivalent to an approximate 49% reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the County’s GHG Technical Report, and consequently would be consistent with the CAP Update. As such, projects that achieve a total of 100 points or more are considered to have a less than significant individual and cumulative impact on GHG emissions. (Urban Crossroads, Inc., 2020d, p. 41)

The methodology used to calculate the Project’s GHG emissions would tend to overstate the amount of GHG that would actually be emitted by the Project, and is described in detail in Technical Appendix F. The Project would result in approximately 1,121.82 (53.08 + 0.02 + 423.53 + 51.25 + 165.94 + 428.00 = 1,121.82) MTCO<sub>2</sub>e per year from construction, area, energy, waste, and water usage. In addition, the Project has the potential to result in an additional 2,886.79 (683.83 + 2,202.96 = 2,886.79) MTCO<sub>2</sub>e per year from mobile sources if the assumption is made that all of the vehicle trips to and from the Project site are “new” trips resulting from the development of the proposed Project, and vehicles would idle for 15 minutes as compared to 5 minutes as regulated by California’s anti-idling regulations. As summarized in Table 5-6 *Total Annual Project Greenhouse Gas Emissions*, the annual GHG emissions associated with the Project are estimated to be 4,008.62 MTCO<sub>2</sub>e/yr. Therefore, the proposed Project would exceed the County’s screening threshold of 3,000 MTCO<sub>2</sub>e/yr. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions. (Urban Crossroads, Inc., 2020d, p. 51)

**Table 5-6 Total Annual Project Greenhouse Gas Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	52.88	0.01	0.00	53.08
Area Source	0.02	6.00E-05	0.00	0.02
Energy Source	421.80	0.02	4.55E-03	423.53
Mobile Source (Passenger Car)	683.40	0.02	0.00	683.83
Mobile Source (Truck)	2,202.33	0.03	0.00	2,202.96
On-Site Equipment	50.84	0.02	0.00	51.25
Waste	66.98	3.96	0.00	165.94
Water Usage	345.98	2.54	0.06	428.00
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>4,008.62</b>			
Source: CalEEMod output, See Appendices 3.1 through 3.3 for detailed model outputs. (Urban Crossroads, Inc., 2020d, Table 3-6)				

Because the Project could potentially emit up to 4,008.62 MTCO<sub>2</sub>e per year, which would exceed the CAP’s initial screening threshold of 3,000 MTCO<sub>2</sub>e, the Project’s level of GHG emissions represent a cumulatively-considerable impact that requires mitigation in the form of CAP compliance. After a review of the screening tables, Urban Crossroads determined that the Project as designed would garner 104 points. Further, the Project would be required to be constructed utilizing the measures described in the table below to garner 104 points for CAP compliance. See Table 5-7, *CAP Consistency - Industrial Use*. Therefore, because the Project as designed demonstrates at least 100 points through the CAP Screening Tables, the Project’s impacts would be less than significant. (Urban Crossroads, Inc., 2020d, pp. 2, 51)

Table 5-7 CAP Consistency - Industrial Use

Feature	Description	Points
EE10.A.2 Windows	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	5
EE10.A.4 Air Infiltration	Blower Door HERS Verified Envelope Leakage or equivalent	6
EE10.A.5 Thermal Storage of Building	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)	4
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	Improved Efficiency Water Heater (0.675 Energy Factor)	8
EE10.B.5 Daylighting	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	1
EE10.B.6 Artificial Lighting	Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	5
W2.D.1 Water Efficient Landscaping	Only low water using plants	3
W2.D.2 Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water)	3
W2.E.2 Toilets	Waterless Urinals (note that commercial buildings have both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
W2.F.1 Recycled Water	Graywater (purple pipe) irrigation system on site	5
T3.A.2 Car/Vanpools	Car/vanpool program	1
	Car/vanpool program with preferred parking	2
T3.A.3 Employee Bicycle/Pedestrian Programs	Complete sidewalk to residential within ½ mile	1
	Bike lockers and secure racks	1
T1.F.1 Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.	1
T2.B.1 Sidewalks	Provide sidewalks on both sides of the street	1
T4.B.1	Provide circuit and capacity in garages/parking areas for Installation of EV charging stations	16 <sup>1</sup>
Electric Vehicle (EV) Recharging	Install EV charging stations in garages/parking areas	32 <sup>2</sup>
<b>TOTAL POINTS EARNED BY COMMERCIAL/INDUSTRIAL PROJECT</b>		<b>104</b>

<sup>1</sup> The Project is anticipated to include 8 circuit and capacity areas. Per the Screening Tables, each area is 2 points.

<sup>2</sup> The Project is anticipated to include 4 electric vehicle charging stations. Per the Screening Tables, each station is 8 points.

(Urban Crossroads, Inc., 2020d, Table ES-2)

- b) The Project's consistency with AB 32, SB 32, and the County's CAP are discussed below. It should be noted that the Project's consistency with the SB 32 (2017 Scoping Plan) also satisfies consistency with AB 32 since the 2017 Scoping Plan is based on the overall targets established by AB 32. Consistency with the 2008 Scoping Plan is not necessary, since the target year for the 2008 Scoping Plan was 2020, and the Project's buildout year is after 2020. As such, the 2008 Scoping Plan does not apply and consistency with the 2017 Scoping Plan is relevant. Project consistency with SB 32 and County's CAP is evaluated in the following discussion. (Urban Crossroads, Inc., 2020d, p. 53)

SB32/2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 3-8 in *Technical Appendix F* summarizes the Project's consistency with the 2017 Scoping Plan. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories. Therefore, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. (Urban Crossroads, Inc., 2020d, Table 3-8, pp. 53-58)

Applicable Regulatory Requirements:

- The Project is required to comply with the California Green Building Standards Code (CALGreen), including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce greenhouse gas emissions.
- In compliance with the County's Climate Action Plan, prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of Climate Action Plan measure R2-CE1, which requires on-site renewable energy production to offset 20% of the building's energy demand.

Mitigation: Mitigation is required to ensure compliance with the County of Riverside CAP Update. With the implementation of GHG MM-1, the Project would surpass 100 points in the County's CAP Screening Table which would make the Project consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the County's CAP. In addition, GHG MM-2 is required that will ensure compliance with CAP measure R2-CE1, which includes on-site renewable energy production.

**GHG MM-1:** The Project shall implement CAP Screening Table Measures providing for a minimum 100 points per the County Screening Tables. The County shall verify incorporation of the identified Screening Table Measures within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable).

**GHG MM-2:** Prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production.

Monitoring: Monitoring is required as part of the building permit process.

**5.1.7 Hazards and Hazardous Materials**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>21. Hazards and Hazardous Materials</b>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Arcadis Phase I Environmental Site Assessment (Apex, 2019a); Department of Substances Control (DTSC, 2020); Google Earth Pro (Google Earth Pro, 2020); Riverside County Ordinance No. 651 as Amended through 651.4, Requiring Disclosure of Hazardous Materials and the Formulation of Business Emergency Plans (Riverside County, 2009a)

Findings of Fact:

- a) During Project construction, heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during the construction phases of the Project. The heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is 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 located 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 proposed 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 Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, and Santa Ana RWQCB. With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase, and impacts would be less than significant.

Pertaining to long-term operation, the future occupant(s) of the Project's proposed building is unknown at this time; however, the building would be developed with one (1) warehouse building. Allowable land uses would be governed by the site's zoning designations of M-H and M-SC. Although unlikely, it is possible that hazardous materials could be used during the course of a future occupant's daily operations. State and federal Community-Right-to-Know laws allow the public to access information about the amounts and types of chemicals in use at local businesses. Regulations also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the building on the Project site and that handles hazardous materials (as defined in California Health and Safety Code Section 25500) will require permits from the Riverside County Department of Environmental Health (DEH) in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy 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 Code Chapter 8.64, which establishes development and performance standards, as well as reporting and permitting requirements for the use, handling, storage, and transportation of hazardous materials. Thus, impacts would be less than significant and no mitigation is required.

- b) A Phase I Environmental Site Assessment (ESA) was prepared for the Project site by Apex and is included as *Technical Appendix G1*. Based on reviewed historical aerial photographs and topographic maps related to the Project site, Apex determined that the site was mainly undeveloped, with the exception of a grain milling operation located in the southeast portion of the site since 1968. In the fall of 2019, the former grain milling operation facilities were demolished. No evidence of prior agricultural use of the site was identified on historical aerial photographs and topographic maps. Surrounding land remained mostly undeveloped, except for streets, railroad tracks, and I-215. By 1985, a lumber yard was developed north of the site and by 1989, a plastic pipe manufacturer was developed south of the site. Commercial property appeared to the east of the Project site by 1994 and between 2006 and present day, light industrial, commercial, and residential properties were developed near the Project site. The Project site also contained two 10,000-gallon diesel Underground Storage Tanks (USTs) that were removed in 1998. Impacted soil was noted to approximately 95 feet below ground surface (bgs); however, groundwater on the site is approximately 120 feet bgs and since the area was capped with asphalt and/or concrete, the impacted soil was determined not to be an environmental concern and the Riverside County Department of Environmental Health issued a case closure without requiring remediation (Apex, 2019a, pp. 4-8 and 4-9). For these reasons, handling of on-site soils during Project construction would not expose people or the environment to a significant hazard, and impacts are determined to be less than significant.

Under existing conditions, the site consists of undeveloped land and there are no structures or paved roads located on the site. At the time of Apex's site reconnaissance, there remained a pile of crushed concrete (approximately 300 cubic yards), three piles of packaged railroad spurs, a covered roll-off bin filled with demolition waste, and a Caterpillar Loader in the location of the former milling operation that was removed from the site in 2019. All of these items were waiting to be hauled off the property. No evidence of petroleum products, existing USTs or Above-Ground Storage Tanks (ASTs), Polychlorinated biphenyls (PCBs), unusual odor, drums, wells, existing septic systems, stressed vegetation, pits, ponds, or lagoons were found on the Project site. Apex also determined that there are no recognized environmental conditions (REC) present on the site under existing conditions (Apex, 2019a, p. 5-1). For these reasons, handling of on-site soils during Project construction would not expose people or the environment to a significant hazard, and impacts are determined to be less than significant.

- c) The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Under long-term operational conditions, the proposed Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the County. Furthermore, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur.
  
- d) The nearest school site facility to the Project site is the Val Verde School District administration building located at 975 Morgan Street roughly 1,045 feet northeast of the Project site. It is noted that no school child education or activities involving school children occur at the Val Verde School District administrative building; the nearest location where school children education and activities occur is at the Val Verde High School, which is located further north of the administrative building and further from the Project site.

As discussed in Threshold 21(a) and (b), as with any business, the transport of hazardous substances or materials to and from the Project site during construction and long-term operational activities would be required to comply with applicable federal, State, and local regulations to preclude substantial public safety hazards. Accordingly, there would be no potential for existing or proposed schools to be exposed to substantial safety hazards associated with the routine transport of hazardous substances or materials to and from the Project site. Further, most of the Project's traffic will use I-215, and have little or no reason to travel on local roads east of I-215 near the Val Verde High School. Thus, impacts would be less than significant. Also, refer to the Air Quality Threshold for analysis pertaining to human health risks associated with air pollutant emissions, including risks to the maximally exposed school child located more than 0.25 mile from the Project site.

- e) The Project site is not listed on the Hazardous Waste and Substances Sites List produced by the DTSC, which is referred to as "EnviroSource" (DTSC, 2020). As part of the Phase I ESA, Apex reviewed regulatory databases and available agency files and records for the site. To determine whether the Project site is identified as a hazardous materials site pursuant to Government Code Section 65962.5, an American Society for Testing and Materials (ASTM) radius search was performed by Environmental Data Resources (EDR) regulatory database record search, which obtains updated environmental database information from *Standard Federal, State, and Tribal Environmental Record Sources*. The EDR regulatory database record search determined that the location of the Project site is listed in six of the hazardous materials databases searched for a bulk storage of organic solids and stormwater discharge monitoring; however, the Riverside County of Department of Environmental Health issued a case closure without requiring remediation based on: low levels of gasoline constituents, low depth of contamination, and the proposed capping of contaminated soil with asphalt and concrete. Accordingly, the impacted soil was determined to not be an environmental concern. EDR's report identified several properties within the search radius; however, based on their listing for tracking purposes only, distance from the site, hydraulic location with respect to groundwater flow, regulatory oversight, and/or case closure, the off-site properties are unlikely to represent a concern of



environmental impairment or a vapor encroachment condition to the site. Therefore, impacts would be less than significant. (Apex, 2019a, pp. 4-5 through 4-7)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>22. Airports</b>				
a. Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-20 “Airport Locations” (Riverside County, 2015a); Riverside County GIS Database (RCIT, 2020); Project Application Materials (HPA, 2020a) (Webb, 2020a); March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (RCALUC, 2014); County of Riverside Airport Land Use Commission Staff Report dated May 14, 2020, Case Number ZAP1407MA20 (RCALUC, 2020a); County of Riverside Airport Land Use Commission, Airport Land Use Commission (ALUC) Development Review Consistency Letter, dated June 4, 2020 (RCALUC, 2020b) Aeronautical Study No. 2020-AWP-2286-OE, Issued Date 04/08/2020 (FAA, 2020a)

Findings of Fact:

- a) The Project site is located approximately 11,468 feet (2.1 miles) southerly of Runway 14-32 at the MARB. The Project site is located within “Compatibility Zone C2” of the MARB Influence area and is therefore subject to the MARB Land Use Compatibility Plan (ALUCP). Within Compatibility Zone C2, non-residential intensity is restricted to 200 people per average acre and 500 people per single acre,

and hazards to flights are prohibited (RCALUC, 2014, Table MA-2). The Project was considered and conditionally approved by the ALUC on May 14, 2020. The ALUC Staff report concluded that the Project is conditionally consistent with the MARB ALUCP and the Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. Therefore, impacts are less than significant.

- b) The Project was considered and conditionally approved by the ALUC on May 14, 2020. The ALUC Staff report concluded that the Project is conditionally consistent with the MARB ALUCP and the Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. The ALUC's conditions are listed below as regulatory requirements applicable to the Project (RCALUC, 2020a). With the ALUC conditions of approval, the Project is consistent with the ALUCP and would not create a hazard. Therefore, impacts are less than significant.
- c) Refer to the response above to Threshold 22.b). In addition, the Project Proponent voluntarily submitted Form 7460-1 for review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) and the FAA OES issued a Determination of No Hazard to Air Navigation Letter for Aeronautical Study No. 2020-AWP-2286-OE on April 8, 2020. The FAA OES conditions are incorporated into the ALUC's list of recommended conditions. (RCALUC, 2020a, p. 3) (FAA, 2020a) Therefore, impacts are less than significant.
- d) There are no private airport facilities or heliports within the vicinity of the Project site (Google Earth Pro, 2020). As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.

#### Applicable Regulatory Requirements

The following are requirements issued by the ALUC:

- Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan:
  - Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor non-residential uses; and hazards to flight. Children's schools are discouraged.
- The "Notice of Airport in Vicinity" included in the May 14, 2020 County of Riverside Staff Report shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
- The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, they would require subsequent Airport Land Use Commission review: Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
- The proposed drainage basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- The proposed Project has been evaluated for 286,995 square feet of warehouse area and 48,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
- Not more than 24,000 square feet of office area (two floors combined) shall be located within any single-acre area of the building. Office areas on each floor shall maintain a minimum separation of 210 feet from each other. Mezzanine office areas may directly overlie first floor office areas, provided that the single-acre office area maximum of 24,000 square feet is not exceeded.
- For the installation of solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.
- The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2020-AWP-2286-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a

voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460- 1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

- The proposed structure shall not exceed a height of 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,560 feet above mean sea level.
- The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
- The coordinates, frequencies, and power specified in the Determination of No Hazard to Air Navigation letter dated April 8, 2020 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service.
- Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,560 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
- Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.8 Hydrology/Water Quality**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>23. Water Quality Impacts</b>				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure S-9, "Special Flood Hazard Areas", Figure S-10, "Dam Failure Inundation Zone" (Riverside County, 2015a); Riverside County General Plan - Mead Valley Area Plan, Figure 14, "Mead Valley Area Plan Steep Slope," Mead Valley Area Plan Figure 15, "Slope Instability", Mead Valley Area Plan Figure 11, "Mead Valley Area Plan Flood Hazards" (Riverside County, 2016a); Riverside County Ordinance 754, Establishing Stormwater/Urban Runoff Management and Discharge Controls (Riverside County, 2006); Regional Water Quality Control Board Santa Ana Region Basin Plan (RWQCB, 2019); Riverside County GIS (RCIT, 2020); Google Earth Pro (Google Earth Pro, 2020); SCAQMD, Rule 403, Fugitive Dust (SCAQMD, 1995); Webb

Associates, Preliminary Drainage Study (Webb, 2020b); Project Specific Water Quality Management Plan (Webb, 2020c); California Department of Water Resources, Sustainable Groundwater Management Act 2019 Basin Prioritization Process and Results; (DWR, 2019); California Department of Water Resources "Groundwater Sustainability Plans" (DWR, 2020); Eastern Municipal Water District, West San Jacinto Groundwater Management Plan 2018 Annual Report (EMWD, 2019)

Findings of Fact:

- a) The analysis below evaluates the Project's potential to violate any water quality standards, waste discharge requirements or otherwise substantially degrade surface or ground water quality during Project construction and operation.

Construction-Related Water Quality

Construction of the Project would involve grading, paving, utility installation, building construction, and landscaping installation; all of these activities would have the potential to generate water-borne pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to affect water quality. As such, short-term water quality impacts have the potential to occur during the Project's construction in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and Riverside County Ordinance No. 754, prior to the commencement of construction activities, the Project would be required to obtain coverage under the State of California NPDES General Construction Storm Water Permit. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a SWPPP for construction-related activities, including grading. The SWPPP will specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern – including silt/sediment – are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that could be used during Project construction include, but are not restricted to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip-rap, and soil stabilizers/hydroseeding.

Mandatory compliance with the SWPPP will ensure that the Project does not violate any water quality standards or waste discharge requirements during short-term construction activities. Therefore, water quality impacts associated with short-term construction activities would be less than significant and no mitigation would be required.

Post-Development Water Quality

The 2010 Santa Ana MS4 Permit requires that Low Impact Development (LID) Retention BMPs be used unless it can be shown that those BMPs are infeasible. Therefore, LID Bioretention/Biotreatment BMPs were incorporated into the site design to fully address all Drainage Management Areas (DMAs) of the Project site (Webb, 2020c, pp. 9, 15, 18).

The existing Project site drains east towards the existing Master Drainage Plan (MDP) Lateral H-12 culvert under I-215; however, per the MDP, the site is tabled to drain 40% of the site to H-11.1. As depicted on Figure 5-3, *Post Construction BMP Exhibit*, onsite flows generated by the proposed Project will be conveyed through the site using curb and gutter, inlets, and minimal storm drain. The site is separated into two watersheds; the Project would discharge onsite runoff to H-11.1 and H-12 in roughly the same proportions as the MDP. (Webb, 2020c, p. 6)

The western portion of the Project site (roughly 4.5 acres) is tributary to Lat H-11.1 and will drain to, and be treated by a proposed bioretention basin (BMP-B) in the southwest corner; the basin will discharge to Lat H-11.1A before out falling to Lat H-11.1. The easterly portion (roughly 9.5 acres) is tributary to Lat H-12 and will drain to a series of underground polymer-coated corrugated metal pipe (CMP) storage chambers in the truck court and parking areas. One set of chambers will completely contain the water quality volume and pump it into a proposed bioretention area (BMP-A) that is sized using the long-term media filtration rate and required drawdown time. Once the water quality chambers fill, runoff from the eastern portion will be detained in separate increased runoff chambers to be routed to existing flowrates before discharging into proposed Lat H-12. (Webb, 2020c, p. 7)

The Project is in a hydrologic condition of concern (HCOC) exemption area. However, the Project site does not discharge to a County drainage facility that is improved downstream. All high flows generated by the Project will be routed down to existing condition flowrates. The area tributary to H-11.1 did not produce an increase in peak flow nor volume for the 2-year to 100-year, 24-storm events; this area will release runoff unrestricted (a private flapgate will be provided onsite to prevent a backwater condition into the basin). However, the area tributary to H-12 produced higher runoff for the same storm events. The runoff will be less than the existing condition by detaining runoff in the high flow mitigation chambers and restricted through an orifice vault structure. (Webb, 2020c, p. 7)

Pursuant to the County's NPDES permit and in accordance with the Riverside County Code Section 13.12.060(C), the Project would be required to prepare and implement a site-specific Preliminary WQMP. The WQMP is a site-specific, post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. Prior to issuance of grading permits and/or building permits for the Project site, the County of Riverside requires that a site-specific WQMP be prepared for projects. Because compliance with an applicable WQMP is a required condition of approval for all development proposals and long-term maintenance of on-site water quality features would be required by the County to ensure their long-term effectiveness, compliance with the site-specific WQMP would ensure that water quality impacts associated with post-development at the Project site and long-term operation of the Project would be less than significant. Therefore, long-term use of the Project site as a warehouse facility would not violate any water quality standards or waste discharge requirements and impacts would be less than significant.

The Project Applicant also would be required to demonstrate compliance with the NPDES program, which requires certain land uses (e.g., industrial uses) to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. On April 1, 2014, the California State Water Resources Control Board adopted an updated new NPDES permit for storm water discharge associated with industrial activities (referred to as the "Industrial General Permit"). The new Industrial General Permit, which is more stringent than the prior Industrial General Permit, became effective on July 1, 2015. The new NPDES Industrial General Permit requires the preparation of a SWPPP for operational activities and the implementation of a long-term water quality sampling and monitoring program unless an exemption is granted. Mandatory compliance with the NPDES Industrial General Permit would further reduce water quality impacts during long-term operation of the Project to below significant levels.

- b) The Project would not install any water wells; therefore, the Project would not directly extract groundwater from the Perris North Groundwater Basin. Notwithstanding, as shown on Figure 3-2, the Project would install impervious surfaces on the site and increase the impervious surface cover to approximately 85.4% of the site, which could reduce the amount of water percolating down into the groundwater basin that underlies the Project area. However, the bioretention basin and storm drain system that are incorporated into the site design to fully address all management areas, would minimize potential adverse effects related to groundwater recharge. Therefore, with buildout of the Project, the local groundwater levels would not be adversely affected and impacts to groundwater supplies and recharge would be less than significant.
- c) Under existing conditions, the site drains to the east into an existing culvert under the RCTC/MetroLink railway and I-215. There is a large area tributary to the future Seaton Basin per the Perris Valley Area Master Drainage Plan (PVMDP). Under existing conditions, these flows drain over a low point in Harvill Avenue to the north of the Project site. All offsite flows will cross Harvill Avenue at the low point and make their way northeast through a series of culverts under the RCTS/MetroLink railway, the associated railroad spur, and I-215. The Perris Valley MDP tributary boundary runs through the middle of Project site and 40% of the site (roughly 6.0 acres) is tabled to drain to H-11.1 and the remaining 60% (roughly 8.4 acres) will drain to H-12. T (Webb, 2020b, p. 1-1)

The Project would add one building, parking lots, and associated landscaping to the site. As depicted on Figure 5-4, *Proposed Conditions Hydrology Map*, onsite flows generated by the proposed Project will be conveyed through the site using curb and gutter and minimal subsurface storm drain. The Project site is separated into two tributary areas. The western portion of the site (roughly 4.5 acres) is tributary to Lat H-11.1 and will drain to and be treated by a proposed bioretention basin in the southwest corner; the basin will discharge to Lat H-11.1A before out falling to Lat H-11.1. The existing imperviousness of the Lat-H11.1 tributary area is currently 65% and surrounded by open space; the existing condition runoff flowrates and volumes are slightly higher than the proposed condition. No routing will need to be completed for the proposed Lat-H11.1 tributary area. (Webb, 2020b, p. 1-2)

The easterly portion (roughly 9.5 acres) is tributary to Lat H-12 and will drain to a series of underground polymer-coated CMP storage chambers in the truck court and parking areas. One set of



chambers will completely contain the water quality volume and pump it into a proposed bioretention area that is sized using the long-term media filtration rate and required drawdown time. Once the water quality chambers fill, runoff from the eastern portion will be detained in separate increased runoff chambers to be routed to existing flowrates before discharging into proposed Lat H-12. (Webb, 2020b, p. 1-2)

The Project's design shows construction of an offsite storm drain (Lat H-11.1B) to connect the existing catch basins in Harvill Avenue to PVMDP Lateral H-11.1 and design flexibility for backwater conditions from Lat H-11.1 during extreme intensity peak flow periods since the slope of Lat H-11.1 is incredibly limiting. The proposed Lateral H-11.1A design will provide a private flapgate onsite to prevent a backwater condition from H-11.1 into the southwest basin. The Project's drainage design will provide emergency escapes that flood protect the building. For the easterly portion, the runoff will exit east through slots in the truck court's easterly screen wall at an elevation 1505.5 (NAVD88). For the westerly site, the runoff will exit into Harvill Avenue from the proposed drainage swale/storm drain, or it will overtop the southwest basin and continue east along Rider Street (Webb, 2020b, p. 1-2). Refer to the Project's WQMP Section 3.0, Hydraulic Analysis, for supplemental detail of the Project's hydrology.

The Project's Plot Plan application materials, which include a Conceptual Grading Plan and that are on file with the County of Riverside Planning Department at 4080 Lemon Street, 12<sup>th</sup> Floor, Riverside, California, 92502 are hereby incorporated by reference pursuant to CEQA Guidelines § 15150; these plans show the details of the Project's storm water and water quality infrastructure system. (Webb, 2020a) Because the Project would not substantially alter the existing drainage pattern of the site or area, impacts would be less than significant.

- d) Implementation of the Project has the potential to result in soil erosion and/or siltation on -or off-site. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and under long-term operation of the Project.

Temporary Construction-Related Activities

Grading and construction activities on the Project site would expose underlying soils and disturb surficial soils on the Project site. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Project-specific SWPPP. The SWPPP will identify a combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from stormwater and non-storm water discharges during construction. In addition, proposed construction activities would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the

potential for wind erosion. Rule 403 requires that certain construction practices be followed that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be visible in the air beyond the property line of the construction site, and no dirt is allowed to be tracked out of the site by more than 25 feet. With mandatory compliance to the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403, the potential for water and/or wind erosion impacts during Project construction would be less than significant and mitigation is not required.

Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be minimal because the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Furthermore, the County's MS4 NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a WQMP (Riverside County Ordinance No. 754). The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., BMPs to reduce or eliminate sediment discharge to surface water from stormwater and non-storm water discharges). The WQMP for the Project is required to incorporate BMPs, which are effective at removing silt and sediment from stormwater runoff. WQMPs also require post-construction maintenance and operational measures to ensure on-going erosion protection. Compliance with the Project-Specific WQMP for the Project would be required as a condition of Project approval as would the long-term maintenance of water quality features. With compliance of the Project-specific WQMP, implementation of the proposed Project would not result in substantial erosion or siltation on-site or off-site. Therefore, because the Project would not result in substantial erosion or siltation on-site or off-site, impacts would be less than significant.

- e) See the analysis under Thresholds 23(a) (c) and (d), that describes the potential for stormwater runoff and the proposed storm drain system and bioretention basin. The Project's onsite drainage design concept will provide flood protection to the proposed building pad, the proposed basins will adequately treat onsite flows, and the detention basins will mitigate for increased runoff. The offsite drainage improvements will adequately protect the Project site from offsite flow and prevent offsite flows from commingling with onsite flows, and the proposed Project will not impact flooding conditions to upstream or downstream properties. (Webb, 2020b, p. 4-1) Therefore, because the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site, impacts would be less than significant.
- f) The Project's stormwater plan is described in Thresholds 23 (a) (c) and (d). Adequate capacity exists in the existing and planned stormwater drainage system to service the Project. Therefore, because the Project would not create runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, impacts would be less than significant.
- g) As discussed in Thresholds 23 (a) (c) and (d), the Project's onsite drainage design concept will provide flood protection to the proposed building pad, the proposed basins will adequately treat onsite flows,

and the detention basins will mitigate for increased runoff, the offsite drainage improvements will adequately protect the Project site from offsite flow and prevent offsite flows from commingling with onsite flows, and the proposed Project will not impact flooding conditions to upstream or downstream properties. (Webb, 2020b, p. 4-1) Therefore, because the Project would not impede or redirect flows, impacts would be less than significant.

- h) According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate (FIRM) Panel 06065C1430H, the Project site is located in Flood Zone X (unshaded), an area of minimal flood hazard (FEMA, 2014). As discussed in Thresholds 23 (a) (c) and (d), the Project's onsite drainage design concept will provide flood protection to the proposed building pad, the proposed basins will adequately treat onsite flows, and the detention basins will mitigate for increased runoff, the offsite drainage improvements will adequately protect the Project site from offsite flow and prevent offsite flows from commingling with onsite flows, and the proposed Project will not impact flooding conditions to upstream or downstream properties. (Webb, 2020b, p. 4-1)

The nearest large body of surface water to the Project site is the Perris Reservoir, located approximately 3.8 miles northeast of the Project site (Google Earth Pro, 2020). According to MVAP Figure 11, *Special Flood Hazards Areas*, the Project site is not located within any dam inundation areas or special flood hazard areas. The Project site is located approximately 36 miles northeast from the Pacific Ocean and is therefore not subject to a tsunami. As discussed in Thresholds 23 (a) (c) and (d), the Project's onsite drainage design concept will provide flood protection to the proposed building pad, the proposed basins will adequately treat onsite flows, and the detention basins will mitigate for increased runoff, the offsite drainage improvements will adequately protect the Project site from offsite flow and prevent offsite flows from commingling with onsite flows, and the proposed Project will not impact flooding conditions to upstream or downstream properties. (Webb, 2020b, p. 4-1) The Project's Plot Plan application materials, which include a Conceptual Grading Plan and that are on file with the County of Riverside Planning Department at 4080 Lemon Street, 12th Floor, Riverside, California, 92502 are hereby incorporated by reference pursuant to CEQA Guidelines § 15150; these plans show the details of the Project's storm water and water quality infrastructure system (Webb, 2020a). Because the Project would not result in the release of pollutants due to Project inundation from a flood hazard, tsunami, or seiche zone, impacts would be less than significant.

- i) The California Porter-Cologne Water Quality Control Act (California Water Code §§ 13000), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019). This document is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality

standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site is located within the Santa Ana Watershed. Receiving waters for the Project site's drainage are the Perris Valley Storm Drain Channel, San Jacinto River (Reach 1), San Jacinto River (Reach 2), San Jacinto River (Reach 3), Lake Elsinore, and Canyon Lake. Receiving Water's 303(d) listed impairments consist of the following: Canyon Lake is impaired by nutrients and pathogens, and Lake Elsinore is impaired by DDT, nutrients, organic enrichment/low dissolved oxygen, PCBs, and toxicity. Perris Valley Storm Drain Channel and San Jacinto River (Reach 1 through 3) are listed as receiving waters with no listed impairments. (Webb, 2020c, Table A.1)

CWA Section 402 is applicable to the Project, which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a SWPPP and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

#### Long-Term Operational Water Quality

Receiving waters and impaired waters are noted above. The Project's pollutants of concern include bacterial indicators, nutrients, toxic organic compounds, trash and debris, and oil and grease (Webb, 2020c, Table E-1). The County's MS4 NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Water Quality Management Plan (WQMP) (Riverside County, 2019a, Chapter 5.72). The Project-Specific Preliminary WQMP identifies an effective combination of water quality control measures (i.e., Best Management Practices (BMPs) to reduce or eliminate water pollutants before they reach the groundwater table). The Preliminary WQMP for the Project, prepared by Webb (attached hereto as *Technical Appendix H2*), incorporates BMPs that would remove waterborne pollutants from stormwater flows. The WQMP requires post-construction maintenance and operational measures to ensure ongoing effectiveness. Compliance with the WQMP would be required as a condition of Project approval. Therefore, the proposed Project's operation would not obstruct implementation of the Santa Ana Region Basin Plan. The Project Applicant, successors in interest, and construction contractors would be required to comply with the Project-specific WQMP as a condition of approval.

#### Groundwater Management Plan and Sustainability Plan

The Project site is located within the West San Jacinto Groundwater Management Area, and is therefore subject to the EMWD's "Groundwater Management Plan – West San Jacinto Groundwater Basin". The Groundwater Management Plan (GMP) is intended to manage the San Jacinto Groundwater Basin in a manner that would supplement EMWD's water supplies, thereby increasing the amount of locally-available water and reducing the amount of water that needs to be imported through MWD. The GMP covers approximately 256-square miles (over 164,200 acres) and is divided into six (6) groundwater management zones (EMWD, 2019, p. 8). The Project site is located in the Perris North Groundwater Basin Management Zone (EMWD, 2019, Figure 7-1).

The California Department of Water Resources' (DWR's) Sustainable Groundwater Management Act (SGMA) was signed into law on September 16, 2014. The purpose of the SGMA is to achieve the sustainable management of groundwater in a manner that does not cause undesirable results. The

SGMA grants additional groundwater management authorities to Groundwater Sustainability Agencies (GSA). Eastern Municipal Water District (EMWD) became the GSA for the West San Jacinto Groundwater Basin in 2017. Existing groundwater basin boundaries are defined in the DWR's Bulletin 118. The West San Jacinto Groundwater Basin, previously known as the San Jacinto Groundwater Basin, is defined in Bulletin 118 (Basin No. 8-005), as a "high priority" basin. Groundwater basins that are prioritized as medium or high priority are required to be managed by a Groundwater Sustainability Plan (GSP). The West San Jacinto Groundwater Basin is identified as a high priority basin, but it is not considered "critically over-drafted," so the deadline for completion of a GSP is January 30, 2022. As such, the GSP for the West San Jacinto Groundwater Basin is under development and not yet published. (EMWD, 2019)

The Project would not directly extract groundwater; however, with addition of the proposed Project, an increase in impervious surface cover would occur over approximately 14.6% of the site, which would reduce the amount of water directly percolating into the groundwater table on the Project site. The BMPs that are incorporated into the site design to fully address all management areas would minimize potential adverse effects related to groundwater recharge. After implementation of the Project, the Project's proposed stormwater drainage system would convey water runoff into the public storm drain system which flows to downstream water bodies where percolation into the groundwater table occurs. Therefore, the proposed Project would not conflict or obstruct implementation of a groundwater management plan or implementation of a groundwater sustainability plan. Therefore, impacts would be less than significant.

#### Applicable Regulatory Requirements

- Prior to issuance of a grading permit, the Project Applicant is required to obtain coverage under a NPDES permit from the State Water Resources Control Board. Evidence that a NPDES permit has been issued shall be provided to the County of Riverside prior to issuance of a grading permit.
- Prior to issuance of a grading permit, the Project Applicant is required to prepare a SWPPP. Project contractors shall be required to ensure compliance with the SWPPP and shall permit periodic inspection of the construction site by the County of Riverside staff or its designee to confirm compliance.
- Prior to issuance of a grading permit, the Project Applicant is required to prepare and the County of Riverside shall approve a Final WQMP. The Project Applicant or its property manager shall be required to ensure compliance with the Final WQMP and shall permit periodic inspection of the Project site by County of Riverside staff or its designee to confirm compliance.
- The site is located within the bounds of the Perris Valley Area Master Drainage Plan (PVM DP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP mitigation fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits

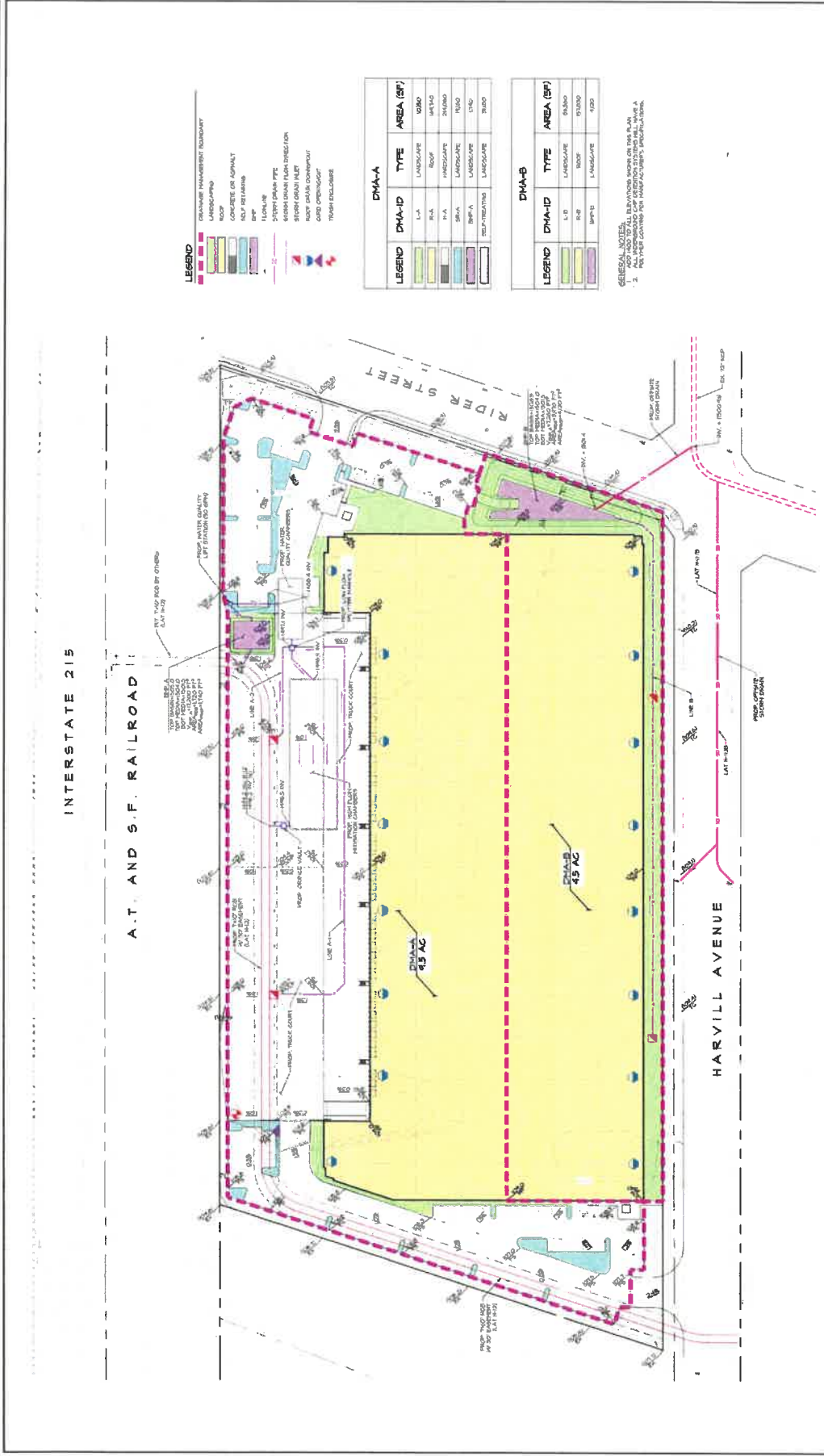
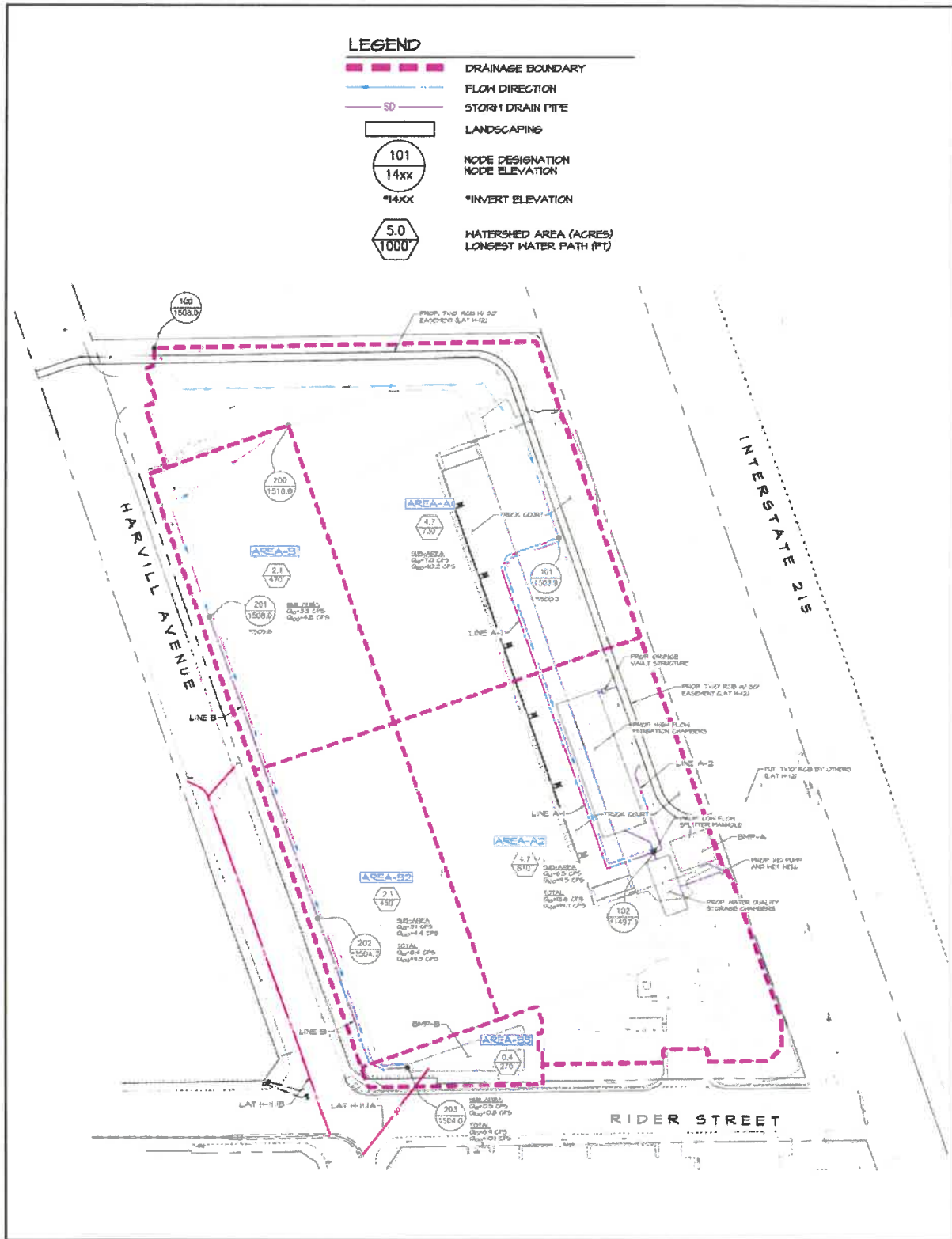


Figure 5-3

Post Construction BMP Exhibit





Source(s): Webb Associates (11-08-2020)

Figure 5-4



**Proposed Conditions Hydrology Map**

- for this Project. The drainage fee is required to be paid prior to the issuance of the grading permits.

Mitigation: Mitigation is not required.

Monitoring: Monitoring is not required.

**5.1.9 Land Use/Planning**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>24. Land Use</b>				
a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan (Riverside County, 2015a); Riverside County GIS (RCIT, 2020)

Findings of Fact:

- a) The Project site is located within the MVAP portion of the Riverside County General Plan and designated “Industrial.” As part of its review of the proposed Project, Riverside County staff evaluated the Project for consistency with applicable General Plan and MVAP policies and concluded that the Project would be consistent with or otherwise would not conflict with the applicable policies of the General Plan or MVAP.

As discussed in Section 2.0, the Project site is split zoned M-H and M-SC. Although the proposed Project is a permitted use in both zones, a Change of Zone is proposed to change the zoning classification of M-H to M-SC, to eliminate the existing split zone and to zone the entire site M-SC. Development of the Project would be consistent with the land use regulations and development standards for the M-SC zone, as established by the County’s Land Use Ordinance (Ordinance No. 348). The environmental effects associated with developing the Project site in accordance with the M-SC



zone classification is analyzed throughout this MND and the proposed use is allowed, subject to the approval of a Plot Plan.

There are no other land use plans, land use policies, or land use regulations applicable to the Project site. Refer to Threshold 6(a), *Air Quality*, for a discussion of the Project’s consistency with the SCAQMD’s 2016 AQMP. Refer to Threshold 7(a), *Biological Resources*, for a discussion of the Project’s compliance with the Riverside County MSHCP. Refer to Threshold 20, *Greenhouse Gas Emissions*, for a discussion of the Project’s consistency with Riverside County’s Climate Action Plan (CAP). Therefore, because 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, the impact would be less than significant.

- b) Implementation of the Project would not disrupt or divide the physical arrangement of an established community. As discussed in Section 2.0, the Project site is bounded by I-215 on the east, Harvill Avenue on the west, and Rider Street on the south. Land immediately to the north is vacant and undeveloped. Lands to the north, east and south are designated by the General Plan as LI and land to the west of the site is designated Business Park (BP). As mentioned, the Project site is bound on the west by Harvill Avenue, west of which are vacant lands zoned I-P. The Project site is bound on the south by Rider Street and lands south of Rider Street are zoned M-H. Lands north and east of the Project site are zoned Manufacturing Heavy (M-H) (RCIT, 2020). Because the Project site is not surrounded or within the vicinity of a residential community, the proposed Project would have no potential to disrupt or divide the physical arrangement of any established community. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.10 Mineral Resources**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>25. Mineral Resources</b>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Source:** Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure OS-6 “Mineral Resources Area” (Riverside County, 2015a); Riverside County GIS database (RCIT, 2020)

**Findings of Fact:**

- a) Riverside County General Plan Figure OS-6 shows that the Project site and surrounding area is located within Mineral Resource Zone 3 (MRZ-3), meaning the significance of mineral deposits is undetermined and the site is not located within an area designated by the State Mining and Geology Board as being of regional or Statewide significance (Riverside County, 2015a, Figure OS-6). Because the site is not located within an area known for mineral resources that are of value to the region and the residents of the State, no impact would occur.
- b) The Project site has a General Plan land use designation of LI and is split zoned as M-H and M-SC and does not have a designation or zoning for mining. As discussed above in Threshold 25(a), the Project site is not located within an area designated by the State Mining and Geology Board as being of regional or Statewide significance (Riverside County, 2015a, Figure OS-6). Therefore, there is no potential for the Project to 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) As discussed above in Thresholds 25(a) and (b), the site is not located in a State designated sector of valuable resources and there are no known quarries or mines in the immediate vicinity of the Project site. Therefore, no impact would occur.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

5.1.11 Noise

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

Source: Google Earth (Google Earth Pro, 2020), Riverside County Airport Land Use Commission (RCALUC, 2014); Riverside County General Plan, Figure N-1, “Land Use Compatibility for Community Noise Exposure” (Riverside County, 2015a); Urban Crossroads, Inc., Noise Impact Analysis (Urban Crossroads, Inc., 2020e)

Findings of Fact:

- a) The MARB runway is located approximately 2.1 miles (11,468 feet) north of the Project site. The *MARB Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP)* includes the policies for determining the land use compatibility of the Project. The *MARB/IPA LUCP*, Map MA-1, indicates that the Project site is located within Compatibility Zone C2, which Table MA-1 Compatibility Zone Factors indicates is considered to have a moderate noise impact. Further, the Project site is located outside the 65 dBA Community Noise Equivalent Level (CNEL) noise level contour boundary. Moreover, the Basic Compatibility Criteria, listed in Table MA-2 of the *MARB/IPA LUCP* identifies no prohibited uses other than highly noise-sensitive outdoor non-residential uses (e.g., sports stadiums, concert halls). The *MARB/IPA LUCP* does not identify industrial-use specific noise compatibility standards, and therefore, the County of Riverside *Land Use Compatibility for Community Noise Exposure* matrix was used by Urban Crossroads to assess potential aircraft-related noise levels at the Project site. The County of Riverside guidelines indicate that industrial uses, such as the Project, are considered normally acceptable with exterior noise levels of up to 75 dBA CNEL. The noise contour boundaries of the *MARB/IPA LUCP* show that the Project is considered a normally acceptable land use since it is located outside of the 65 dBA CNEL contours. Further, Table MA-2 indicates that no uses are prohibited in this area except for highly noise-sensitive outdoor nonresidential uses (e.g., sports stadiums, concert halls). (Urban Crossroads, Inc., 2020e, pp. 22-23). As such, the Project would not expose people visiting or working on the Project site to excessive noise levels. Impacts would be less than significant.

- b) There are no private airfields or airstrips in the vicinity of the Project site (Google Earth Pro, 2020). Therefore, the Project would not expose people to excessive noise levels associated with operations at a private airstrip. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<i>Would the project result in:</i>				
<b>27. Noise Effect on or by the Project</b>				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source:** Project Application Materials (HPA, 2020a) (Webb, 2020a); Riverside County General Plan, Figure N-1, “Land Use Compatibility for Community Noise Exposure” (Riverside County, 2015a); Urban Crossroads, Inc., Noise Impact Analysis (Urban Crossroads, Inc., 2020e)

Findings of Fact:

- a) Although the County of Riverside General Plan Noise Element and County Code do not identify any noise level increase thresholds, the County of Riverside General Plan EIR No. 521 outlines incremental noise impact criteria for noise sensitive uses in Table 4.15-H. This significance criteria derived from the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* are used to evaluate the incremental transportation noise level impacts and establishes a method for comparing future project noise with existing noise. In effect, the amount to which a given noise level increase is considered acceptable is reduced based on existing ambient noise conditions. Table 5-8 below provides a summary of the allowable County of Riverside criteria used to identify potentially significant incremental noise level increases. (Urban Crossroads, Inc., 2020e, p. 26)

The County of Riverside General Plan Noise Element, Table N-1, *Land Use Compatibility for Community Noise Exposure* was used to establish the satisfactory noise levels of significance for non-noise-

sensitive land uses in the Project study area. The normally acceptable exterior noise levels for non-noise-sensitive land uses is 70 dBA CNEL. Noise levels greater than 70 dBA CNEL are considered conditionally acceptable per Noise Element Table N-1. Therefore, to determine if Project-related traffic noise level increases are significant at off-site non-noise-sensitive land uses, a readily perceptible 5 dBA and barely perceptible 3 dBA criteria were used. When the without Project noise levels at the non-noise-sensitive land uses are below the normally acceptable 70 dBA CNEL compatibility criteria, a readily perceptible 5 dBA or greater noise level increase is considered a significant impact. When the without Project noise levels are greater than the normally acceptable 70 dBA CNEL land use compatibility criteria, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses rely on the County of Riverside General Plan Noise Element, Table N-1, normally acceptable 70 dBA CNEL exterior noise level criteria (Urban Crossroads, Inc., 2020e, p. 26). In summary, noise impacts would be considered significant if, as a direct result of the proposed Project, any of the significance criteria summarized in Table 5-8, *Noise Significance Criteria Summary*, is exceeded.

**Table 5-8 Noise Significance Criteria Summary**

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive <sup>1</sup>	If ambient is < 50 dBA CNEL	≥ 7 dBA CNEL Project increase	
		If ambient is 50 - 55 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 55 - 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 2 dBA CNEL Project increase	
		If ambient is 65 - 75 dBA CNEL	≥ 1 dBA CNEL Project increase	
		If ambient is > 75 dBA CNEL	0 dBA CNEL Project increase	
	Non-Noise-Sensitive <sup>2</sup>	If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive <sup>1</sup>	Exterior Noise Level Standards <sup>3</sup>	55 dBA L <sub>eq</sub>	45 dBA L <sub>eq</sub>
		If ambient is < 50 dBA CNEL	≥ 7 dBA CNEL Project increase	
		If ambient is 50 - 55 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 55 - 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 2 dBA CNEL Project increase	
		If ambient is 65 - 75 dBA CNEL	≥ 1 dBA CNEL Project increase	
		Vibration Level Threshold <sup>4</sup>	0.01 in/sec RMS	
Construction	Noise-Sensitive	Noise Level Threshold <sup>5</sup>	70 dBA L <sub>eq</sub>	
		Vibration Level Threshold <sup>4</sup>	0.01 in/sec RMS	

<sup>1</sup> Sources: County of Riverside General Plan EIR No. 521 (Table 4.15-H) and the FTA Transit Noise and Vibration Manual, 2018 (*MND Technical Appendix I* Table 4-6).

<sup>2</sup> Source: County of Riverside General Plan Noise Element, Table N-1.

<sup>3</sup> Source: County of Riverside General Plan Municipal Code, Section 9.52.040.

<sup>4</sup> Source: County of Riverside General Plan Noise Element, Policy N 16.3.

<sup>5</sup> 85 dBA L<sub>eq</sub> is the acceptable threshold for construction noise based on the Criteria for Recommended

Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health. However, for evaluation herein, 70 dBA Leq is used as the significance threshold which is consistent with the 70 dBA CNEL standard for noise-sensitive uses contained in the County's General Plan Noise Element Table N-1.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.  
(Urban Crossroads, Inc., 2020e, Table 4-2)

**Impact Analysis for Construction Phase**

To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold was adopted by the National Institute for Occupational Safety and Health (NIOSH). NIOSH identifies a noise level threshold of 85 equivalent-level decibels (dBA Leq) as an acceptable threshold for construction noise at sensitive receiver locations (Urban Crossroads, Inc., 2020e, p. 60). However, to ensure a more conservative analysis herein, a threshold of 70 dBA Leq is utilized, which is consistent with the 70 dBA CNEL standard for noise-sensitive uses contained in the County's General Plan.

The construction noise analysis provided in the Project's noise impact analysis was prepared using reference noise level measurements taken by Urban Crossroads to describe the typical construction activity noise levels for each stage of Project construction. Refer to the Project's Noise Impact Analysis in *Technical Appendix I* for information on the reference measurements. Using the reference construction equipment noise levels, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were conducted by Urban Crossroads. Table 5-9, *Unmitigated Construction Equipment Noise Level Summary (dBA Leq)*, provides a summary of the construction noise levels by stage at the nearby noise-sensitive receiver locations. To assess the worst-case construction noise levels, this analysis shows the highest noise impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity to each receiver location. This is the site preparation phase of Project construction, which is expected to last approximately 10 days in duration as shown on Table 3-1, *Anticipated Construction Duration*. (Urban Crossroads, Inc., 2020e, pp. 57, 59)

**Table 5-9 Unmitigated Construction Equipment Noise Level Summary (dBA Leq)**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA Leq)						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels <sup>2</sup>
R1	60.0	63.4	61.6	59.7	59.3	53.3	63.4
R2	63.8	67.2	65.4	63.5	63.1	57.1	67.2
R3	60.4	63.8	62.0	60.1	59.7	53.7	63.8
R4	57.1	60.5	58.7	56.8	56.4	50.4	60.5

<sup>1</sup> Noise receiver locations are shown on Figure 5-5, *Construction Noise Source Locations*.

<sup>2</sup> Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1. of *MND Technical Appendix I*.

(Urban Crossroads, Inc., 2020e, Table 10-2)

To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold of 70 dBA Leq is used herein. As shown on Table 5-11, *Construction Equipment Noise Level Compliance (dBA Leq)*, Project-related construction activities are calculated to reach maximum noise levels between 60.5 and 67.2 dBA Leq when measured at nearby receivers, which would fall well below the NIOSH 85 dBA Leq significance threshold during temporary Project construction activities. Even when measured at a more conservative noise level threshold of 70 dBA that the General Plan uses as a threshold for both off-site traffic and operational noise, the Project’s construction noise level would be below the General Plan’s criteria of 70 dBA. Therefore, the Project would not cause a substantial construction-related temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts would be less than significant. (Urban Crossroads, Inc., 2020e, pp. 59, 60)

In addition, to control noise impacts associated with the construction of the proposed Project, as with any other construction project in the County, the Project would be required to comply with the County’s Noise Ordinance contained as Riverside County Code Section 9.52.020. Section 9.52.020 requires that noise from any private construction activity located within one-quarter of a mile from an inhabited dwelling be restricted to between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May (Urban Crossroads, Inc., 2020e, p. 21).

**Table 5-10 Construction Equipment Noise Level Compliance (dBA Leq)**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	63.4	70	No
R2	67.2	70	No
R3	63.8	70	No
R4	60.5	70	No

<sup>1</sup> Noise receiver locations are shown on Figure 5-5, *Construction Noise Source Locations*

<sup>2</sup> Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 5-9, *Unmitigated Construction Equipment Noise Level Summary (dBA Leq)*.

<sup>3</sup> Construction noise level thresholds as shown on Table 5-8, *Noise Significance Criteria Summary*.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?

(Urban Crossroads, Inc., 2020e, Table 10-3)

**Impact Analysis for Stationary Noise**

As summarized in Table 5-11, *Project Daytime Noise Level Increases* the Project would generate a daytime operational noise level increase up to 0.1 dBA Leq and a nighttime operational noise level increase up to 0.2 dBA Leq at nearby noise receiver locations identified on Figure 5-6, *Sensitive Receiver*

Locations during daytime or nighttime hours. Therefore, because the Project-related operational noise increases do not result in an exceedance of the significance threshold, the Project would not contribute to a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project and stationary noise impacts would be less than significant. (Urban Crossroads, Inc., 2020e, p. 54)

**Table 5-11 Project Daytime Noise Level Increases**

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	44.3	L1	59.9	60.0	0.1	3	No
R2	33.5	L2	61.8	61.8	0.0	2	No
R3	32.9	L3	52.0	52.1	0.1	5	No
R4	33.5	L4	57.2	57.2	0.0	3	No

<sup>1</sup> See Figure 5-6, *Sensitive Receiver Locations*, for the receiver locations.

<sup>2</sup> Total Project daytime operational noise levels as shown on Table 9-3 of *MND Technical Appendix I*.

<sup>3</sup> Reference noise level measurement locations as shown on Exhibit 5-A of *MND Technical Appendix I*.

<sup>4</sup> Observed daytime ambient noise levels as shown on Table 5-1 of *MND Technical Appendix I*.

<sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>7</sup> Significance increase criteria as shown on Table 5-8, *Noise Significance Criteria Summary*. (Urban Crossroads, Inc., 2020e, Table 9-6)

**Table 5-12 Project Nighttime Noise Level Contributions**

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	43.8	L1	58.0	58.2	0.2	3	No
R2	30.4	L2	59.3	59.3	0.0	3	No
R3	28.8	L3	52.1	52.1	0.0	5	No
R4	30.2	L4	60.0	60.0	0.0	2	No

<sup>1</sup> See Figure 5-6, *Sensitive Receiver Locations*, for the receiver locations.

<sup>2</sup> Total Project daytime operational noise levels as shown on Table 9-3 of *MND Technical Appendix I*.

<sup>3</sup> Reference noise level measurement locations as shown on Exhibit 5-A of *MND Technical Appendix I*.

<sup>4</sup> Observed daytime ambient noise levels as shown on Table 5-1 of *MND Technical Appendix I*.

<sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>7</sup> Significance increase criteria as shown on Table 5-8, *Noise Significance Criteria Summary*. (Urban Crossroads, Inc., 2020e, Table 9-7)

Impact Analysis for Traffic-Related Noise



To evaluate permanent, off-site noise increases that could result from Project-related traffic, noise levels were modeled for the following traffic scenarios:

- Existing (2019): This scenario refers to the existing present-day traffic noise conditions without and with the proposed Project. This analysis is included in the Project's Noise Impact Analysis (*Technical Appendix I*) for informational purposes; however, the existing traffic noise levels plus traffic noise generated by the proposed Project will not actually occur because the Project would not be fully constructed and operational until Year 2021 cumulative conditions. (Urban Crossroads, Inc., 2020e, p. 41)
- Existing plus Ambient Growth (EA) (2021): This scenario refers to the background noise conditions at future year 2021 without and with the Project plus ambient growth (Urban Crossroads, Inc., 2020e, p. 42).
- EA plus Cumulative (EAC) (2021): This scenario refers to the background noise conditions at future year 2021 without and with the Project plus ambient growth, and includes all reasonably foreseeable cumulative development projects identified in the Project's Traffic Impact Analysis (*Technical Appendix K1*). (Urban Crossroads, Inc., 2020e, p. 42)

Traffic noise contours and noise levels were established based on existing and projected future traffic conditions on off-site roadway segments within the Project's study area, and do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. Refer to *Technical Appendix I* for a detailed description of the methodology used to evaluate the Project's traffic-related noise effects. (Urban Crossroads, Inc., 2020e, p. 39)

Table 5-13, *Unmitigated EA 2021 with Project Traffic Noise Level Increases* presents the existing plus ambient growth (EA) 2021 noise conditions that would result with the addition of Project-related traffic, without accounting for any noise attenuation features such as noise barriers or topography. As shown on Table 5-13, noise levels along the roadway segments within the Project study area would increase between 0.2 and 0.5 dBA CNEL with development of the Project, with the loudest increase in traffic noise occurring on Harvill Road along the Project site's frontage; therefore, the Project's noise contributions would not exceed the threshold of significance (see Table 5-8, *Noise Significance Criteria Summary*) to any of the roadway segments within the Project site under the "Existing Plus Ambient (EA) Growth with Project" traffic scenario. Accordingly, the Project would not result in a substantial permanent increase in noise levels above ambient conditions. (Urban Crossroads, Inc., 2020e, pp. 42 -43; Table 7-8)

**Table 5-13 Unmitigated EA 2021 with Project Traffic Noise Level Increases**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Noise Sensitive Land Use?	Incremental Noise Level Increase Criteria <sup>3</sup>	
				No Project	With Project	Project Addition		Limit	Exceeded ?
1	Harvill Av.	n/o Driveway 1	PF/LI/BP	75.0	75.5	0.5	No	3	No
2	Harvill Av.	s/o Driveway 1	LI/BP	75.0	75.2	0.2	No	3	No
3	Harvill Av.	s/o Rider St.	LI/BP	75.2	75.4	0.2	No	3	No

<sup>1</sup> Sources: Mead Valley Area Plan, Land Use Plan, Figure 3.

<sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

"PF"= Public Facilities; "LI"= Light Industrial; "BP"= Business Park.

(Urban Crossroads, Inc., 2020e, Table 7-8)

Table 5-14, *Unmitigated EAC 2021 with Project Traffic Noise Level Increases*, presents a comparison of the expected 2021 noise conditions, without accounting for any noise attenuation features such as noise barriers or topography, along the Project study area roadway segments plus ambient growth and reasonably foreseeable cumulative development projects and the noise levels that would result with the addition of Project-related traffic. As shown on Table 5-14, noise levels along the studied roadway segments within the Project study area would increase between 0.1 to 0.3 dBA CNEL with development of the Project, with the loudest increase in traffic noise occurring on Harvill Road along the Project site’s frontage; therefore, the Project’s noise contributions would not exceed the threshold of significance (see Table 5-8, *Noise Significance Criteria Summary*) to any of the roadway segments. Accordingly, the Project would not result in a substantial permanent increase in noise levels above ambient conditions, and the Project’s off-site, traffic-related noise impacts would be less than significant under EAC (2021) conditions. (Urban Crossroads, Inc., 2020e, pp. 42-43; Table 7-9)

**Table 5-14 Unmitigated EAC 2021 with Project Traffic Noise Level Increases**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Noise Sensitive Land Use?	Incremental Noise Level Increase Criteria <sup>3</sup>	
				No Project	With Project	Project Addition		Limit	Exceeded?
1	Harvill Av.	n/o Driveway 1	PF/LI/BP	76.6	76.9	0.3	No	3	No
2	Harvill Av.	s/o Driveway 1	LI/BP	76.6	76.7	0.1	No	3	No
3	Harvill Av.	s/o Rider St.	LI/BP	76.4	76.6	0.1	No	3	No

<sup>1</sup> Sources: Mead Valley Area Plan, Land Use Plan, Figure 3.

<sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)? "PF"= Public Facilities; "LI"= Light Industrial; "BP"= Business Park.

(Urban Crossroads, Inc., 2020e, pp. 42 -43; Table 7-9)

- b) Construction activities on the Project site would utilize heavy equipment that has the potential to generate low levels of intermittent, localized ground-borne vibration. Refer to *Technical Appendix I* for a detailed description of the methodology used to calculate construction vibration levels.

Vibration levels from Project-related construction activities were calculated at four (4) receiver locations near the Project site. (See Figure 5-5, *Construction Noise Source Locations*, for the locations of the modeled receivers and refer to *Technical Appendix I* for a detailed description of the receivers). The results of the vibration analysis for Project-related construction activities are summarized in Table 5-15, *Project Construction Vibration Levels*. As shown in Table 5-15, Project construction activity vibration velocity levels are expected to approach 0.001 in/sec RMS and would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver locations. Furthermore, the Project-related construction vibration levels do not represent levels capable of causing building damages to nearby residential homes. The Federal Transit Administration (FTA) identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV. As shown in Table 5-15, peak Project construction vibration levels approach 0.001 in/sec PPV, which is below the FTA vibration levels for building damage at the residential homes near the Project site. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period, but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Therefore, because the Project-related vibration velocity levels would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver location, the Project's construction activities would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. Accordingly, near-term construction vibration construction impacts would be less than significant and no mitigation is required. (Urban Crossroads, Inc., 2020e, pp. 60-61; Table 6-8; Table 10-4).

**Table 5-15 Project Construction Vibration Levels**

Receiver <sup>1</sup>	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) PPV <sup>2</sup>					Velocity Levels (in/sec) RMS <sup>3</sup>	Threshold (in/sec) RMS <sup>4</sup>	Threshold Exceeded? <sup>5</sup>
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration			
R1	1,040'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R2	633'	0.000	0.000	0.001	0.001	0.001	0.001	0.01	No
R3	1,160'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R4	1,426'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No

<sup>1</sup> Receiver locations are shown on Figure 5-5, *Construction Noise Source Locations*.

<sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of *MND Technical Appendix I*.

<sup>3</sup> Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.

<sup>4</sup> Source: County of Riverside General Plan Noise Element, Policy N 16.3.

<sup>5</sup> Does the vibration level exceed the maximum acceptable vibration threshold? (Urban Crossroads, Inc., 2020e, Table 10-4)

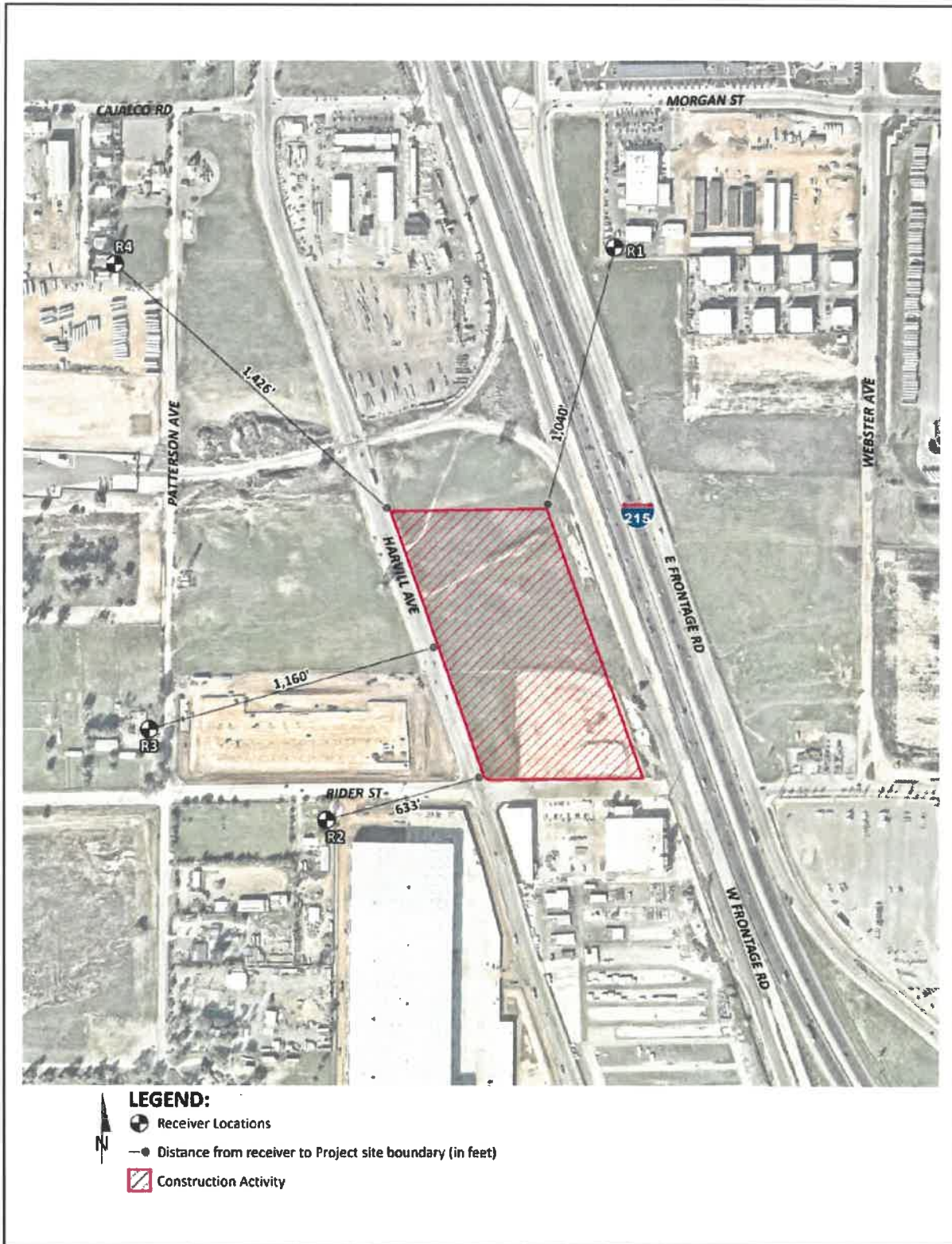
Under long-term conditions, the proposed Project would not include nor require equipment, facilities, or activities that would result in substantial or perceptible ground-borne vibration. The operation of the Project site would include heavy trucks moving on site to and from the loading docks areas. According to the FTA, trucks rarely create vibration levels that exceed 70 VdB or 0.003 in/sec unless there are bumps due to frequent potholes in the road. Trucks transiting the Project site will be traveling at very low speeds; therefore, it is expected that delivery truck vibration impacts at nearby homes would satisfy the County of Riverside's 0.1 in/sec RMS vibration threshold. Therefore, because the Project-related vibration velocity levels would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver location, the Project's operational activities would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. Accordingly, long-term operational vibration impacts would be less than significant and no mitigation is required. (Urban Crossroads, Inc., 2020e, p. 54).

#### Applicable Regulatory Requirements

- All construction activities are required to comply with Riverside County Code Section 9.52.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.



Source(s): Urban Crossroads (08-04-2020)

Figure 5-5



Construction Noise Source Locations

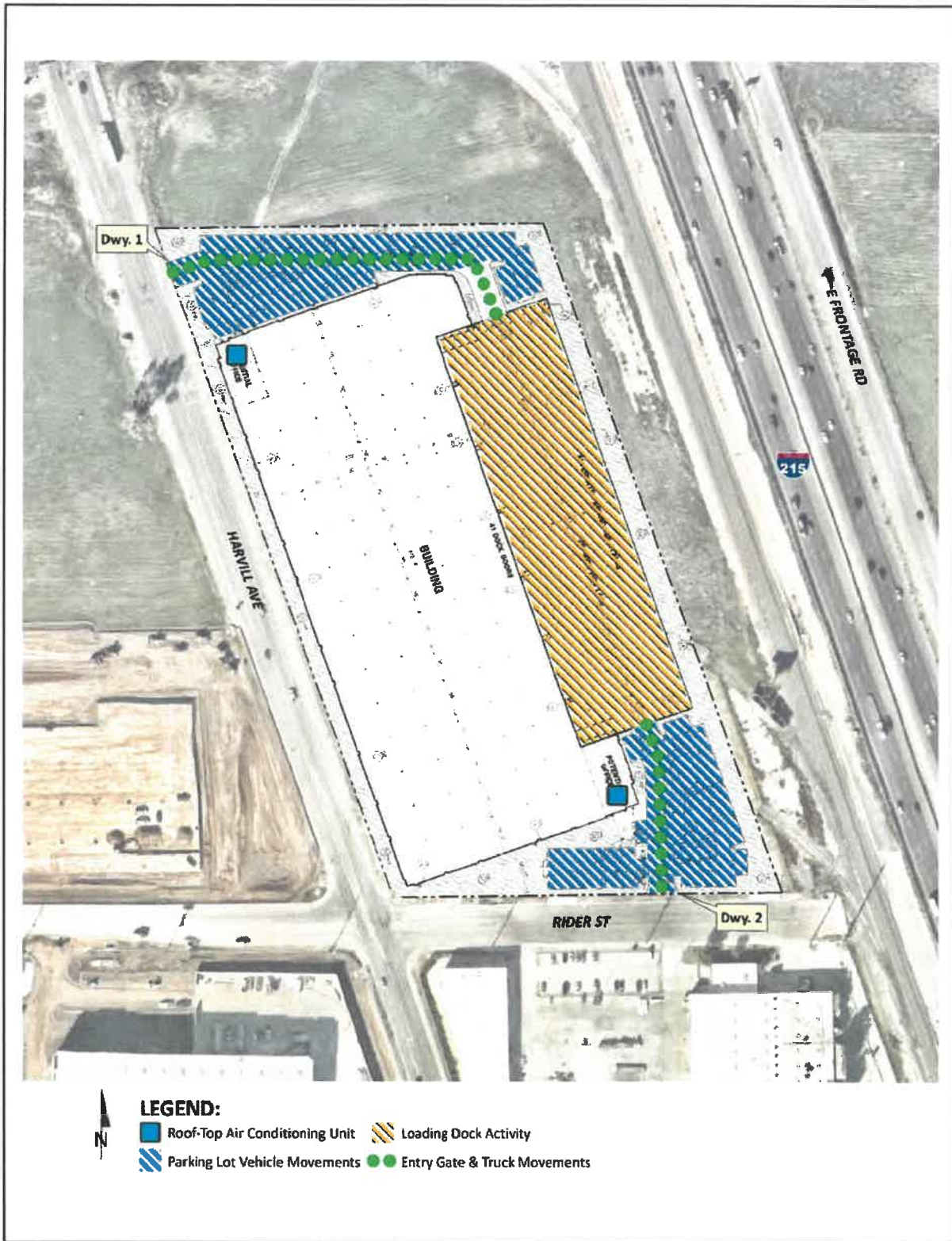


Source(s): Urban Crossroads (08-04-2020)

Figure 5-6



### Sensitive Receiver Locations



Source(s): Urban Crossroads (08-04-2020)

Figure 5-7



### Operational Noise Source Locations

5.1.12 Paleontological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
<b>28. Paleontological Resources</b>				
a. Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-8 “Paleontological Sensitivity” (Riverside County, 2015a); Brian F. Smith and Associates, Inc., Paleontological Resource Assessment (BFSA, 2020b); Riverside County Riverside County GIS Database (RCIT, 2020)

Findings of Fact:

- a) The geology of the Project site and immediate area is located within the central part of the Perris tectonic block and is underlain by lower Pleistocene (approximately 1.8 million- to perhaps 200,000- to 300,000-year-old) sandy, very old alluvial fan deposits. Additionally, a relatively small deposit of Holocene (modern) sandy, young alluvial fan deposits occupies the northern area of the site. The Riverside County GIS database categorizes the site as “High Paleontological Sensitivity (High B)” which indicates that potential fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities. (BFSA, 2020b, pp. 3, 5) Therefore, grading and excavation activities that occur deeper than 4-feet in depth in areas of the Project site that are composed of very old alluvial fan sediments ranked with a High Potential/Sensitivity (High B), have the potential to unearth paleontological resources that may exist below the ground surface. If significant paleontological resources are unearthed there is a potential for a significant impact if the resources are not properly identified and treated. Therefore, the Project’s potential to directly or indirectly destroy unique paleontological resources that may be present beneath the ground surface of the Project site that is mapped with a High Potential/Sensitivity (High B), is a potentially significant impact and mitigation is required. Because of the High Paleontological Sensitivity (High B) assigned to the older alluvial fan deposits across the Project site, full-time paleontological monitoring of mass grading and excavation (utility trenching, etc.) activities in areas mapped as Quaternary older alluvial fan deposits is required in order to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources (i.e., fossils). (BFSA, 2020b, p. 2)

Implementation of PALEO MM-1 would ensure the proper identification and subsequent treatment of any significant paleontological resource, site, or unique geologic feature that may be encountered during ground-disturbing activities associated with Project excavation activities on the Project site. With



implementation of PALEO MM-1, the Project’s potential to impact paleontological resources on the Project site would be reduced to less than significant.

Mitigation:

**PALEO MM-1:** Prior to the issuance of grading permits that would involve grading on the older alluvial fan deposits mapped at the surface across the southern and central areas of the Project site, full time paleontological monitoring of mass grading and excavation activities below a depth of four (4) feet below the surface in areas mapped as such shall be required in order to mitigate any adverse impacts to potential non-renewable paleontological resources. Where mapped as young alluvial fan in the northern area of the Project site, full-time paleontological monitoring of mass grading and excavation activities below a depth of eight (8) feet from the surface is recommended. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit.

Monitoring: No monitoring is required.

**5.1.13 Population and Housing**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>29. Housing</b>				
a. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County Riverside County GIS Database (RCIT, 2020); Riverside County General Plan, Chapter 8 - Housing Element 2017-2021 (Riverside County, 2017c); United States Department of Labor Bureau of Labor Statistics (USBLS, 2019)

Findings of Fact:

- a) Under existing conditions, the Project site is comprised of vacant undeveloped land with no residential structures. Therefore, development of the Project would not displace any housing or displace any people and thus would not necessitate the construction of replacement housing elsewhere. No impact would occur.
- b) The Project entails the proposed development of one warehouse building. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that Light Industrial (LI) businesses would employ one (1) worker for every 1,030 SF of building area ( $334,922 \text{ SF} \div 1,030 \text{ SF} = 325.16$ ). Based on this employment generation rate, the Project is expected to create approximately 325 new recurring jobs.

It is anticipated that the employment base for both the construction and operational phases of the proposed Project would come from the existing population in Riverside County. According to the Bureau of Labor Statistics, in November 2019, the Riverside-San Bernardino-Ontario region's civilian labor force was 2,092,615 persons with 2,016,751 persons employed and 75,864 persons unemployed, for an unemployment rate of 3.6 percent (USBLS, 2019). The anticipated jobs generated as part of the Project could be filled from the local area, as the surrounding area contains an ample supply of potential employees. Therefore, it is not anticipated that the labor demand caused by the proposed Project would result in the addition of residents within Riverside County or surrounding jurisdictions, or trigger the need for affordable housing. Therefore, the Project is not expected to be a catalyst for any population growth and no impact associated with population projections or affordable housing needs would occur.

- c) As discussed above in Threshold 29(b), the Project entails the proposed development of one warehouse building. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that Light Industrial (LI) businesses would employ one (1) worker for every 1,030 SF of building area ( $334,922 \text{ SF} \div 1,030 \text{ SF} = 325.16$ ). Based on this employment generation rate, the Project is expected to create approximately 325 new recurring jobs.

The Project site would not directly generate a residential population. It is anticipated that the employment base for both the construction and operational phases of the proposed Project would come from the existing population in Riverside County. According to the Bureau of Labor Statistics, in November 2019, the Riverside-San Bernardino-Ontario region's civilian labor force was 2,092,615 persons with 2,016,751 persons employed and 75,864 persons unemployed for an unemployment rate of 3.6 percent (USBLS, 2019). The anticipated jobs generated as part of the Project could be filled from the local area, as the surrounding area contains an ample supply of potential employees. Therefore, it is not anticipated that the labor demand caused by the proposed Project would result in the addition of residents within Riverside County or surrounding jurisdictions, or trigger the need for affordable housing. Therefore, the Project is not expected to be a catalyst for any population growth and no impact associated with population projections or affordable housing needs would occur.

The on-site employment generation would not induce substantial growth in the area because it is anticipated that the Project’s future employees would already be living in the Riverside County area. The Project does not propose the construction of any new homes or dwelling units that would directly result in the introduction of new residents to the area. Indirect population growth has the potential to occur when infrastructure improvements are proposed. Increased road access and availability of utility connections are a byproduct of the proposed Project. However, the proposed improvements are specific to the Project and Project-related improvements would not extend beyond the Project site’s frontage. The Project would not improve any roadways beyond what was already planned by the County of Riverside. Surrounding properties that would have access to or benefit from such improvements have a General Plan land use designation of L-I and B-P. The L-I and B-P land uses are not considered to be population inducing, as they would have similar characteristics to the proposed Project (the employees for such developments would most likely come from within the County for the same reasons as those discussed for this Project). Accordingly, the proposed Project would have no impact related to directly or indirectly inducing substantial population growth in the area.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.14 Public Services**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<p><b>30. Fire Services</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 <u>fire protection</u> services?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County Fire Department, “Station Locator” (RCFD, n.d.); Riverside County Ordinance No. 787, Fire Code (Riverside County, 2017d); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d); Google Earth Pro (Google Earth Pro, 2020)

Findings of Fact:

- a) The Project site receives fire protection services from the Riverside County Fire Department (RCFD). Development of the Project site with a warehouse building has the potential to increase the frequency of fire protection calls to the site. RCFD Station 90 is the closet fire station to the Project site located approximately 1.8 miles to the southeast of the site at 333 Placentia Avenue, Perris, CA 92571. RCFD Station 59 is located at 21510 Pinewood Street, approximately 2.1 miles east of the Project site (RCFD, n.d.; Google Earth Pro, 2020). To ensure adequate fire protection for all residents of Riverside County, the Riverside County Department of Building and Safety and the RCFD enforce fire standards as they review building plans and conduct building inspection and review structures for compliance with the California Code, including Public Resources Code Sections 4290-4299 and California Government Code Section 51178 that address fire safety and Riverside County Ordinance No. 787 (Fire Code Standards) (Riverside County, 2017d, p. 4.17-23).

Although the Project’s increased demand on fire services could impact the RCFD’s response times, the impact under CEQA is determined to be less than significant because the Project would be served from existing RCFD fire stations and would not require the construction of a new fire station or physical alteration of an existing fire station. The Project Applicant would be required to comply with Riverside County Ordinance No. 659 (the County Development Impact Fee (DIF)), which requires a fee payment by developers for the funding of public facilities, including fire protection facilities. Therefore, impacts would be less than significant.

Applicable Regulatory Requirements

- Prior to building permit inspection, the Project Applicant is required to comply with the County’s DIF Ordinance (Riverside County Ordinance No. 659), which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for public services, including the need for fire protection services that would be created by the Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigated Incorporated</i>	<i>Less than Significant t Impact</i>	<i>No Impacts</i>
<b>3 I. Sheriff Services</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigated Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impacts</i>
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 <u>sheriff</u> services?				

Source: Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d); Riverside County General Plan Safety Element (Riverside County, 2016c); Riverside County General Plan Update Draft Environmental Impact Report (EIR) No. 521, Section 4.17, Public Facilities (Riverside County, 2015b)

Findings of Fact:

- a) The Project site receives police protection services from the Riverside County Sherriff Department (RCSD). Development of the Project site with a warehouse facility has the potential to increase the frequency of sheriff calls to the site due to the addition of structures, traffic, and workers. The RCSD Perris Station, located at 137 North Perris Boulevard, Suite A, Perris, CA 92570 would provide sheriff services to the Project site and vicinity of the site. As discussed in Riverside County General Plan Update, Draft EIR No 521, in terms of changes to existing levels of service, localized development increases would incrementally create demand for additional law enforcement personnel and services in specific areas; however, none of the increases would trigger the need for new or improved facilities in order to meet the demand. The additional personnel (officers, supervisors, and support staff), equipment and vehicles necessary could readily be accommodated by existing facilities. In addition, the Project would comply with the existing regulatory policies and General Plan policies that would further reduce any impacts to law enforcement services associated with the Project to less than significant levels. (Riverside County, 2015b, pp. 4.17-34-35)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<b>32. Schools</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 <u>school</u> services?				

Source: Riverside County General Plan Appendix F-1, Population and Employment Forecasts (Riverside County, 2015a); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d); Senate Bill 50 Greene (CA Legislative Information, 1997)

Findings of Fact:

- a) Because the subject property would be developed with non-residential uses that would not directly generate any school-aged children requiring public education, development of the subject property with one warehouse building would not create a direct demand for public school services, nor would it indirectly draw a substantial number of students to the area for the reasons discussed above. In summary, jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960) demonstrates that future employees of the Project would primarily consist of existing County residents; as such, the Project would not affect the existing or projected housing supply, and thus it would not generate a school-aged population in the County (Riverside County, 2015a, Appendix F-1, pp. 8-9). As such, the proposed Project would not directly cause or contribute to a need to construct new or physically altered public school facilities.

Although the Project would not directly create a demand for additional public school services, the Project Applicant would still be required to contribute fees to the Val Verde Unified School District (VVUSD) in compliance with California Senate Bill 50 (SB 50, Greene), California Government Code Sections 65995.5 to 65998, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. The payment of school mitigation impact fees authorized by SB 50 is deemed to provide “full and complete mitigation of impacts” on school facilities from the development of real property (California Government Code § 65995). (CA Legislative Information, 1997)

Project implementation would not result in or require new or expanded public school facilities. In addition, no schools are located on the site or are planned to be located on the site, therefore, there

is no potential for the Project to have a direct physical impact on school services. For these reasons, impacts to school services would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<p><b>33. Libraries</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 <u>library</u> services?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Appendix F-1, Population and Employment Forecasts (Riverside County, 2015a); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d)

Findings of Fact:

- a) Development of the Project site with one light industrial warehouse building and associated site improvements would not directly create a demand for public library facilities and would not directly result in the need to modify existing or construct new library buildings. Demand placed on libraries is based on the generation of a resident population associated with a person’s place of residence, and not typically their place of employment. As discussed above, based on the County wide jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960), the Project would not result in an increase in the County’s population and would therefore not directly result in an increased demand for library facilities (Riverside County, 2015a, Appendix F-1, pp. 8-9). Accordingly, Project-related impacts to library facilities would be less than significant. There are no other public services for which Project-related service demands would have the potential to physically impact public facilities. The Project Applicant would be required to comply with the County’s DIF Ordinance (Riverside County Ordinance No. 659) which requires a fee payment by developers for the funding of public facilities, including public libraries and other public facilities (Riverside County, 2015d). Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<p><b>34. Health Services</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 <u>health</u> services?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Appendix F-1, Population and Employment Forecasts (Riverside County, 2015a); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d)

Findings of Fact:

- a) As indicated above, based on the jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960), implementation of the proposed Project is not anticipated to result in an increase in the County’s population because Riverside County as a whole has an abundance of housing relative to jobs (Riverside County, 2015a, Appendix F-1, pp. 8-9). As such, it is not anticipated that the proposed Project would result in a substantial increase in demand for public and/or private health care facilities. Moreover, the provision of private health care, which serves a majority of County residents, is largely based on economic factors and demand and is beyond the scope of analysis required for this MND. Nonetheless, the Project could result in an incremental increase in demand for health services associated with the Project’s addition of employees in the area. Existing public health facilities would accommodate nominal increases in demand, such as demand from the Project. Project implementation would not result in or require the physical construction, expansion, or alteration of public health facilities; therefore, impacts would be less than significant. The Project Applicant would be required to comply with the County’s DIF Ordinance (Riverside County Ordinance No. 659), which requires a fee payment by developers for the funding of public facilities, including public health facilities (Riverside County, 2015d).

Mitigation: No mitigation is required.



Monitoring: No monitoring is required.

**5.1.15 Recreation**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>35. Parks and Recreation</b>				
a. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County GIS Database (RCIT, 2020); Riverside County Ordinance No. 659, Establishing a Development Impact Fee Program (Riverside County, 2015d); Riverside County Ordinance. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications) (Riverside County, 2014); Riverside County General Plan, Circulation Element (Riverside County, 2017)

Findings of Fact:

- a) The Project does not propose to construct any recreational facilities; therefore, no impacts from proposed recreational facilities would result from the Project.
- b) The Project proposes a light industrial land use that would not directly result in an increase in the County’s population. Although the jobs generated by the Project have the potential to result in some new residents within the County, it is expected that a majority of the jobs created would be filled by existing County residents. As such, the Project would not result in a substantial increase in demand for the construction or expansion of recreational facilities, and no impact would occur.
- c) County Service Areas (CSA) facilities operated by the County of Riverside include County-owned and maintained parks and community centers (Riverside County, 2015b, p. 4.16-10). According to

Riverside County GIS, the Project site is located within Community Service Areas #89 (RCIT, 2020). CSA #89 was established for lighting and landscape maintenance and was not established for the purpose of maintaining parks or recreation facilities (LAFCO, 2006). The Project site is not located within the boundaries of any adopted Community Parks and Recreation Plan and the park dedication and park fee requirements of Riverside County Ordinance No. 460, Section 10.35 (Park and Recreation Fees and Dedications), only apply to residential subdivisions. Therefore, the Project is not subject to a recreational CSA or payment of Quimby Fees, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<b>36. Recreation Trails</b>				
a. Include the construction or expansion of a trail system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Riverside County General Plan Figure C-6, Riverside County Trails and Bikeway System (Riverside County, 2015a)

Findings of Fact:

- a) The closest planned bikeway is a Class II Bike Path along Cajalco Expressway located approximately 0.8-mile north of the Project site (Riverside County, 2016b, Figure C-6; Google Earth Pro, 2020). The closest planned recreation trail is an Urban/Suburban Regional Trail along Placentia Avenue located approximately 0.5-acre south of the Project site (Riverside County, 2016b, Figure C-6; Google Earth Pro, 2020). No trail system nor recreational facilities are proposed as part of the Project. Thus, the Project would not result in the use of existing recreational trails that could have a significant environmental effect. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.16 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>37. Transportation</b>				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Riverside County General Plan (Riverside County, 2015a); Riverside County General Plan, Circulation Element (Riverside County, 2017); Urban Crossroads, Traffic Impact Analysis (Urban Crossroads, Inc., 2020f); Urban Crossroads, Vehicle Miles Traveled (VMT) Analysis (Urban Crossroads, Inc., 2020g)

Findings of Fact:

- a) In accordance with Senate Bill (SB) 743, the California Natural Resources Agency (CNRA) adopted changes to the CEQA Guidelines in December 2018, which identify that starting on July 1, 2020, vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts. Nonetheless, a summary discussion of level of service (LOS) performance standards for intersections in the Project's study area is presented below.

The Project is estimated to generate a total of 916 passenger- car-equivalent (PCE) trip-ends per day on a typical weekday with approximately 77 AM PCE peak hour trips and 76 PM PCE peak hour trips (Urban Crossroads, Inc., 2020f, p. 3).

Table 5-16 Trip Generation Summary (PCE)

Project	Quantity	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Project Trip Generation Summary (PCE)</b>									
<b>Harvill &amp; Rider Warehouse</b>									
General Light Industrial (15%)	50,249	TSF							
Passenger Cars:			24	3	27	3	22	25	196
Truck Trips:									
2-axle:			4	1	5	0	3	3	30
3-axle:			2	0	2	0	2	2	20
4+-axle:			9	1	10	1	8	9	72
			<i>- Truck Trips (PCE)</i>						
			15	2	17	1	13	14	122
<b>High-Cube Transload Short-Term Warehouse (85%)</b>									
Passenger Cars:	284,746	TSF	12	4	16	6	16	22	270
Truck Trips:									
2-axle:			1	0	1	0	1	1	32
3-axle:			2	1	3	1	2	3	54
4+-axle:			10	3	13	3	8	11	242
			<i>- Truck Trips (PCE)</i>						
			13	4	17	4	11	15	328
			<b>TOTAL TRIPS (PCE)</b>						
			64	13	77	14	62	76	916

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition (2017).

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Vehicle Mix Source: City of Fontana *Truck Trip Generation Study*, August 2003.

<sup>4</sup> Truck Mix Source: SCAQMD *Warehouse Truck Trip Study Data Results and Usage* (2014).

Normalized % - Without Cold Storage:

16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.5% 4-Axle trucks

<sup>5</sup> PCE rates are per SBCTA (more conservative than Riverside County).

Urban Crossroads assessed potential impacts to traffic and circulation for each of the following conditions on three intersections that would receive 50 or more peak hour trips: the intersection of Harvill Avenue and Rider Street, and the intersections of the two proposed Project driveways, one at Rider Street and a second at Harvill Avenue.

Existing (2019) Conditions:

All of the study area intersections are currently operating at an acceptable LOS. (Urban Crossroads, Inc., 2020f, p. 8)

Existing Plus Project (E+P) Conditions:

All study area intersections are anticipated to continue to operate at acceptable LOS for E+P traffic conditions. (Urban Crossroads, Inc., 2020f, p. 8)

Existing Plus Ambient Growth Plus Project (EAP) (2021) Conditions:

Under EAP (2021) traffic conditions, the I-215/Placentia Avenue interchange is assumed to be in place based on discussions with County of Riverside staff. All study area intersections are anticipated to continue to operate at acceptable LOS for EAP (2021) traffic conditions. (Urban Crossroads, Inc., 2020f, p. 8)

Existing Plus Ambient Growth Plus Project Plus Cumulative Projects APC (2021) Conditions:

Under EAPC (2021) traffic conditions, the I-215/Placentia Avenue interchange is assumed to be in place based on discussions with County of Riverside staff. All study area intersections are anticipated to continue to operate at acceptable LOS for EAPC (2021) traffic conditions. (Urban Crossroads, Inc., 2020f, p. 8)

Based on the analysis conducted by Urban Crossroads and summarized in the scenarios above, the proposed Project would not cause any deficiencies in LOS. Although relevant under Threshold a, impacts also would be less than significant because AB 743 states that LOS cannot be used as a determinant of an environmental impact under CEQA. Use of VMT as an environmental impact metric for transportation projects is discretionary under the Section 15064.3 (b) of the CEQA Guidelines (Urban Crossroads, Inc., 2020g, p. 5)

The Project is designed to accommodate pedestrians via sidewalk improvements along its frontage with Harvill Avenue. All Project driveway exits are designed to be stop-sign controlled and sight distances at each Project driveway will be reviewed by the County of Riverside at the time improvement plans are submitted as part of the building permit stage of Project implementation in order to ensure that sight distance meets minimum County safety standards.

The County of Riverside is served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. There are no existing bus routes along the Project site's frontage. The nearest existing transit route to the Project site is RTA Route 41 located less than one mile to the north of the Project site along Cajalco Road/Ramona Expressway; RTA routes 27 and 208 and 212 run along the I-215 Freeway east of the Project site. (Urban Crossroads, Inc., 2020f, p. 23) Because there are no existing or planned public transit facilities along the Project site frontage, and existing bus stops are within walking distance to the Project site, the Project has no potential to conflict with a transit service program. A less than significant impact would occur.

- b) Urban Crossroads calculated the Project generated VMT using the most current version of RIVTAM and adjustments in socio-economic data (i.e., employment) for the Project were made to a separate TAZ within the model to reflect the Project's industrial warehouse land use. A separate traffic analysis zone (TAZ) was utilized to isolate vehicle trips to/from the Project. (Urban Crossroads, Inc., 2020g, p. 4) Adjustments to employment for the Project's TAZ were made to the RIVTAM base year model. Project-generated home-based work VMT was then calculated following the VMT calculation procedures identified in Appendix H of the County Guidelines and includes home-based work trips that are both internal and external to the RIVTAM model boundaries. The home-based work VMT value is then normalized by dividing by the number of Project employees. As shown in Table 5-17, *Project VMT Per Employee*, the Project-generated VMT per employee is 13.76 (Urban Crossroads, Inc., 2020g, p. 4). The County Guidelines identifies a threshold of 14.24 VMT per employee for office and industrial uses (Riverside County, 2020). Therefore, the Project would not exceed the County threshold of 14.24 VMT per employee, and the impacts to VMT would be less than significant

**Table 5-17 Project VMT Per Employee**

	Project
Home-based Work VMT	4,472
Employment	325
VMT per Employee	13.76

(Urban Crossroads, Inc., 2020g, Table 2)

The Project is proposing to construct site adjacent roadway improvements on the eastern side of Harvill Avenue, including sidewalk and bicycle lanes consistent with the Riverside County General Plan. The construction of these site adjacent roadway facilities consistent with the General Plan is not expected to significantly alter regional or interregional travel as they would not provide new or significantly enhanced capacity to a regional highway corridor. (Urban Crossroads, Inc., 2020g, p. 5) Impacts would be less than significant.

- c) The Project site is located in a portion of Riverside County around the I-215 corridor that is developing as an employment center, containing business park, distribution warehousing, e-commerce, and light industrial land uses. As described in Section 2.0, the Project site is bound on the west by Harvill Avenue, on the south by Rider Street, and on the east by the RCTC/Metrolink railway. The Riverside County General Plan and MVAP designate surrounding properties the north of the Project site as M-H. In addition, properties south of Rider Street are zoned M-H, and properties west of Harvill Avenue are zoned M-SC and Industrial Park (I-P). (RCIT, 2020). According to Ordinance No. 625, these uses do not meet the definition of agricultural activity. Also, the Project is not incompatible with surrounding uses.

As described in Section 3.0, the Project Applicant would be required to construct AC pavement, driveway, sidewalk, curb and gutter along its frontages with Rider Avenue and Harvill Avenue. The truck court would be devoid of landscaping to avoid inference with truck movements. Furthermore, all Project driveways are designed to be stop-sign controlled and sight distances at each Project driveway will be reviewed by the County of Riverside at the building permit stage of Project implementation at the time the roadway improvement plans are submitted in order to ensure that sight distance meets minimum County safety standards.

As discussed in Section 3.0, both driveways would be 40-foot and provide full access for passenger cars and trucks. The types of traffic generated by the Project (i.e., passenger cars and trucks) would be compatible with the type of existing traffic on Project Study Area roadways. In addition, proposed roadway improvements along the Project site frontage would occur within the existing and planned public rights-of-way and be installed following County design standards. The County of Riverside Transportation Department reviewed the Project’s Plot Plan application materials and determined that no hazardous transportation design features would be introduced by the Project. All improvements planned as part of the Project would be in conformance with applicable Riverside County roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Therefore, impacts would be less than significant.

- d) As described in Section 2.0, the proposed Project would make improvements to the public street along the Project site's frontage with Rider Street and Harvill Avenue. These improved roadways would require routine, intermittent maintenance; however, maintenance of public streets along the Project's frontage to Rider Street and Harvill Avenue would not result in any significant impacts to the environment. The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project Proponent's payment of DIF and the Project site owner(s) future payment of property taxes. Maintenance of roads would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this MND. Therefore, the Project's potential to cause an effect upon, or a need for new or altered maintenance of roads, would be less than significant.
- e) During the construction phase of the Project, traffic to and from the Project site would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities, especially because construction activities typically begin and end outside of the peak hour; therefore, a majority of the construction employees would not be driving to or from the Project site during hours of peak congestion. Traffic volumes from construction workers is not expected to result in a substantial adverse effect to the local roadway system because most trips would occur during non-peak hours. Deliveries of construction materials to the Project site would also have a nominal effect to the local roadway network because most trips would occur during non-peak hours.

Construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. Because most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis, but would occur periodically throughout the construction phase on need. Rider Avenue and Harvill Avenue would remain open with no reasonably foreseeable lane closures. Therefore, the Project's potential to cause an effect upon circulation during the Project's construction would be less than significant.

- f) The Project site does not provide access to any abutting parcels or nearby uses. Therefore, there is no potential for the Project to result in inadequate emergency access or access to nearby uses. During the course of the County of Riverside's review of the proposed Project, the County evaluated the Project's design, including but not limited to, the layout of the Project's proposed logistics warehouse building, drive aisles, parking lots, and truck court, to ensure that the Project would provide adequate emergency access and access to nearby uses at Project buildout. Furthermore, as described above, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. In addition, the proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road

provisions. With required adherence to County requirements for emergency access, impacts would be less than significant.

**Project Design Requirements**

- Prior to issuance of building permits, the Project Applicant would be required to pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 659.
- Prior to final building inspection, the Project Applicant would be required to pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 824.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

	<i><b>Potentially Significant Impact</b></i>	<i><b>Less than Significant with Mitigation Incorporated</b></i>	<i><b>Less than Significant Impact</b></i>	<i><b>No Impact</b></i>
<b>38. Bike Trails</b>				
a. Include the construction or expansion of a bike system or bike lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source:** Project Application Materials (HPA, 2020a) (Webb, 2020a); Riverside County General Plan, Circulation Element (Riverside County, 2017); Traffic Impact Analysis (Urban Crossroads, Inc., 2020f); (Google Earth Pro, 2020)

**Findings of Fact:**

- a) The Project is proposing to construct site adjacent roadway improvements on the eastern side of Harvill Avenue, including sidewalk and bicycle lanes. However, impacts associated with the roadway improvement is inherent to the Project’s construction phase, and such impacts have been evaluated throughout this EIR. Where significant impacts have been identified, feasible mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no impacts associated with the bike lane installation not already addressed herein. As such, impacts would be less than significant.

**Mitigation:** Mitigation is not required.

**Monitoring:** Monitoring is not required.



5.1.17 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p><b>39. Tribal Cultural Resources</b>                      Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</p>				
<p>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)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a) (Webb, 2020a); Phase I Cultural Resources Assessment for the Harvill and Rider Project (BFSA, 2020a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009a); Public Resources Code Section 5020.1 (PRC 5020.1, 1974); Public Resources Code Section 5024.1 (PRC 5024.1, 1993), Native American Consultation.

Findings of Fact:

a-b) 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 March 6, 2020. No response was received from Cahuilla Band of Indians or the Colorado River Indian Tribes (CRIT). The Morongo Band of Mission Indians and the Pala Band of Mission Indians declined consultation.

Consultations were requested by the Pechanga band of Luiseno Indians, the Rincon Band of Luiseno Indians and the Soboba Band. Consultation with Pechanga was initiated on May 13, 2020. On June 3, 2020 the cultural study, geologic study and site plan exhibits were provided to the Tribe. Meetings were set with Pechanga (tribe) on June 17, 2020, July 2, 2020 and July 31, 2020 and each of these meetings were cancelled by the Tribe. On August 11, 2020 the project conditions of approval were provided to the Tribe. On September 28, 2020 another communication was sent to Pechanga requesting the information the Tribe had agreed to provide. There was no response to this email and consultation was concluded by Riverside County Planning staff on November 6, 2020.

Consultation was initiated with Rincon on May 13, 2020. The cultural study, geologic study and site plan exhibits were provided to the Tribe on June 2, 2020. On June 18, 2020 the cultural report was resent to the Tribe and consultation was concluded on the same day. As discussed under Thresholds 9.a., b., and c., above, no known tribal cultural resources are located on the Project site, but there is a potential for such resources to be located beneath the surface of the site and discovered during the Project's ground-disturbing construction activities. If such resources are encountered, impacts have the potential to be significant if they are not properly identified and treated. Mitigation Measure CUL MM-1 and CUL MM-2 would create a monitoring program with sufficient detail, including onsite monitors, staff training, and procedures/processes for any inadvertent resources that may be discovered at the Project site. Mitigation Measure CUL MM-3 addresses procedures that must be undertaken in the event that human remains are discovered, including remains that are identified as Native American. Thus, impacts would be reduced to less than significant levels with mitigation incorporated.

Mitigation: Mitigation Measure CUL MM-2 requires Native American monitoring. Mitigation Measure CUL MM-3 is required to ensure proper adherence to State laws regarding discovery of human remains. Implementation would ensure that any potential impacts are reduced to less-than significant levels. Refer to CUL MM-2 and CUL MM-3 above under Thresholds 9.a., b., and c.

Monitoring: Monitoring is required. Refer to CUL MM-2 and CUL MM-3 above under Thresholds 9.a., b., and c.

5.1.18 Utilities/Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
<b>40. Water</b>				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); Eastern Municipal Water District (EMWD) Will Serve Letter (EMWD, 2020) (EMWD, 2020); EMWD 2015 Urban Water Management Plan (EMWD, 2016a); EMWD Water System Planning & Design, Principal Guidelines Criteria (EMWD, 2007)

Findings of Fact:

- a) Water demand associated with the proposed Project would consist of interior plumbing devices (e.g., sinks, toilets, faucets) as well as outdoor landscape irrigation. The Project’s water, sewer, and storm drain lines would be connected to existing lines in Harvill Avenue and Rider Street. Potential impacts associated with the installation of on-site and off-site utility improvements are evaluated throughout this MND and mitigation measures are identified for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. There would be no significant impacts specifically related to the installation of water, wastewater, or storm drain infrastructure beyond the overall construction-related effects of the Project as a whole. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- b) EMWD is responsible for supplying potable water to the Project site and its region. The Project would be consistent with Riverside County’s General Plan land use designation (LI). According to EMWD’s Water System Planning & Design, commercial and industrial development have the same average day water demand rate (2,000 gpd per acre) (EMWD, 2007, p. 4). As discussed in the 2015 EMWD Urban

Water Management Plan, herein incorporated by reference as the “UWMP,” which applies to and was adopted by the EMWD, adequate water supplies are projected to be available to meet EMWD’s estimated water demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions (EMWD, 2016a, p. XV). EMWD forecasts for projected water demand are based on the population projections of SCAG, which rely on the adopted land use designations contained within the general plans that cover the geographic area within EMWD’s service. Because the Project’s water demand would be identical to the projection for the site’s existing land use designation (as mentioned above), EMWD would have sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed.

EMWD provided a Will Serve letter stating that EMWD is willing to provide water and sewer services to the proposed Project (EMWD, 2020). Pursuant to CEQA Guidelines Section 15155 (a)(1)(E), a Water Supply Analysis is not required for the proposed Project because the Project does not involve a land use that would house more than 1,000 persons, occupy more than 40 acres of land, or have more than 650,000 SF of floor area. Therefore, impacts would be less than significant.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<i>Would the project:</i>				
<b>4I. Sewer</b>				
a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source:** Project Application Materials (HPA, 2020a; Webb, 2020a); Eastern Municipal Water District, Perris Valley Regional Water Reclamation Facility, Fact Sheet (EMWD, 2016b); EMWD Sanitary Sewer System Planning & Design Principle Guidelines Criteria (EMWD, 2006)

Findings of Fact:

- a) The Project's sewer lines would be connected to existing lines in Harvill Avenue and Rider Street. The installation of sewer lines and connections as proposed by the Project would result in physical impacts; however, these impacts are considered to be part of the Project's construction phase and are evaluated throughout this MND accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this MND to reduce impacts to less-than-significant levels. The construction of sewer lines necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this MND. Accordingly, additional mitigation measures beyond those identified throughout this MND would not be required. Impacts would be less than Significant.
- b) Wastewater generated by the Project would be treated by the EMWD, which operates the Perris Valley Regional Water Reclamation Facility (PVRWRF). The PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. In March 2014, EMWD completed the most recent expansion of the PVRWRF. With an ultimate capacity of 100 mgd, EMWD says that the facility is poised to meet the current and future demands to the region as well as help to meet the increasing demand for recycled water throughout EMWD's service area. (EMWD, 2016b, p. n.p.)

According to information available from the EMWD, industrial uses generate approximately 1,700 per acre of wastewater for light industrial land uses, so the proposed Project would generate approximately 25,109 gallons (0.025 million gallons) of wastewater per day (1,700 gpd per acre × 14.77 Project acres = 25,109 gpd) (EMWD, 2006, Table 1). Under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 8.2 million gallons per day (mgpd). Implementation of the Project would utilize approximately 0.3 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment capacity (0.025 mgpd ÷ 8.2 mgpd = 0.3 percent) (EMWD, 2016b). Accordingly, the Perris Valley Regional Water Reclamation Facility has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Because there is adequate capacity at existing treatment facilities to serve the Project's projected sewer demand, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source: Project Application Materials (HPA, 2020a; Webb, 2020a); CalRecycle, “SWIS Facility/Site Search” (CalRecycle, 2019a); SWIS Facility Detail: Badlands Sanitary Landfill (CalRecycle, Badlands, 2019b); SWIS Facility Detail: El Sobrante Sanitary Landfill (CalRecycle, El Sobrante, 2019c); SWIS Facility Detail: Lamb Canyon Sanitary Landfill (CalRecycle, Lamb Canyon, 2019d); EPA Estimating 2003 Building Related Construction and Demolition Amounts (EPA, 2009); Legislative Counsel Bureau of California, Assembly Bill No. 939 (Legislative Counsel Bureau of California, 2015); Legislative Counsel Bureau of California, Public Resources Code Section 42911 (Legislative Counsel Bureau of California, 2005); Legislative Counsel Bureau of California, Assembly Bill 341, Chesbro. Solid Waste: Diversion (Legislative Counsel Bureau of California, 2011)

Findings of Fact:

- a) Implementation of the proposed Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The Project would be required to comply with AB 939, which requires a minimum of 50 percent of all construction waste and debris to be recycled. Additionally, the Project would be required to comply with mandatory waste reduction requirements as described below. Solid waste generated by the Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. Existing capacities at each of these landfills is discussed below and shown on Table 5-18, *Permitted and Remaining Capacity of Area Landfills*, shows the maximum daily capacity and total remaining capacity for these landfills.

Table 5-18 Permitted and Remaining Capacity of Area Landfills

Landfill	Maximum Capacity (Tons/Day)	Maximum Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
El Sobrante	16,054	209,910,000	143,977,170 <sup>1</sup>
Lamb Canyon	5,000	38,935,653	19,242,950 <sup>2</sup>
Badlands	4,800	34,400,000	15,748,799 <sup>3</sup>

<sup>1</sup> Remaining capacity as of April 1, 2018, which is the most recent information reported by CalRecycle.

<sup>2</sup> Remaining capacity as of January 8, 2015, which is the most recent information reported by CalRecycle.

<sup>3</sup> Remaining capacity as of January 1, 2015, which is the most recent information reported by CalRecycle. (CalRecycle, 2019a)

#### Construction Impact Analysis

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the Project (334,922 SF building) and the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.34 pounds per square foot for non-residential uses, approximately 726.78 tons of waste is expected to be generated during the Project's construction phase ( $[334,922 \text{ SF} \times 4.34 \text{ pounds per SF} = 1,453,561.48 \text{ pounds}] \div 2,000 \text{ pounds per ton} = 726.78 \text{ tons}$ ) (EPA, 2009, p. 10). California Assembly Bill 939 (AB 939) requires that a minimum of 50% of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies). The Project's construction phase is estimated to last for up to 400 days; therefore, the Project is estimated to generate approximately 0.90 tons of solid waste per day during its construction ( $726.78 \text{ tons} \div 2 = 363.39 \div 400 \text{ days} = 0.90 \text{ tons per day}$ ) requiring landfill disposal.

Non-recyclable construction waste generated by the Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, the El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill are not expected to reach its total maximum permitted disposal capacities during the Project's construction period. The El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill have sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.

#### Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from CalRecycle, long-term, on-going operation of the Project would generate approximately 1.01 tons of solid waste per day ( $[1.42 \text{ pounds} \div 100 \text{ SF}] \times 334,922 \text{ SF} \div 2,000 \text{ pounds} = 2.37 \text{ tons per day}$ ) (CalRecycle, 2019a). Pursuant to AB 939, at least 50 percent of the Project's solid waste is required to be diverted from landfills; therefore, the Project would generate a maximum of 0.50 tons of solid waste per day requiring landfilling ( $2.37 \text{ tons per day} \times 0.50 = 0.497 \text{ tons per day}$ ). (Legislative Counsel Bureau of California, 2015)

Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, waste generated by the Project's operation is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at receiving landfills, impacts to regional landfill facilities during the Project's long-term operational activities would be less than significant.

- b) The California Integrated Waste Management Act (AB 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50 percent waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the Riverside County Board of Supervisors adopted the County of Riverside Countywide Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the County and its cities implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. (Legislative Counsel Bureau of California, 2015)

In order to assist the County of Riverside in achieving the mandated goals of the Integrated Waste Management Act, the Project's building tenant(s) would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Public Resources Code § 42911), the Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. (Legislative Counsel Bureau of California, 2005) Additionally, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future occupant(s) of the proposed Project would be required to arrange for recycling services, if the occupant generates four (4) or more cubic yards of solid waste per week (Legislative Counsel Bureau of California, 2011). The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>43. Utilities</b>				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a. Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (HPA, 2020a; Webb, 2020a)

Findings of Fact:

a-f.) The proposed Project would include connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. Impacts associated with the construction and operation of electricity, natural gas, communications systems, street lighting, public facilities maintenance, and other governmental services are an inherent part of the Project’s construction process and operational characteristics, and the environmental effects associated with the Project’s construction phase have been evaluated throughout this MND. Mitigation measures have been identified to reduce construction- and operational-related impacts to the maximum feasible extent. There are no unique conditions associated with the Project’s proposed utility service connections that would result in impacts to the environment that have not already been addressed by this MND. Impacts would be less than significant. Refer to Threshold 37(d) for the analysis of the maintenance of roads.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.19 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>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:</i>				
<b>44. Wildfire Impacts</b>				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source:** Riverside County General Plan Figure S-11 "Wildfire Susceptibility (Riverside County, 2015a);" Riverside County GIS Database (RCIT, 2020); Mead Valley Area Plan (Riverside County, 2016a); California Department of Forestry and Fire Protection (CAL FIRE), Fire Hazard Severity Zones in SRA. Adopted by CAL FIRE on November 7, 2007 (CAL FIRE, 2007a); CAL FIRE Western Riverside County State Responsibility Areas for Fire Protection (CAL FIRE, 2012a)

**Findings of Fact:**

a-e.) CAL FIRE adopted Fire Hazard Severity Zone (FHSZ) maps for State Responsibility Areas (SRAs) in November 2007. The fire hazard model considers the wildland fuels. Fuel is that part of the natural vegetation that burns during the wildfire. The model also considers topography, especially the

steepness of the slopes. Fires burn faster as they burn up-slope. Weather (temperature, humidity, and wind) has a significant influence on fire behavior. The model recognizes that some areas of California have more frequent and severe wildfires than other areas. Finally, the model considers the production of burning fire brands (embers) how far they move, and how receptive the landing site is to new fires. All SRAs are rated moderate, high or very high fire hazard. (CAL FIRE, 2012a)

According to the Riverside County General Plan Update Draft EIR No. 521, as analyzed by the State Multi-Hazard Mitigation Plan (MHMP), there are three types of fires. Urban fires tend to be of limited extent such as a single building or a block, wildland fires generally occur in open lands, vegetated, and undeveloped, but can occur with some homes in them, and wildland-urban interface (WUI) fires occur in the most hazardous and risky areas where the environment extends into open areas, resulting in a complex mixture of fuels, properties, and threats. (Riverside County, 2015b, p. 4.13-38) As discussed in Section 3.0, the Project site is located in a developed area of Riverside County and is therefore not located in any of these areas that are subject to wildland fires.

According to CAL FIRE adopted FHSZ maps for SRAs, the Project site is not located within an FHSZ in an SRA (CAL FIRE, 2007a) (CAL FIRE, 2012a). Also, as shown in Mead Valley Area Plan Figure 12, *Wildfire Susceptibility*, the Project site is not located in a State Responsibility Area/Federal Responsibility Area or a Local Responsibility Area (LRA) (Riverside County, 2016a, Figure 12).

The Project site is located adjacent to land uses that do not pose a high fire risk as well as being bound by the roadways of I-215, Harvill Avenue, and Rider Street. The Project site is not located in or adjacent to a State Responsibility Area (SRA), nor is the Project site classified as a very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief (CAL FIRE, 2007a; CAL FIRE, 2012a; ALUC, 2011). Because the Project site is not located in an SRA, the Project is not subject to Wildfire Thresholds 44(a) through (e).

In addition, a number of California regulations, including Public Resources Code Sections 4290-4299 and California Government Code Section 51178, would apply to the proposed Project, as well as to every other development project in the area, and would address fire safety. In particular, these sections require minimum State-wide fire safety standards pertaining to: roads for fire equipment access; signage for identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and, fire fuel breaks. In addition, they set fire safety standards for all buildings and structures in, or adjoining, mountainous areas, or forest-, brush- or grass-covered lands or any land covered with flammable material to protect property from wildland fires. Mandatory compliance with California regulations related to fire hazards would reduce the Project's potential to expose people or structures to wildland fire hazard risks. (Riverside County, 2015b, p. 4.17-23)

In addition, to ensure adequate fire protection for all residents of Riverside County, the Riverside County Department of Building and Safety and the RCFD enforce fire standards as they review building plans and conduct building inspections. This includes a review for compliance with Riverside County Ordinance No. 787, which requires, among other measures, the County to review all future building plans to ensure that every building is positioned in a way that allows adequate access for emergency

vehicles and has adequate fire hydrant placement and fire flows. (Riverside County, 2015b, p. 4.17-23) No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.20 Mandatory Findings of Significance**

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<b>45.</b> Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: All sources are noted in the appropriate threshold as analyzed within this Initial Study.

Findings of Fact:

- a) All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study. Throughout this Initial Study, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less than significant. Accordingly, with incorporation of the mitigation measures imposed throughout this Initial Study, the Project would not 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. Impacts would be reduced to less than significant levels with mitigation incorporated.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

**Applicable Regulatory Requirements.** Applicable regulations and design requirements to which the Project is required to comply are included in this Initial Study. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are included herein for information purposes.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<b>46.</b> Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: All sources are noted in the appropriate threshold as analyzed within this Initial Study.

Findings of Fact:

- a) As discussed throughout this Initial Study, implementation of the proposed Project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable. In all instances where the Project has the potential to contribute to a cumulatively-considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant. Impacts would be reduced to less than significant levels with mitigation incorporated.

Aesthetics

New development on the Project site and in the surrounding area would change the existing character of the Project’s viewshed; however, the proposed Project, as well as all development in the immediate vicinity of the Project would be required to comply with the development regulations and design standards contained in the County’s Development Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the Project’s aesthetic impacts would not be cumulatively-considerable.

#### Agriculture and Forest Resources

The Project would have no impact on agricultural resources or forest resources. Therefore, there is no potential for the Project to contribute to a cumulatively considerable impact associated with agriculture and forest resources.

#### Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in Threshold 6,, the Project would not 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; or d) result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant and the Project would have no potential to cause a cumulatively considerable impacts associated with air quality.

#### Biological Resources

As discussed under Threshold 7, *Biological Resources*, regarding applicable MSHCP provisions for properties located outside of conservation areas such as the proposed Project, the Project would result in significant direct and cumulatively considerable impacts to the western burrowing owl if the species is present on the site when construction activities commence. The Project site is within the SKR HCP and effects to SKR habitat are addressed through the SKR HCP. With mandatory payment of SKR fees, impacts would be less than significant on a direct and cumulatively considerable basis. With implementation of mitigation, which required herein as BIO MM-1 and BIO MM-2, direct and cumulatively considerable impacts would be reduced to less than significant.

#### Cultural Resources

As discussed under Thresholds 8 and 9, *Cultural Resources*, because previously undiscovered subsurface resources that meet CEQA's definition of a significant archaeological resource have the potential to be uncovered by the Project's ground-disturbing construction activities, mitigation is required. With implementation of mitigation, which is required herein as CUL MM-1 through CUL MM-5, to properly identify and treat resources that may be uncovered during the Project's earth-moving activities, impacts would be reduced to less than significant on a direct and cumulatively considerable basis.

#### Energy

As discussed under Threshold 10, *Energy Impacts*, during construction and operation, the Project and other cumulative developments would be subject to regional, State, and federal requirements related to energy consumption, including requirements related to energy efficiency (e.g., Title 24 energy efficiency requirements) and fuel efficiency. Moreover, energy consumed by the Project is expected to be comparable to other light industrial uses of similar scale and intensity that are constructed and operating in California, because the Project does not propose uses or operations that would inherently

result in excessive and wasteful energy consumption. There are no components of the warehouse uses proposed by the Project that would result in the inefficient, wasteful, or otherwise unnecessary use of energy resources on either a direct or cumulatively-considerable basis. Additionally, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As such, Project-related impacts due to energy consumption would be less-than-cumulatively considerable.

#### Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

#### Greenhouse Gas Emissions

As discussed in Threshold 20, *Greenhouse Gas Emissions*, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines § 15130(f)).

At Project buildout, the Project's total annual GHG emissions would potentially exceed the Riverside County CAP's annual GHG emissions threshold of 3,000 MTCO<sub>2e</sub>. Refer to Threshold 20, *Greenhouse Gas Emissions*, for a detailed discussion of the Project's exceedance of 3,000 MTCO<sub>2e</sub> per year and the Project's subsequent demonstration that the Project surpasses 100 points (equivalent to an approximate 49% reduction in GHG emissions) through the CAP Screening Tables. With implementation of Project design features, mitigation and adherence to applicable regulations, the Project would not cause a significant impact due to a conflict with the County's CAP and impacts related to GHG emissions would not be cumulatively considerable basis. (Urban Crossroads, Inc., 2020d, p. 58)

#### Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

#### Hydrology and Water Quality

Construction and operation of the Project and other projects in the Santa Ana River watershed would have the potential to result in a cumulatively considerable water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g.,

SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively-considerable impact.

The Project and other projects in the Santa Ana River Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and ensure that proposed development projects would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively-considerable effect related to hydrology and water quality would not occur.

#### Land Use and Planning

The Project would not physically divide an established community, or conflict with applicable land use/planning documents and the Project is consistent with the County's land use designation and zoning classifications for the Project site; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact related to land use and planning.

#### Mineral Resources

The Project would have no impact on mineral resources. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

#### Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be located in close proximity to another development project or source of substantial noise. There are no construction projects in the immediate vicinity of the Project site that would overlap with Project-related construction activities. Accordingly, cumulatively considerable impacts related to periodic noise and construction-related vibration would not occur. Under long-term operating conditions the Project would comply with the County's Noise Ordinance and would not produce noticeable levels of vibration; therefore, cumulatively considerable impacts related to these issue areas would not occur. The analysis under Threshold 27, *Noise*, demonstrates that the Project would not result in a cumulatively considerable impact related to transportation noise under long-term conditions.

#### Paleontological Resources

No paleontological resources are identified on or near the Project site; however, grading and excavation activities on the Project site that occur deeper than 4.0 feet in depth in areas of the Project site that are composed of very old alluvial fan sediments (which are mapped by Riverside County as having "High B" paleontological sensitivity), have the potential to unearth paleontological resources that may exist below the ground surface. Similarly, cumulative development in this same geologic formation has the potential to unearth paleontological resources. With implementation of mitigation to properly identify and treat resources that may be uncovered during the Project's earth-moving activities, the Project's impacts would be reduced to less than significant on a direct and cumulatively considerable basis.



Population and Housing

The Project would not implement land uses that generate new residents and would not require the construction of replacement housing. Accordingly, the County has anticipated – and planned for – the growth that would occur on the Project site and there is no potential for the Project to result in an adverse, cumulatively-considerable environmental effect related to population and housing.

Public Services

All development projects in the County of Riverside, including the Project, would be required to pay DIF, a portion of which would be used by the County for the provision of public services to offset the incremental increase in demand for public services which is caused, in part by cumulative development projects. Furthermore, future development would generate an on-going stream of property tax revenue and sales tax revenue, which would provide funds that could be used by the County for the provision of public services. The Project would not directly result in the introduction of new residents to the County and, therefore, would have no potential to result in cumulatively-considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The Project would have no impact to recreation facilities. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

Transportation

As discussed in Threshold 37, *Transportation*, the Project's impacts on the transportation network would be less than significant, when taking in to account ambient growth, cumulative projects, and County guidance for VMT analysis which is based on regional transportation data. Therefore, the Project will not contribute a cumulatively considerable impact under this topic.

Tribal Cultural Resources

As discussed in Threshold 39, *Tribal Cultural Resources*, development activities on the Project site would not impact any known tribal cultural resources. Compliance with tribal consultation requirements required under State law is required by all projects subject to CEQA, which ensures that no cumulatively considerable impact to tribal cultural resources occurs statewide. The County has complied with tribal consultation requirements for the Project and with mitigation, the Project would not contribute to a cumulatively considerable tribal cultural resources impact.

Utilities/Service Systems

The Project would require water and wastewater infrastructure, as well as solid waste disposal. Development of public utility infrastructure is part of an extensive planning process involving service providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers

would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively-considerable impacts to utilities and service systems would not occur.

Wildfire

The Project site is not located in an SRA; therefore, no cumulatively considerable impacts associated with wildfire would occur as a result of development of the Project.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

**Applicable Regulatory Requirements.** Applicable regulations and design requirements to which the Project is required to comply are included in this Initial Study. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are included herein for information purposes.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<b>47.</b> Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: All sources are noted in the appropriate threshold as analyzed within this Initial Study.

Findings of Fact:

- a) The Project’s potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study. In instances where the Project has the potential to result in direct or indirect adverse effects to human beings (air quality and associated effects on human health from air pollutants, and construction-related noise and potential effects on hearing impairment), project design feature best practices and mitigation measures have been applied to ensure impacts do not rise above a level of significance. With required implementation of project design features and the mitigation measures identified in this Initial Study, construction and operation of the proposed Project would not involve any activities that would result

in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

## 6.0 References

### Documents Appended to this MND

The following reports, studies, and supporting documentation were used in preparing this MND and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the Riverside County Planning Department 4080 Lemon Street, 12<sup>th</sup> Floor Riverside, CA 92502.

**Cited As:**

**Source:**

(Apex, 2019a)	Apex, 2019a. <i>Phase I Environmental Site Assessment 23840 Rider Street Perris, California</i> . December 5, 2019. MND Technical Appendix G1.
(BFSA, 2020a)	Brian F. Smith and Associates, Inc., 2020a. <i>A Phase I Cultural Resources Assessment for the Harvill and Rider Project</i> . January 31, 2020. MND Technical Appendix C.
(BFSA, 2020b)	Brian F. Smith and Associates, Inc., 2020b. <i>Paleontological Resource Assessment</i> . February 4, 2020. MND Technical Appendix J.
(GLA, 2020b)	Glenn Lukos Associates, Inc., 2020b. <i>Biological Technical Report</i> . November 24, 2020. MND Technical Appendix B1.
(SoCalGeo, 2018a)	Southern California Geotechnical, 2018a. <i>Geotechnical Investigation Proposed Warehouse</i> . October 1, 2018. MND Technical Appendix E1.
(SoCalGeo , 2018b)	Southern California Geotechnical, 2018b. <i>Results of Infiltration Testing</i> . October 1, 2018. MND Technical Appendix E2.
(SoCalGeo, 2020a)	Southern California Geotechnical, 2020a. <i>Geotechnical Report Update and Plan Review</i> . February 18, 2020. MND Technical Appendix E3.
(Urban Crossroads, Inc., 2020a)	Urban Crossroads, Inc. 2020a. <i>Harvill and Rider Warehouse (PPT190039) Air Quality Impact Analysis County of Riverside</i> . October 7, 2020. MND Technical Appendix A1.
(Urban Crossroads, Inc., 2020b)	Urban Crossroads, Inc. 2020b. <i>Harvill and Rider Warehouse (PPT190039) Mobile Source Health Risk Assessment County of Riverside</i> . October 7, 2020. MND Technical Appendix A2.
(Urban Crossroads, Inc., 2020c)	Urban Crossroads, Inc. 2020c. <i>Harvill and Rider Warehouse (PPT190039) Energy Analysis County of Riverside</i> . April 6, 2020. MND Technical Appendix D.
(Urban Crossroads, Inc., 2020d)	Urban Crossroads, Inc. 2020d. <i>Harvill and Rider Warehouse (PPT190039) Greenhouse Gas Analysis County of Riverside</i> . August 7, 2020. MND Technical Appendix F.
(Urban Crossroads, Inc., 2020e)	Urban Crossroads, Inc. 2020e. <i>Harvill and Rider Warehouse (PPT190039) Noise Impact Analysis County of Riverside</i> . August 4, 2020. MND Technical Appendix I.

**Documents Appended to this MND**

The following reports, studies, and supporting documentation were used in preparing this MND and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the Riverside County Planning Department 4080 Lemon Street, 12<sup>th</sup> Floor Riverside, CA 92502.

**Cited As:**

**Source:**

- |                                 |  |
|---------------------------------|--|
| (Urban Crossroads, Inc., 2020f) | Urban Crossroads, Inc. 2020f. <i>Harvill and Rider Warehouse (PPT190039) Traffic Impact Analysis County of Riverside</i> . February 24, 2020. Technical Appendix K1. |
| (Urban Crossroads, Inc., 2020g) | Urban Crossroads, Inc. 2020g. <i>Vehicle Miles Traveled (VMT) Analysis</i> September 16, 2020. Technical Appendix K2.  |
| (Webb, 2020b)                   | Webb, 2020a. <i>Preliminary Drainage Study</i> . November 2020. MND Technical Appendix H1.   |
| (Webb, 2020c)                   | Webb, 2020b. <i>Project Specific Water Quality Management Plan</i> . November 2020. MND Technical Appendix H2.   |

**Documents and Websites Consulted in Preparation of this MND**

**Cited As:**

**Source:**

- |                                    |   |
|------------------------------------|---|
| (CA Legislative Information, 1997) | California Legislative Information, 1997. <i>SB 50 Greene</i> . Amended February 25, 1997. Accessed: January 21, 2020. Available online: <a href="http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.html">http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.html</a>  |
| (CCR 15064.5)                      | California Code of Regulations, Title 14, Chapter 3, Section 15064.5 <i>Determining the Significance of Impacts to Archaeological and Historical Resources (CCR 15064.5)</i> . Accessed: April 1, 2019. Available online: <a href="http://www.parks.ca.gov/pages/1054/files/california%20code%20of%20regulations.pdf">http://www.parks.ca.gov/pages/1054/files/california%20code%20of%20regulations.pdf</a> |
| (CAL FIRE, 2007a)                  | California Department of Forestry and Fire Protection (CAL FIRE), 2007a. <i>Fire Hazard Severity Zones in SRA. Adopted by CAL FIRE on November 7, 2007</i> . Accessed: January 13, 2020. Available online: <a href="https://osfm.fire.ca.gov/media/6752/fhszs_map60.pdf">https://osfm.fire.ca.gov/media/6752/fhszs_map60.pdf</a>  |
| (CAL FIRE, 2007b)                  | California Department of Forestry and Fire Protection (CAL FIRE), 2007b. <i>Fact Sheet: California's Fire Hazard Severity Zones</i> . May 2007. Accessed January 13, 2020. Available online: <a href="https://www.sccgov.org/sites/dpd/DocsForms/Documents/Fire_Hazard_Zone_Fact_Sheet.pdf">https://www.sccgov.org/sites/dpd/DocsForms/Documents/Fire_Hazard_Zone_Fact_Sheet.pdf</a>                        |
| (CalRecycle, 2019a)                | California Department of Resources Recycling and Recovery. <i>Estimated Solid Waste Generation Rates</i> . Accessed January 13, 2020. Available online: <a href="https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates">https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates</a> .   |

Documents and Websites Consulted in Preparation of this MND

<u>Cited As:</u>	<u>Source:</u>
(CalRecycle, Badlands, 2019b)	CalRecycle (Badlands), 2019b. <i>Badlands Sanitary Landfill (33-AA-0006)</i> . Accessed April 16, 2019. Available online: <a href="https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0006/">https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0006/</a>
(CalRecycle, El Sobrante, 2019c)	CalRecycle (El Sobrante), 2019c. <i>El Sobrante Landfill (33-AA-0217)</i> . Accessed April 16, 2019. Available online: <a href="https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217/">https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217/</a>
(CalRecycle, Lamb Canyon, 2019d)	California Department of Resources Recycling and Recovery (Lamb Canyon), 2019d. <i>Lamb Canyon Sanitary Landfill (33-AA-0007)</i> . Accessed: April 16, 2019 April 16, 2019. Available online: <a href="https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0007/">https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0007/</a>
(Caltrans, 2020)	California Department of Transportation, 2020. <i>Scenic Highways Designated and Eligible Routes</i> . April 3, 2020. Available online: <a href="https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways">https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways</a>
(CAPCOA, 2017)	California Air Pollution Control Officers Association, 2017. <i>CalEEMOD Appendix E. Technical Source Documentation</i> . October 2017. Accessed: October 18, 2019. Available online: <a href="http://www.aqmd.gov/docs/default-source/caleemod/user%27s-guide---october-2017.pdf?sfvrsn=">www.aqmd.gov/docs/default-source/caleemod/user%27s-guide---october-2017.pdf?sfvrsn=</a>
(CBSC, 2019)	California Building Standard Code, 2019. 2019 California Green Building Standards Code. Effective January 1, 2020. Accessed January 13, 2020. Available online: <a href="https://codes.iccsafe.org/content/CAGBSC2019/title-page">https://codes.iccsafe.org/content/CAGBSC2019/title-page</a>
(CDC, 1997)	California Department of Conservation, 1997. <i>California Agricultural Land Evaluation and Site Assessment Model Instruction Manual</i> . Accessed January 14, 2020. Available online: <a href="https://www.conservation.ca.gov/dlrp/Documents/lesamodl.pdf">https://www.conservation.ca.gov/dlrp/Documents/lesamodl.pdf</a>
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**Mitigation Monitoring and Reporting Program (MMRP)**

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>5.1.1 Aesthetics</b></p> <p><b>Threshold 1.a):</b> Because the Project site is not located within or adjacent to a scenic highway corridor and is not visible from a designated or eligible corridor, the proposed Project would not have a substantial effect upon a scenic highway corridor.</p> <p><b>Threshold 1.b):</b> Due to the lack of public viewing locations on the Project site and the prominence of warehouse buildings being built adjacent to the site and in the surrounding area, as well as the design elements incorporated as part of the Project, the Project would not damage scenic resources or 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.</p> <p><b>Threshold 1.c):</b> The proposed Project would be required to comply with the development standards of the zoning designations on the site; therefore, with compliance with the zoning development standards and regulations, the Project's potential to result in a conflict with applicable zoning and other regulations governing scenic quality would be less than significant.</p> <p><b>Threshold 2.a):</b> The Project would be required to comply with Ordinance No. 655; thus, the Project's potential to interfere with the nighttime use of the Mt. Palomar observatory would be less than significant.</p> <p><b>Thresholds 3.a and 3.b):</b> The proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels, and impacts</p>	<p>No Impact</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>	<p><b>CRDR 5.1.1-1</b> The Project is required to comply with Riverside County Ordinance No. 655, which is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth requirements for lamp sources and shielding of light emissions for outdoor fixtures to reduce "skyglow" or light pollution that affects day or nighttime views from Mt. Palomar Observatory (located approximately 40 miles southeast of the Project site in northern San Diego County).</p> <p><b>CRDR 5.1.1-2</b> The Project is required to comply with Riverside County Ordinance No. 915, which is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.</p>	<p>N/A</p>	<p>N/A</p>

Potential Environmental Impact would be less than significant	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
<p><b>5.1.2 Agriculture and Forest Resources</b></p> <p><b>Threshold 4.a):</b> Because the Project site does not contain land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), the Project has no potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use.</p> <p><b>Threshold 4.b):</b> The Project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.</p> <p><b>Threshold 4.c):</b> Because the Project site is not located within 300 feet of agriculturally zoned property, the proposed Project has no potential to cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm").</p> <p><b>Threshold 4.d):</b> There are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, no impact would occur as a result of development of the proposed Project.</p> <p><b>Thresholds 5.a, 5.b, and 5.c):</b> Implementation of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and because the Project would not result in the loss of forest land or conversion of forest land to non-forest use, no impact would occur as a result of development of the proposed Project.</p>	No Impact	N/A	N/A	N/A



Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>5.1.3 Air Quality</b></p> <p><b>Threshold 6.a):</b> The Project would not result in or cause NAAQS or CAAQS violations. The proposed Project is consistent with the land use and growth intensities reflected in the adopted General Plan. Furthermore, the Project would not exceed any applicable regional or local thresholds. Therefore, the Project is considered to be consistent with the AQMP. Impacts would be less than significant and no mitigation is required.</p> <p><b>Threshold 6.b):</b> The Project would not exceed any applicable thresholds that are designed to assist the region in attaining the applicable national air quality standards. Therefore, the Project's air pollutant emissions would be less than cumulatively considerable and would not contribute to the non-attainment of applicable State and federal standard. Impacts would be less than significant and no mitigation is required.</p> <p><b>Threshold 6.c):</b> The Project would not create or contribute to a CO hotspot and the SCAQMD localized threshold would not be exceeded; therefore, impacts would be less than significant and no mitigation is required.</p> <p><b>Threshold 6.d):</b> The Project would not create objectionable odors affecting a substantial number of people during construction or operation. Impacts would be less than significant and no mitigation is required.</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>	<p><b>CRDR 5.1.3-1</b> The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:</p> <ul style="list-style-type: none"> <li>• In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.</li> <li>• The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.</li> <li>• The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.</li> </ul> <p><b>CRDR 5.1.3-2</b> The Project is required to comply with the provisions of the SCAQMD Rule 1113 "Table of Standards" pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 100 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection, the County of Riverside shall verify a note</p>	<p>N/A</p>	<p>N/A</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
		<p>requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request.</p> <p><b>CRDR 5.1.3-3</b> The Project's construction activities are required to comply with the provisions of the SCAQMD Rule 1.186 "PM<sub>10</sub> Emissions from Paved and Unpaved Roads and Livestock Operations," which requires the use of a street sweeper certified by the SCAQMD, and the use of non-toxic chemical stabilizers for dust control.</p> <p><b>CRDR 5.1.3-4</b> Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site.</p> <p><b>CRDR 5.1.3-5</b> The Project is required to comply with the California Green Building Standards Code (CALGreen), including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce air pollutant emissions.</p> <p><b>CRDR 5.1.3-6</b> Diesel-fueled vehicles at the Project site are required to comply with the California Air Resources Board (CARB) idling restriction requirements, which currently restrict vehicles from idling for more than 5 minutes. Prior to building permit final inspection, the County of Riverside shall verify that signs are posted in the Project's truck courts specifying the idling</p>		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>5.1.4 Biological Resources</b></p> <p><b>Threshold 7.a):</b> No conflict would occur with the SKR HCP, as the Project Applicant would be required to contribute fees pursuant to Ordinance No. 663. Prior to mitigation, the proposed Project has the potential to result in a conflict with the MSHCP due to potential impacts to the burrowing owl. Refer to Biological Resources MM-1 and MM-3.</p> <p><b>Thresholds 7.b) and 7.c):</b> Although no native habitat types are present on the site and no listed species (currently protected by State or federal endangered species acts) are expected to occur due to absence of suitable habitat, the potential presence of BUOW is considered a significant direct and cumulatively considerable impact since the species is migratory and could be present on the Project site at the time that the Project's construction activities. In addition, other migratory bird species protected by the MBTA could be impacted by the Project if active nests are present on the site at the time that nesting habitat (trees and shrubs) are removed. Mitigation is thus required. Refer to Biological Resources MM-1 and MM-2.</p> <p><b>Threshold 7.d):</b> No impacts to wildlife movement corridors or native wildlife nurseries would occur. However, the Project has the potential to impact nesting birds if vegetation is removed during the nesting season (February 1 through August 31). Refer to Biological Resources MM-1 and MM-2.</p>	<p>Less than Significant with Mitigation Incorporated</p> <p>Less than Significant with Mitigation Incorporated</p> <p>Less than Significant with Mitigation Incorporated</p>	<p>restriction requirement.</p> <p><b>CRDR 5.1.3-7</b> The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.</p> <p><b>BIO MM-1:</b> A 30-day pre-construction survey for burrowing owls is required prior to future ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project site and/or offsite improvement areas prior to the initiation of ground-disturbing activities, the project proponent shall immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate in the future with the RCA and the Wildlife Agencies; this includes the possibility of preparing a Burrowing Owl Protection and Relocation Plan prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owls have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above will be necessary.</p> <p>Monitoring: Monitoring is required. Prior to the issuance of any grading permits, the results of the pre-construction surveys shall be reviewed by the County Environmental Programs Department (EPD) and/or County Biologist. No grading permits shall be issued by the Riverside County Building &amp; Safety Department until EPD and/or the County Biologist verifies that the pre-construction surveys were satisfactorily completed. If burrowing owls colonize the site prior to initiation of grading activities, the Project Biologist shall be responsible for preparing and implementing a</p>	<p>Project Applicant, Project Biologist/ Riverside County Building &amp; Safety Department, County Biologist, Riverside County Environmental Programs Department (EPD)</p>	<p>Prior to the issuance of grading permits</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (M/M) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>Threshold 7.e):</b> The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service</p> <p><b>Threshold 7.f):</b> The Project would not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p> <p><b>Threshold 7.g):</b> The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur as a result of implementation of the Project as proposed on the Project site.</p>	<p>Less than Significant with Mitigation Incorporated</p> <p>No Impact</p> <p>No Impact</p>	<p>Burrowing Owl Protection and Relocation Plan, which shall be reviewed and approved by EPD and the Wildlife Agencies prior to initiating ground disturbance.</p> <p><b>BIO MM-2:</b> As a condition of a grading permit, a migratory nesting bird survey of all trees to be removed from the site shall be conducted by a qualified biologist within 10 days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree. A copy of the migratory nesting bird survey results report shall be provided to the Riverside County Environmental Programs Department (EPD). If the survey identifies the presence of active nests, then the qualified biologist shall provide the Riverside County EPD with 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 impacts. The size and location of all buffer zones, if required, shall be subject to review and approval by the Riverside County EPD and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. 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 with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County EPD verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.</p> <p><b>CRDR 5.1.4-1</b> The Project Proponent is required to comply with Riverside County Ordinance No. 663 (Stephens' Kangaroo Rat Mitigation Fee Ordinance) which requires a per-acre local development and mitigation fee payment prior to the issuance of a grading permit.</p> <p><b>CRDR 5.1.4-2</b> The Project Proponent is required to comply</p>	<p>Project Applicant, Project Biologist/ County Planning Department, County EPD</p>	<p>Within 10 days prior to initiating tree removal or vegetation within 500 feet of a mature tree</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>5.1.5 Cultural Resources</b></p> <p><b>Thresholds 8.a) and 8.b):</b> No properties listed in the National Register of Historic Places (NRHP), the Office of Historic Preservation (OHP), Archaeological Determinations of Eligibility (ADOE) or the Directory of Properties in the Historic Property Data File (HPD) are located within the boundaries of the Project site. No impact would occur.</p> <p><b>Thresholds 9.a) and 9.b):</b> During BFSA's survey of the Project site, no archaeological resources or archaeological sites were identified. However, because previously undiscovered significant resources may be uncovered by the Project's ground-disturbing construction activities, the potential exists that previously uncovered undiscovered archaeological resources may be exposed during the Project's ground-disturbing activities. If significant resources are uncovered and are not appropriately treated, impacts would be significant.</p>	<p>No Impact</p> <p>Less than Significant with Mitigation Incorporated</p>	<p>with Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program Ordinance), which requires a per-acre local development impact and mitigation fee payment prior to the issuance of a building permit.</p> <p><b>CRDR 5.1.4-3</b> The Project Proponent shall comply with the federal MBTA. (Refer to Biological Resources MM-2 for more detail.)</p>	<p>Project Proponent; Archaeologist, County Archaeologist; Native American Representative</p>	<p>In the event that previously undiscovered archaeological resources are discovered.</p>
<p><b>CUL MM-1:</b> In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. The archaeologist, in consultation with the lead agency and the Native American representative, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods.</p> <p><b>CUL MM-2:</b> Mitigation requires a Native American Monitor to be present during ground disturbing activities associated with this Project. This is required to ensure that in the event unanticipated tribal cultural resources are identified during ground disturbing activities, they will be assessed properly handled appropriately. Implementation would ensure that any potential impacts are reduced to less-than significant levels.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>The Project Proponent shall comply with the federal MBTA. (Refer to Biological Resources MM-2 for more detail.)</p>	<p>Consulting Native American Tribe</p>	<p>Prior to issuance of grading permits</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>Threshold 9.c):</b> There is a remote potential that human remains may be unearthed during the Project's ground-disturbing construction activities. This same potential for the discovery of human remains occurs on nearly every construction site that disturbs an undeveloped ground surface. If human remains are found on the site, the developer/permit holder or any successor in interest is required by law to comply with State Health and Safety Code Section 7050.5.</p>	<p>Less than Significant</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p><b>CUL MM-4:</b> 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.</p> <p>Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside 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</p>	<p>Project Contractor; Riverside County Coroner; Native American Heritage Commission (applies to all CUL MMs below)</p>	<p>If human remains are discovered on the Project site.</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
		<p>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 as provided in Public Resources Code Section 5097.98.</p> <p><b>CRDR 5.1.5-1</b> If human remains are found on the Project site, the developer/permit holder or any successor in interest shall comply with the following codes:</p> <ul style="list-style-type: none"> <li>Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The Coroner will have two working days to determine if the remains are subject to his or her authority as part of a crime.</li> <li>If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted by the Coroner within the period specified by law (24 hours). The NAHC shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, inspect the site of the discovery of the Native American human remains and may recommend means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall make recommendations or preferences for treatment within 48 hours of being granted access to the site.</li> </ul>		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
		<ul style="list-style-type: none"> <li>• Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, where the Native American human remains are located, is not damaged or disturbed. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. The descendants' preferences for treatment may include the following:                             <ul style="list-style-type: none"> <li>○ The nondestructive removal and analysis of human remains and items associated with Native American human remains.</li> <li>○ Preservation of Native American human remains and associated items in place.</li> <li>○ Relinquishment of Native American human remains and associated items to the descendants for treatment.</li> <li>○ Other culturally appropriate treatment.</li> </ul> </li> <li>The parties may also mutually agree to extend discussions, taking into account the possibility that additional or multiple Native American human remains, as defined in this section, are located in the project area, providing a basis for additional treatment measures.</li> <li>Human remains of a Native American may be an inhumation or cremation, and in any state of decomposition or skeletal completeness. Any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains.</li> <li>Whenever the commission is unable to identify a</li> </ul>		



Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
		<p>descendant, or the descendants identified fail to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reintroduce the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. To protect these sites, the landowner shall do one or more of the following:</p> <ul style="list-style-type: none"> <li>o Record the site with the commission or the appropriate Information Center.</li> <li>o Utilize an open space or conservation zoning designation or easement.</li> <li>o Record a document with the county in which the property is located. The document shall be titled "Notice of Reinterment of Native American Remains" and shall include a legal description of the property, the name of the owner of the property, and the owner's acknowledged signature, in addition to any other information required by this section. The document shall be indexed as a notice under the name of the owner. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with the descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains.</li> <li>o Human remains from other ethnic/cultural groups</li> </ul>		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>5.1.6 Energy</b></p> <p><b>Threshold 10.a):</b> Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can 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.</p> <p><b>Threshold 10.b):</b> The Project would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems.</p>	<p>Less than Significant</p>	<p>with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist.</p> <p><b>CRDR 5.1.6-1</b> The Project is required to comply with CALGreen, including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use.</p> <p><b>CRDR 5.1.6-2</b> Diesel-fueled vehicles at the Project site are required to comply with the CARB Idling restriction requirements, which currently restrict vehicles from idling for more than 5 minutes. Prior to building permit final inspection, the County of Riverside will verify that signs are posted in the Project's truck courts specifying the idling restriction requirement.</p>	<p>N/A</p>	<p>N/A</p>
<p><b>5.1.7 Geology/Soils</b></p> <p><b>Threshold 11.a):</b> The Project site is not located within an Alquist-Priolo Earthquake Fault Zone or within an area of a known fault.</p> <p><b>Threshold 12.a):</b> Design of Project in conformance with the latest Building Code provisions for earthquake design is expected to provide adequate attenuation of any ground-shaking hazards, including, liquefaction hazards that are typical to southern California.</p> <p><b>Threshold 13.a):</b> Design of the proposed Project in</p>	<p>No Impact</p> <p>Less than Significant</p> <p>Less than</p>	<p><b>CRDR 5.1.7-1</b> The Project is required by law to comply with the California Building Standards Code and the Riverside County Building Code, which addresses construction standards including those related to geologic and soil conditions.</p> <p><b>CRDR 5.1.7-2</b> As a standard condition of Project approval, the Project will be required to comply with the site-specific recommendations contained in the geotechnical investigation prepared for the Project site by SoCalGeo and dated October 1, 2018 which are included herein as Technical Appendix E and Technical Appendix E3. The recommendations cover grading, soil</p>	<p>N/A</p>	<p>N/A</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MIM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>conformance with the latest California Building Standards Code provisions for earthquake design is expected to provide adequate attenuation of ground-shaking hazards that are typical to southern California.</p> <p><b>Threshold 14.a):</b> The Project site is not subject to on- or off-site landslides or rockfall hazards. The geotechnical investigation prepared for the Project site also evaluated the potential for collapse and lateral spreading hazards on site, and identifies site-specific recommendations to preclude collapse or lateral spreading hazards. As a standard condition of Project approval, the Project will be required to comply with site-specific recommendations contained in a Project-specific geotechnical report included as <i>Technical Appendix E1</i>, which would reduce potential impacts to less than significant.</p>	<p>Significant</p> <p>Less than Significant</p>	<p>removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring of excavations and trenches, and related topics.</p> <p><b>CRDR 5.1.7-3</b> Prior to issuance of a grading permit, the Project Applicant is required to obtain coverage under a NPDES permit from the State Water Resources Control Board. Evidence that a NPDES permit has been issued shall be provided to the County of Riverside prior to issuance of a grading permit.</p> <p><b>CRDR 5.1.7-4</b> Prior to issuance of a grading permit, the Project Applicant is required to prepare a SWPPP. Project contractors shall be required to ensure compliance with the SWPPP and shall permit periodic inspection of the construction site by the County of Riverside staff or its designee to confirm compliance.</p>		
<p><b>Threshold 15.a):</b> The potential for subsidence to impact the site is considered low. The Project site's geotechnical report (<i>Technical Appendix E</i>) indicates that the site's settlement potential would be attenuated through the proposed removal of near surface soils down to compacted materials and replacement with properly compacted fill. Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report (<i>Technical Appendix E</i>) into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with ground subsidence.</p>	<p>Less than Significant</p>	<p><b>CRDR 5.1.7-5</b> Prior to issuance of a grading permit, the Project Applicant is required to prepare and the County of Riverside shall approve a Final WQMP. The Project Applicant or its property manager shall be required to ensure compliance with the Final WQMP and shall permit periodic inspection of the Project site by County of Riverside staff or its designee to confirm compliance.</p>		
<p><b>Threshold 16.a):</b> There is no potential for the Project to be subject to hazards associated with seiches, mudflows, and/or volcanic hazards.</p>	<p>No Impact</p>	<p><b>CRDR 5.1.7-6</b> The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic</p>		
<p><b>Thresholds 17.a) and 17.b):</b> The Project would not change</p>	<p>Less than</p>			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>topography or ground surface relief features. The Project would not create a substantial adverse effect associated with changes in topography nor create cut or fill slopes greater than 2:1 or higher than 10 feet. Impacts would be less than significant.</p>	<p>Significant</p>	<p>inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:</p> <ul style="list-style-type: none"> <li>In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.</li> </ul>		
<p><b>Threshold 17.c):</b> The Project site does not contain any operational subsurface sewage disposal systems under existing conditions. The Project site does not serve as a leach field for any off-site properties and has no potential to affect or negate operating subsurface sewage disposal systems.</p>	<p>No Impact</p>	<ul style="list-style-type: none"> <li>The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.</li> <li>The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.</li> </ul>		
<p><b>Threshold 18.a):</b> With mandatory compliance to the requirements identified in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant. Mandatory compliance with the Project's WQMP would ensure that the Project does not result in substantial soil erosion or the loss of topsoil under long-term operating conditions.</p>	<p>Less than Significant</p>	<p><b>CRDR 5.1.7-7</b> The Project's construction activities are required to comply with the provisions of the SCAQMD Rule 1186 "PM<sub>10</sub> Emissions from Paved and Unpaved Roads and Livestock Operations," which requires the use of a street sweeper certified by the Air Quality Management District (AQMD), and the use of non-toxic chemical stabilizers for dust control.</p>		
<p><b>Threshold 18.b):</b> Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report (Technical Appendix E) into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with expansive soils and would not create substantial risks to life or property.</p>	<p>Less than Significant</p>			
<p><b>Threshold 18.c):</b> The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur.</p>	<p>No Impact</p>			
<p><b>Threshold 19.a):</b> With mandatory compliance to Rule 403</p>	<p>Less than</p>			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MIM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>regulatory requirements, the potential for the Project to result in an increase in wind erosion and blowsand, either on- or off-site, would be less than significant.</p>	<p>Significant</p>			
<p><b>5.1.8 Greenhouse Gas Emissions</b>  <b>Thresholds 20.a)</b> Because the Project would emit 4,008.62 MTCO<sub>2e</sub> pe year, which would exceed the CAP's initial screening threshold of 3,000 MTCO<sub>2e</sub>, the Project's level of GHG emissions represent a cumulatively-considerable impact that requires mitigation in the form of CAP compliance.   <b>Threshold 20.b)</b> The Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p><b>GHG MIM-1:</b> Prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating that the improvements and/or building subject to the building permit application include the following measures from the County of Riverside Climate Action Plan Update (2019) Greenhouse Gas Emissions Screening Tables (Appendix F to the Climate Action Plan), as needed to achieve the required 100 points. Substitute measures are acceptable from the Screening Tables, provided that a minimum of 100 points are achieved.</p> <ul style="list-style-type: none"> <li>• EE10.A.2. Windows. Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC) = 5 points.</li> <li>• EE10.A.4. Air Infiltration. Blower Door HERS Verified Envelope Leakage or equivalent = 6 points.</li> <li>• EE10.A.5. Thermal Storage of Building. Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) = 4 points</li> <li>• EE10.B.2. Space Heating/Cooling Equipment. Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF) = 4 points.</li> <li>• EE10B.4. Water Heaters. Improved Efficiency Water Heater (0.675 Energy Factor) = 8 points</li> <li>• EE10.B.5. Daylighting. All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) = 1 point</li> <li>• EE10.B.6. Artificial Lighting. Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less</li> </ul>	<p>Project Applicant/ Building &amp; Safety Department</p>	<p>Prior to issuance of a building permit</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
		<p>fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures &gt;40 watt) = 5 points</p> <ul style="list-style-type: none"> <li>• W2.D.1. Water Efficient Landscaping. Only low water using plant = 3 points.</li> <li>• W2.D.2. Water Efficient Irrigation Systems. Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water) = 3 points</li> <li>• W2.E.2. Toilets. Waterless Urinals (note that commercial buildings have both waterless urinals and high efficiency toilets will have a combined point value of 6 points) = 3 points</li> <li>• W2.E.3. Faucets. Water Efficient faucets (1.28 gpm) = 2 points</li> <li>• W2.F.1. Recycled Water. Graywater (purple pipe) irrigation system on site = 5 points</li> <li>• T3.A.2. Car/Vanpools. Car/vanpool program = 1 point, Car/vanpool program with preferred parking = 2 points.</li> <li>• T3.A.3. Employee Bicycle/Pedestrian Programs. Complete sidewalk to residential within ½ mile = 1 point, Bike lockers and secure racks = 1 point</li> <li>• T1.F.1. Parking. Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles = 1 point</li> <li>• T2.B.1. Sidewalks. Provide sidewalks on both sides of the street = 1 point</li> <li>• T4.B.1. Electric Vehicle (EV) Recharging Provide circuit and capacity in garages/parking areas for installation of EV charging stations = 16 points, install EV charging stations in garages/parking areas =32 points. The Project is anticipated to include 8 circuit and capacity areas. Per the Screening Tables, each area is 2 points. The Project is anticipated to include 4 electric vehicle charging stations. Per the Screening Tables, each station is 8 points.</li> </ul>		
		<p><b>CRDR 5.1.8-1</b> The Project is required to comply with CALGreen, including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking,</p>		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
<p><b>5.1.9 Hazards and Hazardous Materials</b></p> <p><b>Thresholds 21.a) and 21.b):</b> With mandatory regulatory compliance, the Project's operational phase 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.</p> <p><b>Threshold 21.c):</b> The Project would not interfere with an adopted emergency response or evacuation plan.</p> <p><b>Threshold 21.d):</b> There would be no potential for existing or proposed schools to be exposed to substantial safety hazards associated with the routine transport of hazardous substances or materials to and from the Project site.</p> <p><b>Threshold 21.e):</b> The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, therefore, would not create a significant hazard to the public or the environment.</p>	<p>Less than Significant</p> <p>No Impact</p> <p>No Impact</p> <p>No Impact</p>	<p>parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use, which reduce greenhouse gas emissions.</p> <p><b>CRDR 5.1.8-2</b> In compliance with the County's Climate Action Plan, prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of Climate Action Plan measure R2-CE1, which requires on-site renewable energy production to offset 20% of the building's energy demand.</p>	<p>N/A</p>	<p>N/A</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>Thresholds 22.a), 22.b), and 22.c):</b> The Project site is located within "Compatibility Zone C2" of the MARB Influence area. The Project was considered and conditionally approved by the Riverside County Airport Land Use Commission (ALUC) on May 20, 2020. The ALUC Staff report for the proposed Project concluded that the Project is conditionally consistent with the MARB ALUC and the Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. With compliance to the ALUC conditions of approval, the Project is consistent with the ALUC and would not create a hazard.</p> <p><b>Threshold 22.d):</b> There are no private airport facilities or heliports within the vicinity of the Project site. As such, the Project would not result in a safety hazard for people residing or working in the project area associated with private airports or heliports.</p>	<p>Less than Significant</p> <p>No Impact</p>	<p><b>CRDR 5.1.9-1</b> Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.</p> <p><b>CRDR 5.1.9-2</b> The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.</p> <ul style="list-style-type: none"> <li>Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</li> <li>Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</li> <li>Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.</li> <li>Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</li> </ul> <p><b>CRDR 5.1.9-3</b> The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor non-</p>		



Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
		<p>residential uses; and hazards to flight. Children's schools are discouraged.</p> <p><b>CRDR 5.1.9-4</b> The "Notice of Airport in Vicinity" included in the May 14, 2020 County of Riverside Staff Report shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.</p> <p><b>CRDR 5.1.9-5</b> The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, they would require subsequent Airport Land Use Commission review: Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.</p> <p><b>CRDR 5.1.9-6</b> The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.</p> <p><b>CRDR 5.1.9-7</b> March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.</p> <p><b>CRDR 5.1.9-8</b> The proposed Project has been evaluated for</p>		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
		<p>286,995 square feet of warehouse area and 48,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.</p> <p><b>CRDR 5.1.9-9</b> Not more than 24,000 square feet of office area (two floors combined) shall be located within any single-acre area of the building. Office areas on each floor shall maintain a minimum separation of 210 feet from each other. Mezzanine office areas may directly overlie first floor office areas, provided that the single-acre office area maximum of 24,000 square feet is not exceeded.</p> <p><b>CRDR 5.1.9-10</b> For the installation of solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.</p> <p><b>CRDR 5.1.9-11</b> The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2020-AWP-2286-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460- 1 L Change 2 and shall be maintained in accordance therewith for the life of the project.</p> <p><b>CRDR 5.1.9-12</b> The proposed structure shall not exceed a height of 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,560 feet above</p>		

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		<p>mean sea level.</p> <p><b>CRDR 5.1.9-13</b> The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.</p> <p><b>CRDR 5.1.9-14</b> The coordinates, frequencies, and power specified in the Determination of No Hazard to Air Navigation letter dated April 8, 2020 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service.</p> <p><b>CRDR 5.1.9-15</b> Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,560 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.</p> <p><b>CRDR 5.1.9-16</b> Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <a href="https://oeaaa.faa.gov">https://oeaaa.faa.gov</a> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.</p>		
<p><b>5.1.10 Hydrology/Water Quality</b> <b>Threshold 23.a):</b> Mandatory compliance with the SWPPP will ensure that the Project does not violate any water quality standards or waste discharge requirements during short-term construction activities. The Project Applicant also would be required to demonstrate compliance with the NPDES</p>	<p>Less than Significant</p>	<p><b>CRDR 5.1.10-1</b> Prior to issuance of a grading permit, the Project Applicant is required to obtain coverage under a NPDES permit from the State Water Resources Control Board. Evidence that a NPDES permit has been issued shall be provided to the County of Riverside prior to issuance of a grading permit.</p>	<p>N/A</p>	<p>N/A</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>program, which requires certain land uses (e.g., industrial uses) to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. Mandatory compliance with the NPDES Industrial General Permit would reduce water quality impacts during long-term operation of the Project to below significant levels.</p>	<p>Less than Significant</p>	<p><b>CRDR 5.1.10-2</b> Prior to issuance of a grading permit, the Project Applicant shall prepare a SWPPP. Project contractors shall be required to ensure compliance with the SWPPP and shall permit periodic inspection of the construction site by the County of Riverside staff or its designee to confirm compliance.</p>		
<p><b>Threshold 23.b):</b> The Project would not install any water wells; therefore, the Project would not directly extract groundwater from the Perris North Groundwater Basin. BMIPS are incorporated into the site design to minimize potential adverse effects related to groundwater recharge.</p>	<p>Less than Significant</p>	<p><b>CRDR 5.1.10-3</b> Prior to issuance of a grading permit, the Project Applicant is required to prepare and the County of Riverside shall approve a Final WQMP. The Project Applicant or its property manager shall be required to ensure compliance with the Final WQMP and shall permit periodic inspection of the Project site by County of Riverside staff or its designee to confirm compliance.</p>		
<p><b>Threshold 23.cj):</b> The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a river or stream or through the addition of impervious surfaces.</p>	<p>Less than Significant</p>	<p><b>CRDR 5.1.10-4</b> The site is located within the bounds of the Perris Valley Area Master Drainage Plan (PVAMP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP mitigation fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits for this Project. The drainage fee is required to be paid prior to the issuance of the grading permits</p>		
<p><b>Threshold 23.d):</b> With mandatory compliance to the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403, the potential for water and/or wind erosion impacts during Project construction would be less than significant. Following construction, wind and water erosion on the Project site would be minimal because the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. With compliance of the Project-specific WQMP, implementation of the proposed Project would not result in substantial erosion or siltation on-site or off-site.</p>	<p>Less than Significant</p>			
<p><b>Threshold 23.e):</b> All runoff would be directed to the storm</p>	<p>Less than</p>			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>drain infrastructure and the Project would not substantially increase the amount of surface runoff in a manner which would result in flooding on-site or off-site.</p>	Significant			
<p><b>Threshold 23.f):</b> There is no potential for the Project's storm water to exceed the capacity of available infrastructure or to discharge polluted runoff. As such, the Project would not 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.</p>	Less than Significant			
<p><b>Threshold 23.g):</b> The Project site is located in Flood Zone X; an area of minimal flood hazard and the Project would not impede or redirect flood flows.</p>	Less than Significant			
<p><b>Threshold 23.h):</b> The nearest large body of surface water to the Project site is the Perris Reservoir, located approximately 3.6 miles east of the Project site. According to MVAP Figure 11, Special Flood Hazards Areas, the Project site is not located within any dam inundation areas or special flood hazard areas. The Project site is located over 37 miles from the Pacific Ocean and is therefore not subject to a tsunami.</p>	No impact			
<p><b>Threshold 23.i):</b> The proposed Project would not conflict or obstruct implementation of a groundwater management plan or implementation of a groundwater sustainability plan</p>	No impact			
<p><b>5.1.11 Land Use/Planning</b></p>				
<p><b>Threshold 24.a):</b> With implementation of the mitigation measures identified for air quality, biological resources, and greenhouse gas emissions, 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.</p>	Less than Significant	N/A	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<b>Threshold 24.b):</b> The Project would not divide an established community.	No Impact			
<b>5.1.12 Mineral Resources</b>				
<b>Threshold 25.a):</b> The Project site is not designated by the State Mining and Geology Board as being of regional or statewide significance. Because the site is not located within an area known for mineral resources that are of value to the region and the residents of the State, no impact would occur.	No Impact	N/A	N/A	N/A
<b>Threshold 25.b):</b> The Project does not have a designation or zoning for mining and is not located with an area designated by the State Mining and Geology Board as being of regional or statewide significance. Therefore, there is no potential for the Project to result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	No Impact			
<b>Threshold 25.c):</b> The site is not located in a State designated sector of valuable resources and there are no known quarries or mines in the immediate vicinity of the Project site. Therefore, no impact would occur.	No Impact			
<b>5.1.13 Noise</b>				
<b>Threshold 26.a):</b> The Project site is located outside the 65 dBA CNEL noise level contour boundary of the March Air Reserve Base. The Project would not expose people residing or working in the Project area	Less than Significant	<b>CRDR 5.1.13-1</b> All construction activities are required to comply with Riverside County Code Section 9.52. This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors.	N/A	N/A
<b>Threshold 26.b):</b> There are no private airfields or airstrips in the vicinity of the Project site. Therefore, the Project would not expose people to excessive noise levels associated with operations at a private airstrip. No impact would occur.	No Impact			
<b>Threshold 27.a):</b> The Project would not cause a substantial construction-related temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts would be less than	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>significant.</p> <p><b>Threshold 27.b):</b> Because the Project-related vibration velocity levels would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver locations during the Project's construction activities and operational activities. Therefore, the Project would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.</p>	<p>Less than Significant</p>			
<p><b>5.1.14 Paleontological Resources</b></p> <p><b>Threshold 28.a):</b> Grading and excavation activities that occur deeper than 4-feet in depth in areas of the Project site that are composed of very old alluvial fan sediments ranked with a High Potential/Sensitivity (High B), and grading and excavation activities that occur deeper than 8-feet in areas mapped as young alluvial fan in the northern are of the Project site, have the potential to unearth paleontological resources that may exist below the ground surface. If significant paleontological resources are unearthed, there is a potential for a significant impact to occur if the resources are not properly identified and treated. Therefore, the Project's potential to directly or indirectly destroy unique paleontological resources that may be present beneath the ground surface, is a potentially significant impact and mitigation is required.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p><b>PALEO MM-1:</b> Prior to the issuance of grading permits that would involve grading on the older alluvial fan deposits mapped at the surface across the southern and central areas of the Project site, full time paleontological monitoring of mass grading and excavation activities below a depth of four feet (4) below the surface in areas mapped as such shall be required in order to mitigate any adverse impacts to potential non-renewable paleontological resources. Where mapped as young alluvial fan in the northern area of the Project site, full-time paleontological monitoring of mass grading and excavation activities below a depth of eight (8) feet from the surface is recommended. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit.</p>	<p>Project Applicant, Project Paleontologist or Geologist, County Geologist</p>	<p>Prior to issuance of a grading permit</p>
<p><b>5.1.15 Population and Housing</b></p> <p><b>Threshold 29.a):</b> Development of the Project would not displace substantial numbers of existing housing or displace a substantial number of people, necessitating the construction of replacement housing elsewhere.</p> <p><b>Threshold 29.b):</b> The Project is not expected to be a catalyst for any population growth and no impact associated with population projections or affordable housing needs would occur.</p>	<p>No Impact</p> <p>Less than Significant</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>Threshold 29.c):</b> The Project site would not directly generate a residential population. The on-site employment generation would not induce substantial growth in the area because it is anticipated that the Project's future employees would already be living in the Riverside County area. The Project's proposed improvements are specific to the Project and Project-related improvements would not extend beyond the Project site's frontage.</p>	Less than Significant			
<p><b>5.1.16 Public Services</b></p> <p><b>Threshold 30.a):</b> The Project would be served from existing RCFD fire stations and would not cause the construction of a new fire station or physical alteration of any existing fire station.</p> <p><b>Threshold 31.a):</b> The Project would not trigger the need for new or improved law enforcement facilities. In addition, the Project would comply with the existing regulatory policies and General Plan policies that would further reduce any impacts to law enforcement services associated with the Project.</p> <p><b>Threshold 32.a):</b> The Project would not directly create a demand for additional public-school facilities.</p> <p><b>Threshold 33.a):</b> The Project would not directly create a demand for public library facilities and would not directly result in the need to modify existing or construct new library buildings.</p> <p><b>Threshold 34.a):</b> The Project would not result in a substantial increase in demand for public and/or private health care facilities.</p> <p><b>5.1.17 Recreation</b></p> <p><b>Thresholds 35.a) and 35.b):</b> The Project does not propose to</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>No Impact.</p>	<p><b>CRDR 5.1.16-1</b> Prior to building permit inspection, the Project Applicant is required to comply with the County's DIF Ordinance (Riverside County Ordinance No. 659), which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for public services.</p> <p><b>CRDR 5.1.16-2</b> Prior to building permit inspection, the Project Applicant is required to comply with the provisions of California Government Code Sections 65995.5 to 65998 by payment of required school impact fees to the Val Verde Unified School District, in accordance with the District's Level 1 Fee Schedule.</p>	N/A	N/A



Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>construct any recreational facilities; therefore, no impacts from proposed recreational facilities would result from the Project. Additionally, the Project proposes a light industrial land use that would not directly result in an increase in the County's population and therefore a demand for the construction or operation of recreational facilities.</p>	<p>Less than Significant.</p>			
<p><b>Threshold 35.c):</b> The Project site is within Community Service Area (CSA); however, CSA #89 was established for lighting and landscape maintenance and was not established for the purpose of maintaining parks or recreation facilities. The Project proposes to develop the site with warehouse uses, is not located within the purview of any Community Park and Recreation Plans, and would not be subject to the payment of Quimby fees. Thus, no impact would occur.</p>	<p>No impact.</p>			
<p><b>Threshold 36.a):</b> The Project proposes to develop the site with warehouse uses, is not located within the purview of any Community Park and Recreation Plans, and would not be subject to the payment of Quimby fees. Thus, no impact would occur.</p>	<p>No impact.</p>			
<p><b>5.1.18 Transportation</b></p>				
<p><b>Threshold 37.a):</b> Traffic generated by the Project's construction phase would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.</p>	<p>Less than Significant</p>	<p><b>CRDR 5.1.18-1</b> Prior to issuance of building permits, the Project Applicant would be required to pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 659.</p>	<p>N/A</p>	<p>N/A</p>
<p><b>Threshold 37.b):</b> The Project would not exceed the County threshold of 14.24 VMT per employee; therefore, impacts to VMT would be less than significant. The Project is proposing to construct site adjacent roadway improvements on the eastern side of Harvill Avenue, including sidewalk and bicycle lanes consistent with the Riverside County General Plan. The construction of these site adjacent roadway facilities consistent with the General Plan is not expected to</p>	<p>No Impact</p>	<p><b>CRDR 5.1.18-2</b> Prior to final building inspection, the Project Applicant would be required to pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 824.</p>		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>significantly alter regional or interregional travel as they would not provide new or significantly enhanced capacity to a regional highway corridor.</p> <p><b>Threshold 37.c):</b> The Project site is located in a portion of Riverside County around the I-215 corridor that is developing as an employment center, containing business park, distribution warehousing, e-commerce, and light industrial land uses, and the Project would not substantially increase hazards due to an incompatible use (e.g., farm equipment). The Project Applicant would be required to construct AC pavement, driveway, sidewalk, curb and gutter along its frontages with Rider Avenue and Harvill Avenue. The truck court would be devoid of landscaping to avoid inference with truck movements. Furthermore, all Project driveways are designed to be stop-sign controlled and sight distances at each Project driveway will be reviewed by the County of Riverside at the building permit stage of Project implementation at the time the roadway improvement plans are submitted in order to ensure that sight distance meets minimum County safety standards.</p>	<p>Less than Significant</p>			<p>N/A</p>
<p><b>Threshold 37.d):</b> The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project Proponent's payment of DIF and the Project site owner(s) future payment of property taxes. Maintenance of roads would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this MND. Therefore, the Project's potential to cause an effect upon, or a need for new or altered maintenance of roads, would be less than significant.</p>	<p>Less than Significant</p>			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p><b>Threshold 37.e):</b> Circulation facilities in the Project study area would have adequate capacity to accommodate the Project's construction-related traffic.</p>	<p>Less than Significant</p>			
<p><b>Threshold 37.f):</b> The County evaluated the Project's design, including but not limited to, the layout of the Project's proposed logistics warehouse building, drive aisles, parking lots, and truck court, to ensure that the Project would provide adequate emergency access and access to nearby uses at Project buildout. Furthermore, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. In addition, the proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. With required adherence to County requirements for emergency access, impacts would be less than significant.</p>	<p>Less than Significant</p>			
<p><b>Threshold 38.a):</b> The Project is proposing to construct site adjacent roadway improvements on the eastern side of Harvill Avenue, including sidewalk and bicycle lanes. However, impacts associated with the roadway improvement is inherent to the Project's construction phase, and such impacts have been evaluated throughout this EIR. Where significant impacts have been identified, feasible mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no impacts associated with the bike lane installation not already addressed herein. As such, impacts would be less than significant.</p>	<p>Less than Significant</p>			
<p><b>5.1.19 Tribal Cultural Resources</b></p>				
<p><b>Thresholds 39.a) and 39.b):</b> There are no known tribal cultural resources present on the Project site.</p>	<p>No Impact</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
<p><b>5.1.20 Utilities/Service Systems</b></p>				
<p><b>Threshold 40.a):</b> Potential impacts associated with the installation of on-site and off-site utility improvements are</p>	<p>Less than Significant</p>		<p>N/A</p>	<p>N/A</p>

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>evaluated throughout this MND and mitigation measures are identified for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. There would be no significant impacts specifically related to the installation of water, wastewater, or storm drain infrastructure beyond the overall construction-related effects of the Project as a whole.</p>	<p>Less than Significant</p>	<p><b>Threshold 40.b):</b> As discussed in the 2015 EMWD Urban Water Management Plan, adequate water supplies are projected to be available to meet EMWD’s estimated water demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions. EMWD forecasts for projected water demand are based on the population projections of SCAG, and the Project’s water demand would be identical to the projection for the site’s existing land use designation.</p>		
<p><b>Thresholds 41.a) and 41.b):</b> The Perris Valley Regional Water Reclamation Facility has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility. The installation of water, sewer, and storm drain line connections as proposed by the Project would result in physical impacts; however, these impacts are considered to be part of the Project’s construction phase and are evaluated throughout this MND accordingly. Additional mitigation measures beyond those identified throughout this MND would not be required.</p>	<p>Less than Significant</p>			
<p><b>Threshold 42.a):</b> The El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill have sufficient daily capacity to accept solid waste generated by the Project. Impacts to regional landfill facilities during the Project’s construction and long-term operational activities</p>	<p>Less than Significant</p>			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>would be less than significant.</p> <p><b>Threshold 42.b):</b> The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.</p>	<p>Less than Significant</p>			
<p><b>Thresholds 43.a) through 43.f):</b> The proposed Project would include connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. There are no unique conditions associated with the Project's proposed utility service connections that would result in impacts to the environment that have not already been addressed by this MND. Impacts would be less than significant.</p>	<p>Less than Significant</p>			
<p><b>5.1.21 Wildfire</b></p> <p><b>Thresholds 44.a) through 43.e):</b> The Project site is located in an area that does not pose a high fire risk. The Project site is not located in or adjacent to a State Responsibility Area (SRA), nor is the Project site classified as a very high fire hazard severity zone, or other hazardous fire area.</p>	<p>No Impact</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>



**COUNTY OF RIVERSIDE  
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez  
Agency Director



05/04/21, 3:49 pm

PPT190039

**ADVISORY NOTIFICATION DOCUMENT**

The following notifications are included as part of the recommendation of approval for PPT190039. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

**Advisory Notification**

**Advisory Notification. 1                    AND - 90 Days to protest**

The project developer has 90 days from this date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or exactions imposed on this project as a result of approval or conditional approval of the project.

**Advisory Notification. 2                    AND - Hold Harmless**

The applicant/permittee or any successor in interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

- (a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the PPT190039 CZ2000008 or its associated environmental documentation; and,
- (b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the PPT190039 CZ2000008, including, but not limited to, decisions made in response to California Public Records Act requests; and
- (a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the

## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

#### **Advisory Notification. 2            AND - Hold Harmless (cont.)**

LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

#### **Advisory Notification. 3            AND - Preamble**

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PP190039) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

#### **Advisory Notification. 4            AND - Project Description & Operational Limits**

Plot Plan No. 190039 proposes to construct a 15.07 gross acre (14.77 net-acre) property with the construction and operation of a 334,922 square foot warehousing and distribution facility with approximately 10,990 square feet of first floor office, 7,850 square feet of office mezzanine, 316,082 square feet of warehouse, 41 dock doors, parking for automobiles and trucks and one water quality detention basin, and associated improvements. The project includes two water quality basins, 333 standard parking spaces, which includes 6 accessible parking spaces, 49 additional spaces are designated as trailer parking spaces.

Change of Zone No. 2000008 is a proposal to change the zoning classification from Manufacturing-Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC) throughout the property.

The description as included above constitutes the "Project" as further referenced in this staff report. The project site is located at the northeast corner of the Harvill Avenue and Rider Street intersection within the Mead Valley Area Plan.

#### **Advisory Notification. 5            AND - Design Guidelines**

Compliance with applicable Design Guidelines:

1. County Wide Design Guidelines and Standards
2. Specific Plan Design Standards/Guidelines.

#### **Advisory Notification. 6            AND - Exhibits**

The development of the premises shall conform substantially with that as shown on APPROVED [MAP and/or] EXHIBIT(S)

Exhibit A (Site Plan), dated 3-5-21.

Exhibit B (Elevations), dated 3-5-21.

Exhibit L (Conceptual Landscaping and Irrigation Plans), dated 3-5-21.

## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

#### **Advisory Notification. 6            AND - Exhibits (cont.)**

Exhibit M (Colors and Materials), dated 3-5-21.

#### **Advisory Notification. 7            AND - Federal, State & Local Regulation Compliance**

1. Compliance with applicable Federal Regulations, including, but not limited to:
  - National Pollutant Discharge Elimination System (NPDES)
    - Clean Water Act
    - Migratory Bird Treaty Act (MBTA)
  
2. Compliance with applicable State Regulations, including, but not limited to:
  - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
    - Government Code Section 66020 (90 Days to Protest)
    - Government Code Section 66499.37 (Hold Harmless)
    - State Subdivision Map Act
    - Native American Cultural Resources, and Human Remains (Inadvertent Find)
    - School District Impact Compliance
    - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)
  
3. Compliance with applicable County Regulations, including, but not limited to:
  - Ord. No. 348 (Land Use Planning and Zoning Regulations)
  - Ord. No. 413 (Regulating Vehicle Parking)
  - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
  - Ord. No. 457 (Building Requirements)
  - Ord. No. 484 (Control of Blowing Sand)
  - Ord. No. 655 (Regulating Light Pollution)
  - Ord. No. 671 (Consolidated Fees)
  - Ord. No. 787 (Fire Code)
  - Ord. No. 847 (Regulating Noise)
  - Ord. No. 857 (Business Licensing)
  - Ord. No. 859 (Water Efficient Landscape Requirements)
  - Ord. No. 915 (Regulating Outdoor Lighting)
  - Ord. No. 916 (Cottage Food Operations)
  - Ord. No. 925 (Prohibiting Marijuana Cultivating)
  - Ord. No. 927 (Regulating Short Term Rentals)
  - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)
  
4. Mitigation Fee Ordinances
  - Ord. No. 659 Development Impact Fees (DIF)
  - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
  - Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
  - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
  - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)
  - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

#### **Advisory Notification. 8            AND - PPW Colocation**



## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

#### Advisory Notification. 8                      AND - PPW Colocation (cont.)

The project developer has 90- days from this date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

### BS-Plan Check

#### BS-Plan Check. 1                              Gen - Custom

##### NOTIFICATIONS:

##### CODE/ORDINANCE REQUIREMENTS:

The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.

NOTE: The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

##### PERMIT ISSUANCE:

Per section 105.1 (2016 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.

The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.

The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.

At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.

##### Plan Info

Plans prepared, stamped and signed by a design professional (California licensed Architect, or California Licensed Engineer) may not be altered with hand drawn information. The jurisdictional plan review and/or inspection staff is unable to determine when such information has been placed, and if in fact either the design professional or applicable park authority has in fact approved the added information.

All added structural components, cabinets/counter, or utility additions shall be included within the printed designed plans.

##### ACCESSIBLE PATH OF TRAVEL:

1- Please provide a revised site plan to indicate the required continuous accessible paved path of travel. The accessible path of travel details shall include;

## ADVISORY NOTIFICATION DOCUMENT

**BS-Plan Check**

**BS-Plan Check. 1**

**Gen - Custom (cont.)**

1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

The Accessible path of travel shall:

1. Connect to the public R.O.W.
2. Connect to all building(s).
3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation.

Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittals. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.

2- Relocate the ADA parking to comply with the following:

Parking spaces complying with 11B- 502 (Parking Spaces) that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance

3-Where parking serves more than one accessible entrance, parking spaces complying with 11B-502 (Parking Spaces) shall be dispersed and located on the shortest accessible route to the accessible entrances.

**EV PARKING:**

Revise the site plan to show the required designated EV parking per CGC.

**DISABLED ACCESS GUIDELINE:**

EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1.

**Required Number of Accessible EVCS**

Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

**Electric Vehicle Charging Stations for Public Use and Common Use**

Total Number of EVCS at a Facility <sup>1</sup>	Minimum Number (by type) of Accessible EVCS Required		
	Van Accessible	Standard Accessible	Ambulatory
1 to 4	1	0	0
5 to 25	1	1	0
26 to 50	1	1	1
51 to 75	1	2	2
76 to 100	1	3	3
101 and over	1, plus 1 for each 300, or fraction thereof, over 100	3, plus 1 for each 60, or fraction thereof, over 100	3, plus 1 for each 60, or fraction thereof, over 100.

**EV PARKING:**

## ADVISORY NOTIFICATION DOCUMENT

### BS-Plan Check

#### BS-Plan Check. 1

#### Gen - Custom (cont.)

Revise the site plan to show the required designated EV parking per CGC.

DISABLED ACCESS :

EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1.

Required Number of Accessible EVCS

Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

EVCS Locations

Accessible EVCS that serve a particular building or facility shall be located on an accessible route to an accessible entrance. (11B-812.5.1) (11B-812.5.1)

Where EVCS do not serve a particular building or facility, accessible EVCS shall be located on an accessible route to an accessible pedestrian entrance of the EV charging facility. (11B-812.5.1) (11B-812.5.1)

Vehicle spaces and access aisles shall be designed so that persons using them are not required to travel behind vehicle spaces or parking spaces other than the vehicle space in which their vehicle has been left to charge. (11B-812.5.4)

### E Health

#### E Health. 1

#### ECP COMMENTS

Based on the information provided in the environmental assessment documents submitted for this project and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) concludes no further environmental assessment is required for this project.

Please note that RCDEH-ECP concurs with Apex Companies conclusion, which states: “Finally, Apex recommends performing an in-depth search for the previously reported septic tank(s) and its associated leach field. If the septic system components can be found, Apex would recommend collection of soil samples from beneath each feature to assess the potential for improperly disposed hazardous materials.” If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

#### E Health. 2

#### EMWD Water And Sewer

PPT190039 is proposing to receive potable water and sanitary sewer service from Eastern Municipal Water District (EMWD). It is the responsibility of the developer to ensure that all requirements to obtain water and sewer service are met with EMWD as well as all other applicable agencies.

### Fire

#### Fire. 1

#### Fire - Advisory

## ADVISORY NOTIFICATION DOCUMENT

### Fire

#### **Fire. 1** **Fire - Advisory (cont.)**

Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

### Flood

#### **Flood. 1** **015-Flood Increased Runoff Criteria**

A complete drainage study including, but not limited to, hydrologic and hydraulic calculations for the proposed detention basin shall be submitted to the District for review and approval. The applicant's engineer shall analyze the 1-hour, 3-hour, 6-hour and 24-hour duration precipitation events for the 2-year, 5-year and 10-year return frequencies. The detention basin(s) volume and outlet(s) sizing shall ensure that none of the above referenced storm events has a higher peak discharge in the post-development condition than in the pre-development condition. For the 2-year and 5-year events the loss rate will be determined using an AMC I condition. For the 10-year event, AMC II shall be used. Constant loss rates shall be used for the 1-hour, 3-hour and 6-hour events. A variable loss rate shall be used for the 24-hour events.

Low Loss rates will be determined using the following:

1. Undeveloped Condition --> LOW LOSS = 90%
2. Developed Condition --> LOW LOSS = .9 - (.8 X % IMPERVIOUS)
3. Basin Site --> LOW LOSS = 10%

Where possible and feasible, the on-site flows should be mitigated before combining with off-site flows to minimize the size of the detention facility required. If it is necessary to combine off-site and on-site flows into a detention facility two separate conditions should be evaluated for each duration/return period/before-after development combination studied; the first for the total tributary area (off-site plus on-site), and the second for the area to be developed alone (on-site). It must be clearly demonstrated that there is no increase in peak flow rates under either condition (total tributary area or on-site alone), for each of the return period/duration combinations required to be evaluated. A single plot showing the pre-developed, post-developed and routed hydrographs for each storm considered, shall be included with the submittal of the hydrology study.

No outlet pipe(s) shall be less than 18" in diameter. Where necessary an orifice plate may be used to restrict outflow rates. Appropriate trash racks shall be provided for all outlets less than 48" in diameter.

The basin(s) and outlet structure(s) must be capable of passing the 100-year storm without damage to the

## ADVISORY NOTIFICATION DOCUMENT

### Flood

#### **Flood. 1**                                      **015-Flood Increased Runoff Criteria (cont.)**

facility. Embankment shall be avoided in all cases unless site constraints or topography make embankment unavoidable in the judgment of the General Manager-Chief Engineer.

Mitigation basins should be designed for joint use and be incorporated into open space or park areas. Side slopes should be no steeper than 4:1 and depths should be minimized where public access is uncontrolled.

A viable maintenance mechanism, acceptable to both the County and the District, should be provided for detention facilities. Generally, this would mean a CSA, landscape district, parks agency or commercial property owners association.

\*\*Preliminary sizing may be based on the difference in runoff hydrograph volume between the "developed" condition and the "pre-developed" condition for the 24-hour duration event for the 10-year return frequency. Final design of the basin, including a complete hydrology study will not be required until the improvement plan stage of this development. The project may need modifications at the plan check stage in order to comply with the increased runoff criteria.

#### **Flood. 2**                                      **Flood Haz. Report**

Plot Plan (PP) 190039 is a proposal for an industrial development on a 15.1-acre site in the Mead Valley area. The project consists of a 334,995 sq.ft. warehouse. The site is located at the northeast corner of Rider Street and Harvill Avenue, and Interstate I-215 is to the east of the site within Community Facilities District (CFD) 87-1. This project site was previously reviewed under PAR190031, PAR 180046 and PP 25768. This project is being processed concurrently with Change of Zone (CZ) 2000008. CZ2000008 proposes to change the project site's Zoning Classification from Manufacturing Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC).

The site is subject to sheet flow runoff from a tributary area of approximately 2.2 square miles to the southwest. The project site is within the Perris Valley Master Drainage Plan (MDP). The District proposed MDP Lateral H-12 drainage system, along with Seaton Basin, and Lateral H-11.1 is needed to alleviate flooding in this area and convey the flows to the east of I-215, and eventually to Perris Valley Channel via downstream drainage systems.

PP180023 (NW corner of Rider Street and Harvill Avenue) is currently in plan check and will construct Lateral H-11.1 northerly along Harvill Avenue to Rider Street (approximately 1500 LF). PP26173 (SW corner of Rider Street and Harvill Avenue) constructed a portion of Lateral H-11.1 northerly along Harvill Avenue (approximately 165 LF) and Stage 2 of Lateral H-11 westerly along their southern property line (District DWG. No. 4-1128). PP26220 (NE corner of Harvill Avenue and Placentia Avenue) has constructed Stage 1 of Lateral H-11 (District DWG. No. 4-1124), upstream of I-215 and provides a 100-year flow outlet for all three developments.

The District has reviewed the Preliminary Drainage Study dated November 2020 and Concept Grading Plan dated November 13, 2020.

## ADVISORY NOTIFICATION DOCUMENT

### Flood

#### Flood. 2 Flood Haz. Report (cont.)

In order to facilitate orderly development and to reduce flooding along Harvill Ave., PP190039 proposes to construct Lateral H-12 as 7'Hx10'W RCB or functional equivalent that meets District standards from the west side of Harvill Ave. to their eastern property line, terminus aligned with existing Caltrans culvert. The outlet of this facility is proposed to drain through a riser / bubbler at a height that daylights to existing ground at the project's eastern property line. There appears to be sufficient head from Harvill to the outlet to drain most storm events. The Caltrans culvert needs to keep flow restriction in place to not adversely affect the downstream properties east of the 215 Freeway. The District will construct Lateral H-12 from the downstream of the project site through RCTC property to the Caltrans culvert as funding becomes available.

The Lateral H-12 is sized to convey a minimum MDP flow rate of 720cfs and to reduce flows over Harvill Avenue and achieve the County Transportation required 100-year flow depth less than 9-in and velocity less than 1.5 fps across Harvill Ave for the lower frequency storms. Currently, the upstream development (PP190032) west of Harvill Ave. proposes Lateral H-12 as 6'Hx12'W RCB under Harvill Ave. in order for the hydraulics to work with the proposed open channel west of Harvill Avenue. If PP190039 begins the construction prior to PP190032, PP190039 shall design Lateral H-12 as an adequate outlet for the upstream development. This includes a series of catch basin and swales located on the east and west sides of Harvill Ave. and a large inlet into the proposed box culvert. The configuration of this inlet can be reconfigured during the final plan phase. The final design will include as necessary safety railing, protections, metal beam guard railing and set-backs needed for vehicular traffic as specified in the Transportation Department's Policies and Guidelines. Any above ground structures near Harvill Avenue must meet Transportation Guidelines of 8 feet clear from edge of pavement or use Caltrans designed metal beam guard railing. As an alternative to the interim inlet in Harvill Ave, the project may build or build in conjunction with, the Lateral H-12 system being proposed with the PPT190032. For the District to maintain the proposed Lateral H-12, the project shall provide adequate easement and access. The project may be eligible to receive the ADP fee credit if the District approves the Perris Valley MDP Lateral H-12 be constructed to its functional equivalent to facilitate orderly development. Or, the developer may request a Public/Private Partner Project at the upcoming Budget Hearing to offset the cost of the system with the understanding that the project will be public bid and the timeline may not be consistent with their development schedule.

The project also proposes offsite storm drain, Lateral H-11.1B, in Harvill Ave. to connect the existing catch basins in Harvill Ave. to Lateral H-11.1.

The eastern portion of the onsite runoff will be collected and conveyed to proposed underground polymer-coated CMP storage chambers (BMP-A) in the truck court and parking areas via proposed Lines A-1 and A-2. The low flow is pumped from a set of chambers to a water quality treatment facility before getting discharged to Lateral H-12. In general, District doesn't accept pump for increased runoff mitigation but since the water quality volume will be counted as dead storage and will not be counted in the basin routing analysis, this basin routing method for the underground chamber is acceptable for increased runoff mitigation. Transportation will review WQMP and determine whether using the pump is acceptable. The underground chambers also serve as increased runoff mitigation facility due to a general lack of drainage infrastructure downstream of its outlet, Lateral H-12. Only the 24-hr events were

## ADVISORY NOTIFICATION DOCUMENT

### Flood

#### Flood. 2 Flood Haz. Report (cont.)

analyzed in the preliminary drainage report. The preliminary sizing of the runoff volume detention system involves the underground chambers and ponding at the truck court. Typically, the ponding at the truck court to mitigate increased runoff is not accepted by the District. For PP190039, the truck ponding is only acceptable when the ponding is less than 18-in and the runoff can gravity flow to H-12 within 48 hours and without any backwater effect. The water quality volume is not allowed to pond in the truck court.

The western portion of the onsite flow is collected to a proposed bioretention basin, BMP-B, in the southwest corner of the site via a proposed storm drain Line B. The basin discharges treated onsite flow to Lateral H-11.1 via proposed Lateral H-11.1A. In the submitted drainage report, the implemented impervious cover values (Flood Control Hydrology Manual -Plate D-5.6) need to be verified for pre- and post-development conditions for the final design. Lateral H-11.1 is lacking drainage infrastructure at downstream of the system; therefore, increased runoff mitigation is required for BMP-B to mitigate the increase in peak flow rates that that will adversely impact the downstream property owners. A flap gate is proposed to mitigate the backwater conditions; however, flap gate is not accepted by the District and redesign should be submitted to the District for a review.

For both proposed BMP features, the criteria for mitigation of the incremental increase of peak flow rates shall be satisfied and calculations supporting the adequacy of the mitigation feature shall be submitted to the District for review and approval prior to the issuance of permits. See comment 015-Flood INCREASED RUNOFF CRITERIA.

For the proposed Lateral H-11.1A and H-11.1B, the hydraulic analysis shall show the discharges from the proposed laterals will not exceed the hydraulic capacity of Lateral H-11.1 or cause any negative impact on the downstream facilities. The hydraulic analysis shall be submitted to the District for review and approval. Connecting Laterals H-11.1A and H-11.1B to the existing Lateral H-11.1 may require an encroachment permit from the District due to the performed work will be within District right-of-way and involving District facilities. If Lateral H-11.1A and H-11.1B are combined with H-12 plan review, a separate encroachment permit will not be required. See comments 60 and 80 - ENCROACHMENT PERMIT REQUIRED

Since upstream MDP facility Seaton Basin has not been constructed, the project may still be subject to a flood hazard. In addition to providing additional flood control facilities along Harvill Avenue to protect the site from the offsite flows, elevating the finished floor of the proposed building may be necessary. To determine an adequate finished floor elevation for the proposed structure, HEC-RAS 2D analyses were conducted for the 100-year, 3-, 6-, and 24-hr flow for the existing condition. An updated HEC-RAS 2D analyses may be necessary for the interim and ultimate conditions after the construction of Lateral H-12 and the proposed structure. The proposed structure finished floor shall be elevated above the most conservative result among all three return frequencies.

The site is located within the bounds of the Perris Valley Area Drainage Plan (ADP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP/mitigation fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be

## ADVISORY NOTIFICATION DOCUMENT

### Flood

#### **Flood. 2** **Flood Haz. Report (cont.)**

based on the fee in effect at the time of payment. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal, additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body. Any questions pertaining to this project may be directed to Han Yang at 951-955-1348 or [hyang@RIVCO.org](mailto:hyang@RIVCO.org).

### Planning

#### **Planning. 1** **15 - PLANNING - Landscape Requirement**

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

- 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
- 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
- 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

#### **Planning. 2** **Gen - ALUC Conditions**

On May 14, 2020 the Riverside County Airport Land Use Commission (ALUC) found the project consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility PPlan subject to the following conditions:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this



## ADVISORY NOTIFICATION DOCUMENT

### Planning

#### Planning. 2

#### Gen - ALUC Conditions (cont.)

site, in accordance with Note A on Table 4 of the Mead Valley area Plan:

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

b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the areas.

d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

3. The following uses/activities are specifically prohibited at this location; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; waste water management facilities; incinerators; noise-sensitive outdoor residential uses; and hazards to flight. Childrens schools are discouraged.

4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the building, and shall be recorded as a deed notice.

5. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

6. The proposed drainage basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base Radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates etc.

8. This project has been evaluated as providing for 286,995 square feet of warehouse area and 48,000 square feet of office area. Any increase in building area or change in use other than for warehouse and office uses will require an amended review by the Airport Land Use Commission.

9. Not more than 24,000 square feet of office area (two floors combined) shall be located within any single-acre area of the building. Office areas on each floor maintain a minimum separation of 210 feet from each other. Mezzanine office areas may directly overlie first floor office areas, provided that the single-acre office area maximum of 24,000 square feet is not exceeded.

10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base (MARB). In the event of any reasonable complaint about glare related to aircraft operations,

## ADVISORY NOTIFICATION DOCUMENT

### Planning

#### Planning. 2

#### Gen - ALUC Conditions (cont.)

the applicant shall agree to such specific mitigation measures as determined or requested by MARB.

11. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2020-AWP-226-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

12. The proposed building shall not exceed a height of 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,560 feet above mean sea level.

13. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

14. The coordinates, frequencies and power specified in the Determination of no Hazard to Air Navigation letter dated April 8, 2020 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service.

15. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 15,560 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the 7460-1 process.

16. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

#### Planning. 3

#### Gen - Electrical Hookups

Electrical hookups for refrigerated trailers shall be provided for some loading docks. The intent of this condition is to provide electrical hook ups for refrigerated trailers that will be parked for more than 15 minutes. The use of truck engines or auxiliary power units to power refrigerated trailers for extended periods of time is not allowed.

#### Planning. 4

#### Gen - GHG MM-1

GHG MM-1: The Project shall implement CAP Screening Table Measures providing for a minimum 100 points per the County Screening Tables. The County shall verify incorporation of the identified Screening Table Measures within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable).

#### Planning. 5

#### Gen - GHG MM-2

GHG MM-2: Prior to issuance of a building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production.

## **ADVISORY NOTIFICATION DOCUMENT**

### **Planning**

**Planning. 6**                                      **Gen - Lighting Hooded/Directed (cont.)**

**Planning. 6**                                      **Gen - Lighting Hooded/Directed**

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public right of way.

**Planning. 7**                                      **Gen - Mt Palomar Lighting Area**

Within the Mt. Palomar Special Lighting Area, as defined in Ordinance No. 655 low pressure sodium vapor lighting or overheated high pressure sodium vapor lighting with shields for cutoff luminaries shall be utilized.

**Planning. 8**                                      **Gen - Reclaimed Water**

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available for the site.

### **Planning-CUL**

**Planning-CUL. 1**                                      **Human Remains**

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

**Planning-CUL. 2**                                      **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 (s) 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.

If not already employed by the project developer, the consulting tribe(s) will be contacted to assess the

## ADVISORY NOTIFICATION DOCUMENT

### Planning-CUL

#### Planning-CUL. 2                      Unanticipated Resources (cont.)

significance of the cultural resource, attend the meeting described above, and an agreement put in place for tribal monitoring of all future site grading activities as necessary.

### Planning-GEO

#### Planning-GEO. 1                      GEO200010 ACCEPTED

County Geologic Report GEO No. 200010, submitted for the project (PPT190039), was prepared by Southern California Geotechnical, Inc. The report is titled; "Geotechnical Report Update and Plan Review, Proposed Warehouse, NEC Harvill Avenue and Rider Street, Riverside County (Perris Area), California," dated February 18, 2020. In addition, the following documents were submitted for the project:

"Geotechnical Investigation, Proposed Warehouse, NEC Harvill Avenue and Rider Street, Riverside County (Perris Area), California," dated October 1, 2018.

"Response to County of Riverside Review Comments, Proposed Warehouse, NEC Harvill Avenue and Rider Street, Riverside County (Perris Area), California," dated May 4, 2020.

GEO200010 concluded:

1. No active faults are known to traverse the site and the site is not located within an Alquist-Priolo Earthquake Fault Zone. The possibility of significant fault rupture at the site is considered to be low.
2. Based on the Riverside County mapping, the subsurface conditions encountered at the borings, and the depth to groundwater, liquefaction is not considered to be a significant design concern for this project.
3. The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low.
4. Laboratory testing performed on representative samples of the near-surface materials indicate that they possess a very low expansion potential ( $EI < 21$ ).
5. The existing near surface soils are not considered suitable for support of the new structure and will require remedial grading.

GEO200010 recommended:

1. Demolition of the existing silos, elevator and hopper structures, machines, the metal building, and other minor structures will be necessary in the southeast portion of the site in order to facilitate the construction of the proposed development.
2. Based on conditions encountered at the boring locations, the existing soils within the proposed building area are recommended to be overexcavated to a depth of at least 5 feet below existing grade, and to a depth of at least 5 feet below proposed pad subgrade elevations, whichever is deeper.
3. Soils suitable to serve as the structural fill subgrade within the building areas should possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials should be moisture conditioned to 2 to 4 percent above optimum moisture content prior to placement of any new fill soils.
4. Additional overexcavation within the foundation influence zones to a depth of at least 3 feet below foundation bearing grades is recommended.
5. Additional remedial grading will be necessary in the area of Boring No. B-2 where lower density, collapsible soils extend to depths of 7 to 8± feet.
6. Additional overexcavation may also be required in other localized areas if loose, porous material are encountered at the base of the excavation.

## ADVISORY NOTIFICATION DOCUMENT

### Planning-GEO

#### Planning-GEO. 1                      GEO200010 ACCEPTED (cont.)

7. Post-construction total and differential settlements of shallow foundations designed and constructed in accordance with the previously presented recommendations are estimated to be less than 1.0 and 0.5 inches, respectively. Differential movements are expected to occur over a 30-foot span, thereby resulting in an angular distortion of less than 0.002 inches per inch.

GEO No. 200010 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 200010 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County of Riverside upon application for grading and/or building permits.

### Transportation

#### Transportation. 1                      RCTD - GENERAL

1. With respect to the conditions of approval for the referenced tentative exhibit, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

4. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

6. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.

7. The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections and "T" intersections per Standard No. 403, sheets 1 through 7 of Ordinance 461.

## ADVISORY NOTIFICATION DOCUMENT

### Transportation

#### **Transportation. 1                      RCTD - GENERAL (cont.)**

8. Vacating/abandoning excess public rights-of-way requires a separate request from the Project that is approved by the Board of Supervisors. If said excess public rights-of-way is also County owned land, it may be necessary to enter into an agreement with the County for its purchase or exchange.

9. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.

10. The Project shall obtain approval of street improvement plans from the Transportation Department. Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.

11. Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

#### **Transportation. 2                      TS/CONDITIONS**

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Harvill Avenue (NS) at:  
Driveway 1 (EW)

Harvill Avenue (NS) at:  
Rider Avenue (EW)

Harvill Avenue (NS) at:  
Driveway 2 (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

## ADVISORY NOTIFICATION DOCUMENT

### Waste Resources

#### Waste Resources. 1

#### Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:

[www.rivcowm.org/opencms/recycling/recycling\\_and\\_compost\\_business.html#mandatory](http://www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory)

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

-Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.

-Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1                      60 - BG Grade - provide 12" wide concrete maintenance walk      Not Satisfied

Project proponent shall provide 12" wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

060 - BS-Grade. 2                      EASEMENTS/PERMISSION    Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.

In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 3                      IF WQMP IS REQUIRED    Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4                      IMPROVEMENT SECURITIES    Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

Flood

060 - Flood. 1                              6 Items to Accept Facility    Not Satisfied

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be initiated prior to the issuance of a grading permit and accomplished prior to starting construction of the drainage facility(ies):

- 1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.
  
- 2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.
  
- 3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall



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60. Prior To Grading Permit Issuance

Flood

060 - Flood. 1                                      6 Items to Accept Facility (cont.)                                      Not Satisfied  
submit a completed Application for Agreement Preparation to the District's Contract Services Section.

4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

060 - Flood. 2                                      Encroachment Permit Required                                      Not Satisfied

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

060 - Flood. 3                                      Increased Runoff Mitigation                                      Not Satisfied

This project shall mitigate for adverse impacts of increased runoff that will be generated by this development. Calculations supporting the design of the mitigation feature(s) shall be submitted for review and approval prior to issuance of permits for this project. See the Advisory Notification Document for Increased Runoff Mitigation Criteria.

060 - Flood. 4                                      Mitcharge - Use                                      Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Planning-CUL

060 - Planning-CUL. 1                                      Cultural Resources Monitoring Program (CRMP)                                      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 has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed in

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 1 Cultural Resources Monitoring Program (CRMP) (cont.) Not Satisfied

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 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. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit.

The CRMP shall contain at a minimum the following:

**Archaeological Monitor** An adequate number of qualified archaeological monitors shall be onsite to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading and trenching onsite and for all offsite improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

The frequency and location of inspections will be determined and directed by the Project Archaeologist.

**Cultural Sensitivity Training** - The Project Archaeologist and if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

**Unanticipated Resources** - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed.

**Artifact Disposition**- the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

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

060 - Planning-CUL. 2 Native American Monitor Not Satisfied

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

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

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 2 Native American Monitor (cont.) Not Satisfied

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. 3 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 that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

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

Planning-EPD

060 - Planning-EPD. 1 30-Day Burrowing Owl Preconstruction Survey - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (February 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. A grading permit may be issued once the species has been relocated.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Rigo Caballero at rcaballero@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.

060 - Planning-EPD. 2 MBTA Nesting Bird Survey - EPD Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 2 MBTA Nesting Bird Survey - EPD (cont.) Not Satisfied

survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted.

Prior to issuance of a permit for rough grading, the project's consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a rough grading permit.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Rigo Caballero at rcaballero@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.

Planning-PAL

060 - Planning-PAL. 1 PRIMP Not Satisfied

County Paleontological Report (PDP) No. 1641, submitted for this case (PPT190039), was prepared by Brian F. Smith and Associates, Inc. and is entitled: "Paleontological Resource Assessment for the Harvill and Rider Project, Mead Valley, Riverside County", dated February 4 2020.

PDP01641 concluded that because of the High paleontological sensitivity assigned to the older alluvial fan deposits mapped at the surface across the southern and central areas of the project, full time paleontological monitoring of mass grading and excavation activities below a depth of four feet below the surface in areas mapped as such should be required in order to mitigate any adverse impacts to potential non-renewable paleontological resources. Where mapped as young alluvial fan in the northern area of the project, full-time paleontological monitoring of mass grading and excavation activities below a depth of eight feet from the surface is recommended.

PDP01641 recommended that a PRIMP and concomitant paleontological monitoring be required for this project.

PDP01641 satisfies the requirement for a Paleontological Resource Assessment for CEQA purposes. PDP01641 is hereby accepted for PPT190039. A PRIMP shall be required prior to issuance of any grading permit for this project.

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1                  PRIMP (cont.)    Not Satisfied

the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

1. A corresponding County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
2. Description of the proposed site and planned grading operations.
3. Description of the level of monitoring required for all earth-moving activities in the project area.
4. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
5. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
6. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
7. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
8. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
9. Procedures and protocol for collecting and processing of samples and specimens.
10. Fossil identification and curation procedures to be employed.
11. Identification of the permanent repository to receive any recovered fossil material. \*Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
12. All pertinent exhibits, maps and references.
13. Procedures for reporting of findings.
14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.
15. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1                  RCTD - FILE L&LMD APPLICATION    Not Satisfied

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951)

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 1            RCTD - FILE L&LMD APPLICATION (cont.)            Not Satisfied  
955-6748.

060 - Transportation. 2            RCTD - SUBMIT GRADING PLANS            Not Satisfied

The project proponent shall submit two sets of grading plans (24 x 36 inches) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

060 - Transportation. 3            RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP REQUII            Not Satisfied

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at <https://rctlma.org/trans/Land-Development/WQMP>. All details necessary to build BMPs per the WQMP shall be included on the grading plans. The project is proposing to build RCFC Perris Valley MDP Lateral H-12 in an effort to reduce the flooding along Harvill Ave that occurs due to a large floodplain flowing from west to east and sump conditions in Harvill Ave. This includes a series of catch basin and swales located on the east and west side of Harvill and a large inlet as a part of the proposed box culvert. The drainage facility is to be designed for a minimum MDP flow rate of 720 cfs and the culvert will be located at Harvill near the north-west corner of the project. Any above ground structures must meet Transportation Guidelines of 8 feet clear from edge of pavement or use Caltrans designed metal beam guard railing or similar. The outlet of this facility is proposed to drain through a riser [bubble-up] at a height that daylights to existing ground at the project's south-eastern property line. There appears to be sufficient hydraulic head from Harvill to the outlet to drain most storm events. In addition, the project will provide a pump to drain the remaining flows from the bubble-up to the existing ground at the property line. As an alternative to the interim outlet, the project may build or build in conjunction with, the Lateral H-12 system being proposed with the PPT190032 project. All details necessary to build BMPs per the WQMP shall be included on the grading plans. NOTE: This project proposes a flap-gate design downstream of the southerly basin. To ensure that the water quality always has a positive outlet, the project is proposing to pump out the water quality flows from the basin outlet, including the perforated, to to a location downstream on flap-gate, yet not in street right of way. The proposed wall in within the basin area is acceptable because this basin includes no embankment.

70. Prior To Grading Final Inspection

E Health

070 - E Health. 1            ECP Clearance            Not Satisfied

Information to be provided to Riverside County Environmental Health - Environmental Cleanup Programs (RCDEH-ECP) that an onsite-waste water treatment system (OWTS) was not located during the development of the site. If an OWTS is located, please see additional investigation as noted in Apex Companies Phase II Investigation Report dated June 28, 2019. Contact RCDEH-ECP at (951) 955-8980, for further information.

\*\*Please note that additional items may be required pending review of the above requested items.\*\*

Planning-CUL

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70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1                      Artifact Disposition                      Not Satisfied

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

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

Prehistoric Resources- One of the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. 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.

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

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.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1                      NO BUILDING PERMIT W/O GRADING PERMIT                      Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2                      ROUGH GRADE APPROVAL                      Not Satisfied

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80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 2                      ROUGH GRADE APPROVAL (cont.)                      Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by the County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

Fire

080 - Fire. 1                      Prior to permit                      Not Satisfied

Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)

Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)

The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)

Fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

080 - Fire. 2                      Prior to permit                      Not Satisfied

Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Per this submittal the minimum fire flow will be 4000 gpm at 20 psi for 4 hours. Subsequent design changes may increase or decrease the required fire flow.

The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 1/2" x 2 1/2") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.

The required water system, including fire hydrants, shall be installed, made serviceable, and be



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### 80. Prior To Building Permit Issuance

#### Fire

080 - Fire. 2    Prior to permit (cont.)    Not Satisfied

accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.  
Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

#### Flood

080 - Flood. 1    6 Items to Accept Facility    Not Satisfied

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. **THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW.** In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be accomplished prior to the issuance of a grading permit or starting construction of the drainage facility(ies) whichever comes first:

- 1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.
- 2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.
- 3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.
- 4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
- 5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).
- 6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

080 - Flood. 2    Encroachment Permit Required    Not Satisfied

An encroachment permit shall be obtained for any work that is to be performed within the District

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80. Prior To Building Permit Issuance

Flood

080 - Flood. 2                      Encroachment Permit Required (cont.)                      Not Satisfied  
right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

080 - Flood. 3                      Mitcharge - Use                      Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. The charge is payable to the Flood Control District, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Personal or corporate checks will not be accepted for payment.

Planning

080 - Planning. 1                      Gen - Bike Rack                      Not Satisfied

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval.

080 - Planning. 2                      Gen - Elevations                      Not Satisfied

Elevations of the building submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B.

080 - Planning. 3                      Gen - Fee Status                      Not Satisfied

Prior to issuance of building permits for Plot Plan No. 190039, the Planning Department shall determine the status of the deposit based fees for the project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

080 - Planning. 4                      Gen - Lighting Plans                      Not Satisfied

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

080 - Planning. 5                      Gen - Roof Mounted Equipment                      Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

Survey

080 - Survey. 1                      RCTD - DEDICATION                      Not Satisfied

Sufficient public street right of way along Rider Street (along project boundary) shall be convey for public use to provide for a 39 foot half width dedicated right of way per County Standard No. 111, Ordinance 461.

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 1                      RCTD - DEDICATION (cont.)                      Not Satisfied

Sufficient public street right of way along Harvill Avenue (along project boundary) shall be convey for public use to provide for a 59 foot half width dedicated right of way per County Standard No. 93, Ordinance 461.

080 - Survey. 2                      RCTD - SURVEY MONUMENT                      Not Satisfied

1. Prior to construction, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

2. The project proponent, by his/her design, is requesting a vacation of the existing dedicated rights of way along Rider Street (project side). The project proponent shall apply under a separate application with the County Surveyor for a conditional vacation of Rider Street, and receive a Board of Supervisors decision. Should the Board of Supervisors fail to approve said vacation request, the project proponent shall re-design the project, utilizing the existing rights-of-way.

Transportation

080 - Transportation. 1                      80 - Transportation - Landscape Inspection Deposit Required                      Not Satisfied  
Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 2                      80 - Transportation - Landscape Project Specific Requiremen                      Not Satisfied  
Landscape Project Specific Requirements

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

- Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
- Project proponent shall design overhead irrigation with a minimum 24" offset from non-permeable surfaces, even if that surface drains into a permeable area.
- Landscaping plans shall incorporate the use of specimen (24" box or greater) canopy trees. All

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80. Prior To Building Permit Issuance

Transportation

- 080 - Transportation. 2            80 - Transportation - Landscape Project Specific Requirements    Not Satisfied
- trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
- Project shall prepare water use calculations as outlined in Ord 859.3.
  - Trees shall be hydrozoned separately.
  - Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
  - The developer/ permit holder/landowner shall use the County of Riverside’s California Friendly Plant List when making plant selections. Use of plant material with a “low” or “very low” water use designation is strongly encouraged.
  - All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lesser water use plant.
  - Project shall use County standard details for which the application is available in County Standard Detail Format.
  - Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
  - Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
  - Plant species shall meet ALUC requirements, if applicable.
  - Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Hydroseeding is not permitted in stormwater BMP bottom areas without prior County written approval (not LCP) and container stock will be required. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
  - Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
  - Project shall use 50% point source irrigation type regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
  - The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
  - Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.
  - Project proponent shall provide 12” wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.
  - Project proponent shall limit gravel mulch to less than 5% (percent) of total landscaped areas.

- 080 - Transportation. 3            90 - Transportation - Landscape Plot Plan/Permit Required    Not Satisfied
- Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner,

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3            90 - Transportation - Landscape Plot Plan/Permit Required (c    Not Satisfied  
Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24" x 36"), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect;
- 2) Weather-based controllers and necessary components to eliminate water waste;
- 3) A copy of the "stamped" approved grading plans; and,
- 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24" box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
- 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 4            RCTD - ANNEXATION INTO L&LMD OR OTHER DISTRICT    Not Satisfied

Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 RCTD - ANNEXATION INTO L&LMD OR OTHER DISTRICT Not Satisfied  
955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping along Harvill Avenue and Rider Street.
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structure.
- (4) Street sweeping.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) Streetlight Authorization form from SCE or other electric provider.

080 - Transportation. 5 RCTD - COORDINATION WITH OTHERS Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition.

1. Prior to issuance of a building permit, the Project shall coordinate with PPT180023 and PPT190032.

080 - Transportation. 6 RCTD - LANDSCAPING DESIGN PLANS Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within Harvill Avenue and Rider Street and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 x 36 inches). Landscaping plans shall with the street improvement plans.

080 - Transportation. 7 RCTD - LIGHTING PLAN Not Satisfied

A separate street light plan shall be approved by the Transportation Department. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

080 - Transportation. 8 RCTD - UTILITY PLAN Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 8 RCTD - UTILITY PLAN (cont.) Not Satisfied  
the utility company shall be submitted to the Transportation Department for verification purposes.

080 - Transportation. 9 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied  
A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 10 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied  
The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 11 TS/DESIGN Not Satisfied  
The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:  
  
N/A  
  
or as approved by the Transportation Department.

080 - Transportation. 12 TS/GEOMETRICS Not Satisfied  
The intersection of Harvill Avenue (NS) at Dwy 1 (EW) shall be improved to provide the following geometrics:  
  
Northbound: one through lane, one shared through/right-turn lane  
Southbound: two through lanes, one left-turn lane with 100' minimum storage  
Eastbound: N/A  
Westbound: one shared right-turn/left turn-lane (Install Stop control)

The intersection of Harvill Avenue (NS) at Rider Street (EW) shall be improved to provide the following geometrics:  
Northbound: one through lane, one shared through/right turn-lane, one left turn lane with 150' minimum storage.  
Southbound: one through lane, one shared through/right turn-lane, one left turn lane with 160' minimum storage.  
Eastbound: one through lane, one right turn-lane, one left turn lane with 115' minimum storage.  
Westbound: one through lane, one right turn-lane (defacto), one left turn lane with 165' minimum storage

NOTE:  
Project shall install all way stop control.

The intersection of Dwy 1 (NS) at Rider Street (EW) shall be improved to provide the following geometrics:

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 12      TS/GEOMETRICS (cont.)      Not Satisfied

Northbound: N/A

Southbound: one shared right turn/left turn-lane (Install Stop control)

Eastbound: one shared through/right turn/left turn-lane

Westbound: one shared through/right turn/left turn-lane or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

Waste Resources

080 - Waste Resources. 1      Waste - Recyclables Collection and Loading Area      Not Satisfied

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to [WastePlanning@rivco.org](mailto:WastePlanning@rivco.org). The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at <http://www.rcwaste.org/business/planning/design>) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash and recyclable materials and have the adequate signage indicating the location of each bin in the trash enclosure. The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

080 - Waste Resources. 2      Waste Recycling Plan      Not Satisfied

Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1      PRECISE GRADE APPROVAL      Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the



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90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1                      PRECISE GRADE APPROVAL (cont.)                      Not Satisfied

precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:

1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a "Wet Signed" copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a "Wet Signed" copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Flood

090 - Flood. 1                      Facility Completion - Use                      Not Satisfied

The District will not release occupancy permits for any commercial lot prior to the District's acceptance of the drainage system for operation and maintenance.

Planning

090 - Planning. 1                      Gen - Accessible Parking                      Not Satisfied

A minimum of 7 accessible parking spaces for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility.

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space or finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following: "Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owners expense. Towed vehicles may be reclaimed at \_\_\_\_\_ or by telephoning \_\_\_\_\_."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning. 2                      Gen - Curbs Along Planters                      Not Satisfied

A six inch curb with a twelve (12) inch walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - Planning. 3                      Gen - Electric Vehicle Parking                      Not Satisfied

Per Section 18.12.A.2.C 6 parking spaces shall be designated for Electric Vehicle Parking. All electrical vehicle parking spaces shall be serviced by an electrical vehicle charging station. If capable,

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90. Prior to Building Final Inspection

Planning

090 - Planning. 3                      Gen - Electric Vehicle Parking (cont.)                      Not Satisfied  
a charging station may service more than one electrical vehicle parking space.

090 - Planning. 4                      Gen - Extended Truck Idling                      Not Satisfied

Signs stating "EXTENDED IDLING TRUCK ENGINES IS NOT PERMITTED" shall be located at the entrance to the warehouse facility and at the truck parking area. The signs at the entrance to the facility shall not be less than twenty four inches square and will provide directions to truck parking spaces with electrical hookups. The hookups will provide power for refrigerated trailers that need to be parked on-sight for more than 15 minutes.

090 - Planning. 5                      Gen - Install Bike Racks                      Not Satisfied

A bicycle rack shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans.

090 - Planning. 6                      Gen - Ordinance No. 659 (DIF)                      Not Satisfied

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of the Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.  
The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area" as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right of way to the limits of the project development. The Project Area for Plot Plan No 190039 has been calculated to be 15.08 acres.

090 - Planning. 7                      Gen - Roof Equipment Shielding                      Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

090 - Planning. 8                      Gen - Truck Seals                      Not Satisfied

Truck seals shall be implemented on the docks.

Transportation

090 - Transportation. 1                      90 - Transportation - Landscape Inspection and Drought Com                      Not Satisfied

Landscape Inspection and Drought Compliance

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1                            90 - Transportation - Landscape Inspection and Drought Com    Not Satisfied

systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 2                            RCTD - COMPLETE ANNEXATION INTO L&LMD OR OTHEI    Not Satisfied

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859.

A Streetlight Authorization form from SCE, or other electric provider required in order to complete the annexation process.

090 - Transportation. 3                            RCTD - EXISTING MAINTAINED                            Not Satisfied

Harvill Avenue along project boundary is designated as a MAJOR HIGHWAY and shall be improved with 32 feet half-width AC pavement, 6 inch concrete curb, gutter, and concrete sidewalk (project side) within a 59 feet half-width dedicated right-of-way in accordance with modified County Standard No. 94, Ordinance 461. (Modified for increased half-width right-of-way from 50' to 59')

a) A 5 foot meandering concrete sidewalks (project side) shall be improved within the 27' parkway.

b) A 40 foot wide driveway shall be constructed in accordance with County Standard No. 207(A), Ordinance 461.

090 - Transportation. 4                            RCTD - LANDSCAPING INSTALLATION COMPLETION                            Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved within Harvill Avenue and Rider Street.

090 - Transportation. 5                            RCTD - PART-WIDTH IMPROVEMENT                            Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall provide the following improvements:

Rider Street along project boundary is designated as INDUSTRIAL COLLECTOR ROAD and shall be improved with 46 foot part-width AC pavement (28 foot project side and 18 feet south of the centerline), 6 inch concrete curb and gutter and concrete sidewalk (project side) and MUST match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determine by the Director

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 RCTD - PART-WIDTH IMPROVEMENT (cont.) Not Satisfied  
of Transportation within the 85 foot full-width dedicated right-of-way (39 foot project side and 46 feet on the other side of the centerline) dedicated right-of-way in accordance with modified County Standard No. 111, Ordinance 461.

a) A 6 inch concrete sidewalks adjacent to the curb-line shall be improved within the 11 foot parkway.

b) A 40 foot wide driveway shall be constructed in accordance with County Standard No. 207(A), Ordinance 461. An alternative driveway width may be allowed based on truck turning templates and as directed by the Director of Transportation.

c) Gate shall be installed 280 feet minimum from the flowline of Rider Street.

090 - Transportation. 6 RCTD - PAYMENT OF TRANSPORTATION FEES Not Satisfied  
Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

- Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 7 RCTD - STREETLIGHTS INSTALL Not Satisfied  
Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances 461.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 8 RCTD - UTLITY INSTALL Not Satisfied  
Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 9 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied  
Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

Plan: PPT190039

Parcel: 317170024

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 9 RCTD-USE-WQ - WQMP COMPLETION (cont.) Not Satisfied

090 - Transportation. 10 TS/INSTALLATION Not Satisfied

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

N/A

or as approved by the Transportation Department.

Waste Resources

090 - Waste Resources. 1 Waste - Mandatory Commercial Recycling and Organics Recy Not Satisfied

Prior to final inspection, the applicant shall complete a Mandatory Commercial Recycling and Organics Recycling Compliance form (Form D). Form D requires applicants to identify programs or plans that address commercial and organics recycling, in compliance with State legislation/regulation. Once completed, Form D shall be submitted to the Recycling Section of the Department of Waste Resources for approval. For more information go to: [www.rcwaste.org/business/planning/applications](http://www.rcwaste.org/business/planning/applications). To obtain Form D, please contact the Recycling Section at 951-486-3200, or email to: [Waste-CompostingRecycling@rivco.org](mailto:Waste-CompostingRecycling@rivco.org).

090 - Waste Resources. 2 Waste - Recyclables Collection and Loading Area Inspection Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and verified through inspection by the Riverside County Department of Waste Resources.

090 - Waste Resources. 3 Waste Reporting Form and Receipts Not Satisfied

Prior to final building inspection, evidence (i.e., waste reporting form along with receipts or other types of verification) to demonstrate project compliance with the approved Waste Recycling Plan (WRP) shall be presented by the project proponent to the Planning Division of the Riverside County Department of Waste Resources. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.4

**HEARING DATE:** May 14, 2020

**CASE NUMBER:** ZAP1407MA20 – Duke Realty, LP (Representative: Nicole Torstvet, Albert A. Webb Associates)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NOS:** PPT190039 (Plot Plan) and CZ2000008 (Change of Zone)

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Zone C2

**Noise Levels:** Less than 60 CNEL from aircraft

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”) and find the proposed Plot Plan CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The applicant proposes to construct one 334,995 square foot industrial building providing 286,995 square feet of warehouse space and 48,000 square feet of office space (including 24,000 square feet of office space on a mezzanine level) on 15.08 gross acres (two parcels). In order to facilitate this development, the applicant proposes to change the zoning of the larger parcel (13.27 acres) from M-H (Manufacturing – Heavy) to M-SC (Manufacturing – Service Commercial). The smaller parcel is already zoned M-SC.

**PROJECT LOCATION:** The site is located easterly of Harvill Avenue, northerly of Rider Street, westerly of Interstate 215 and the BNSF rail line, and southerly of (Old) Cajalco Road, within the unincorporated community of Mead Valley, approximately 11,468 feet southerly of Runway 14-32 at March Air Reserve Base.

**BACKGROUND:**

**Non-Residential Average Land Use Intensity:** Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, which limits average intensity to 200 persons per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed building:

- Office – 1 person per 200 square feet (with 50% reduction)
- Warehouse – 1 person per 500 square feet

The project proposes a 334,995 square foot industrial warehouse building, with 286,994 square feet of warehouse area and 48,000 square feet of office area, including office areas on the first floor and mezzanine. With such uses, the building would accommodate 814 persons, which would result in an average intensity of 54 persons per acre, which would be consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in standard automobile spaces and one person per truck-trailer in trailer spaces in the absence of more precise data). Based on the 338 parking stalls and 53 trailer stalls provided, the total occupancy would be estimated to be 560 people. The resulting average intensity of 37 persons per acre is consistent with the Compatibility Zone C2 average criterion of 200.

**Non-Residential Single-Acre Land Use Intensity:** Compatibility Zone C2 limits maximum single-acre intensity to 500 persons. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 31,560 square feet of warehouse area, 12,000 square feet of first floor office area, and 12,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 183 persons, which is consistent with the Compatibility Zone C2 single-acre criterion of 500. Even if the entire square footage of the single-acre area were utilized for manufacturing and office uses, the single-acre intensity of 278 persons would be consistent.

**Prohibited and Discouraged Uses:** The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

**Noise:** The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area beyond (outside) the 60 CNEL aircraft noise contour. Therefore, no special measures to mitigate aircraft-generated noise are required.

Part 77: The applicant team voluntarily submitted Form 7460-1 for review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The maximum finished floor elevation is 1,510 feet AMSL and the maximum building height is 50 feet, resulting in a top point elevation of 1,560 feet AMSL. The FAA OES issued a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2020-AWP-2286-OE on April 8, 2020. The FAA OES conditions have been incorporated in the list of recommended conditions included herein.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the building, and shall be recorded as a deed notice.



5. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

6. The proposed drainage basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated as providing for 286,995 square feet of warehouse area and 48,000 square feet of office area. Any increase in building area or change in use other than for warehouse and office uses will require an amended review by the Airport Land Use Commission.
9. Not more than 24,000 square feet of office area (two floors combined) shall be located within any single-acre area of the building. Office areas on each floor shall maintain a minimum separation of 210 feet from each other. Mezzanine office areas may directly overlie first floor office areas, provided that the single-acre office area maximum of 24,000 square feet is not exceeded.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base (MARB). In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.
11. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2020-AWP-2286-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking

and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

12. The proposed structure shall not exceed a height of 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,560 feet above mean sea level.
13. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
14. The coordinates, frequencies, and power specified in the Determination of No Hazard to Air Navigation letter dated April 8, 2020 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service.
15. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,560 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
16. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

# **NOTICE OF AIRPORT IN VICINITY**

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-2286-OE

Issued Date: 04/08/2020

Adam Schmid  
 Duke Reatly  
 8001 Irvine Center Drive  
 Suite 1450  
 Irvine, CA 92618

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Duke Warehouse at Rider & Harvill
Location:	Perris, CA
Latitude:	33-50-00.00N NAD 83
Longitude:	117-14-52.00W
Heights:	1510 feet site elevation (SE) 50 feet above ground level (AGL) 1560 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 10/08/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

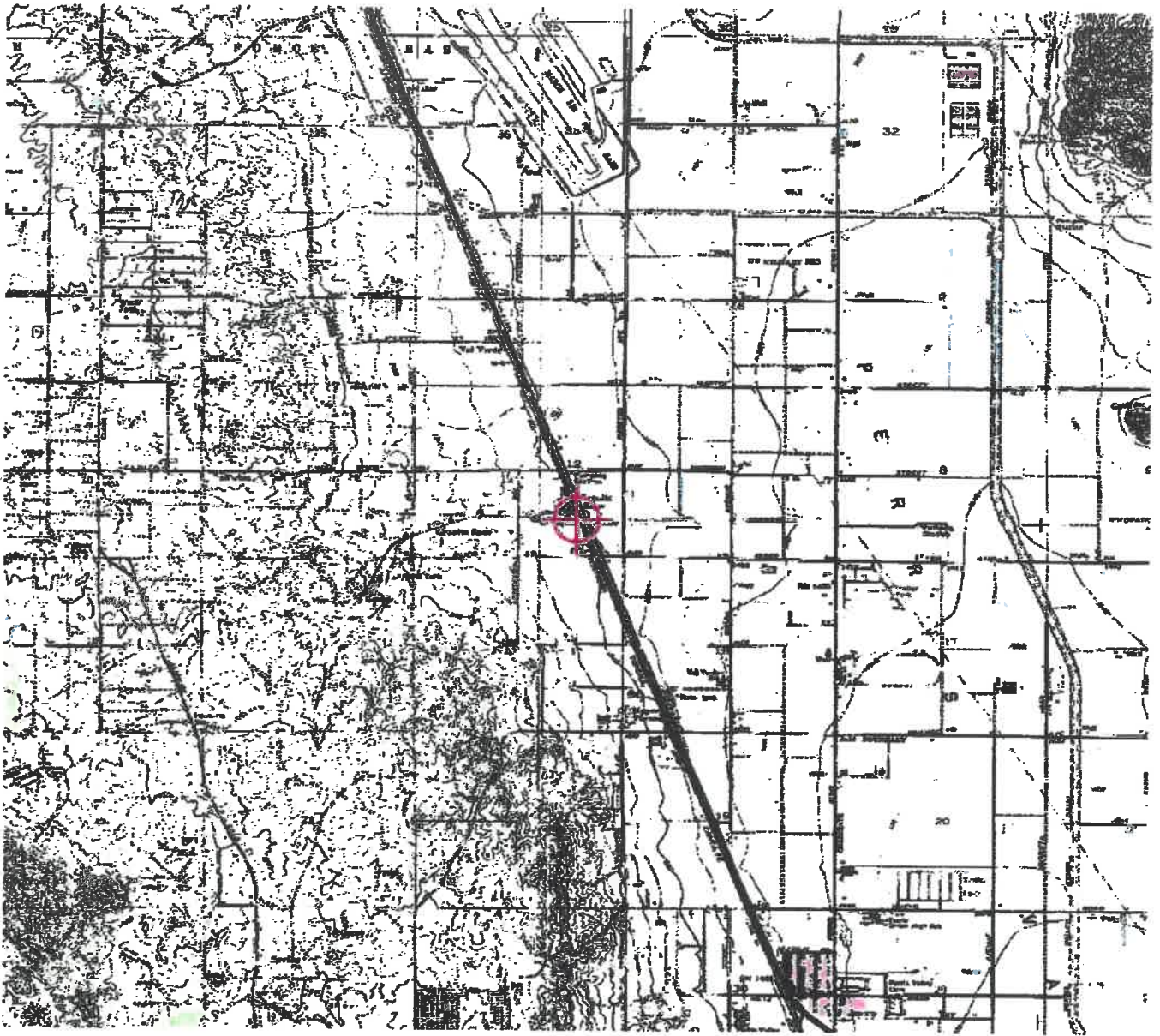
If we can be of further assistance, please contact our office at (206) 231-2877, or [Nicholas.Sanders@faa.gov](mailto:Nicholas.Sanders@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2286-OE.

**Signature Control No: 431714381-435881355**  
Nicholas Sanders  
Technician

( DNE )

Attachment(s)  
Map(s)

**TOPO Map for ASN 2020-AWP-2286-OE**



Sectional Map for ASN 2020-AWP-2286-OE



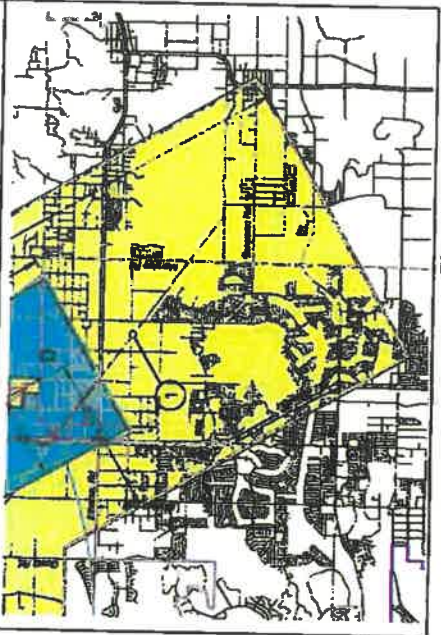
**LEGEND**

- Compatibility Zones**
- Zone A
  - Zone B1
  - Zone B2
  - Zone C1
  - Zone C2
  - Zone D
  - Zone E
  - Zone M
- High Terrain Zone**  
**FAR Part 77 Military Outer Horizontal Surface Limit**  
**FAR Part 77 Notification Area**

- ① Points at which descent on Runway 36 L/S approach decreased below 9,000 feet above runway end. Airport Elevation is 1,820 feet MSL.
- ② Points at which descending aircraft typically reach 8,000 feet above runway end.

- Boundary Lines**
- March Air Reserve Base / Air Force Property
  - March Joint Powers Authority Property Line
  - County Boundary
  - City Limits
- Site-Specific Exclusions (relating local agency commitments to development projects)**
- ① March JPA: March Business Center/American
  - ② Points: Harvest Landing
  - ③ Points: Park West
  - ④ Moreno Valley: Affordable Housing
  - ⑤ March JPA: Ben Clark Training Center
  - ⑥ Riverside: Ridge Crest Subdivision

**INSET**

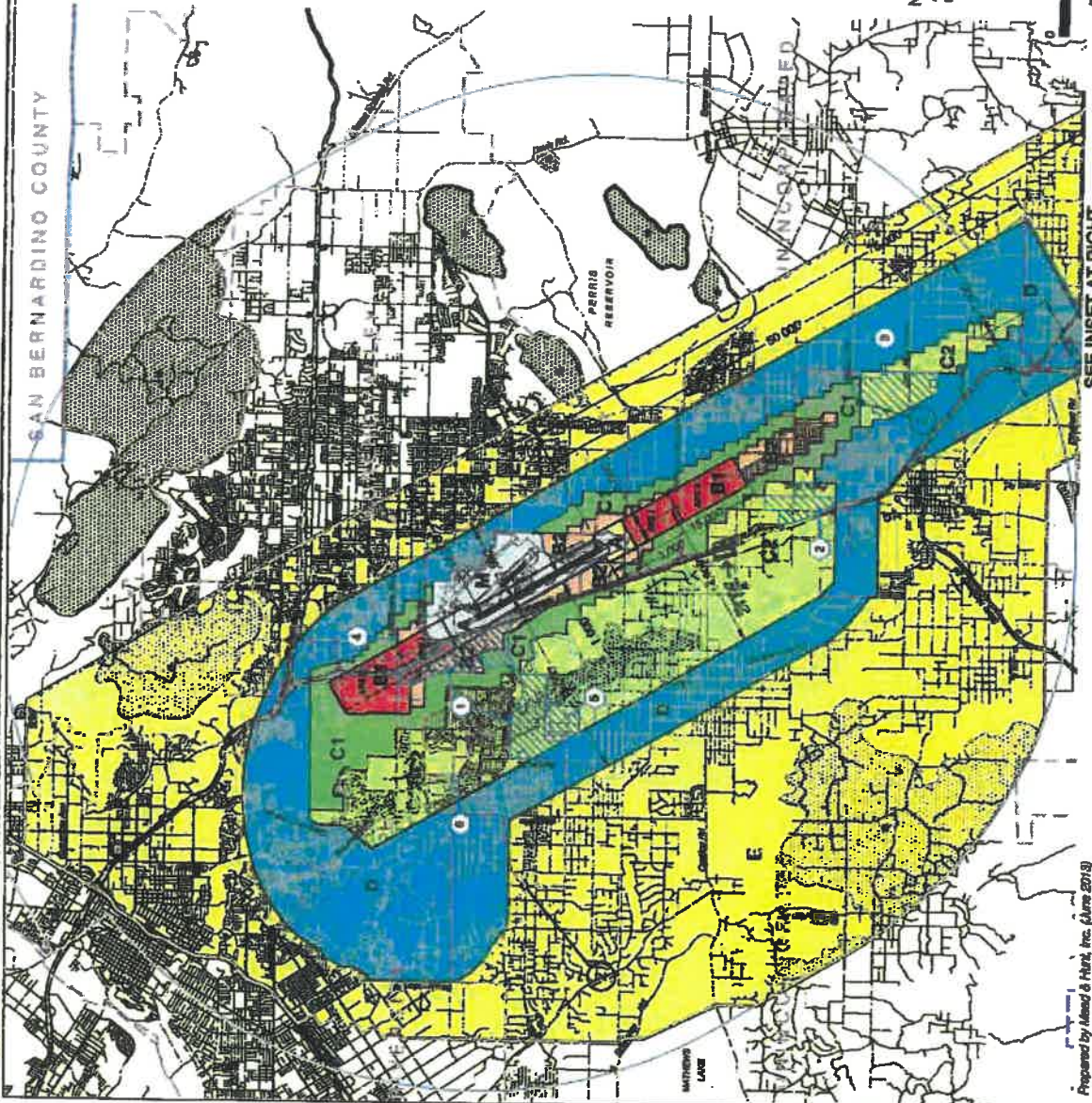


Note:  
 All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

SAN BERNARDINO COUNTY



SEE INSET AT RIGHT

Prepared by Mand & Park, Inc. (June 2013)

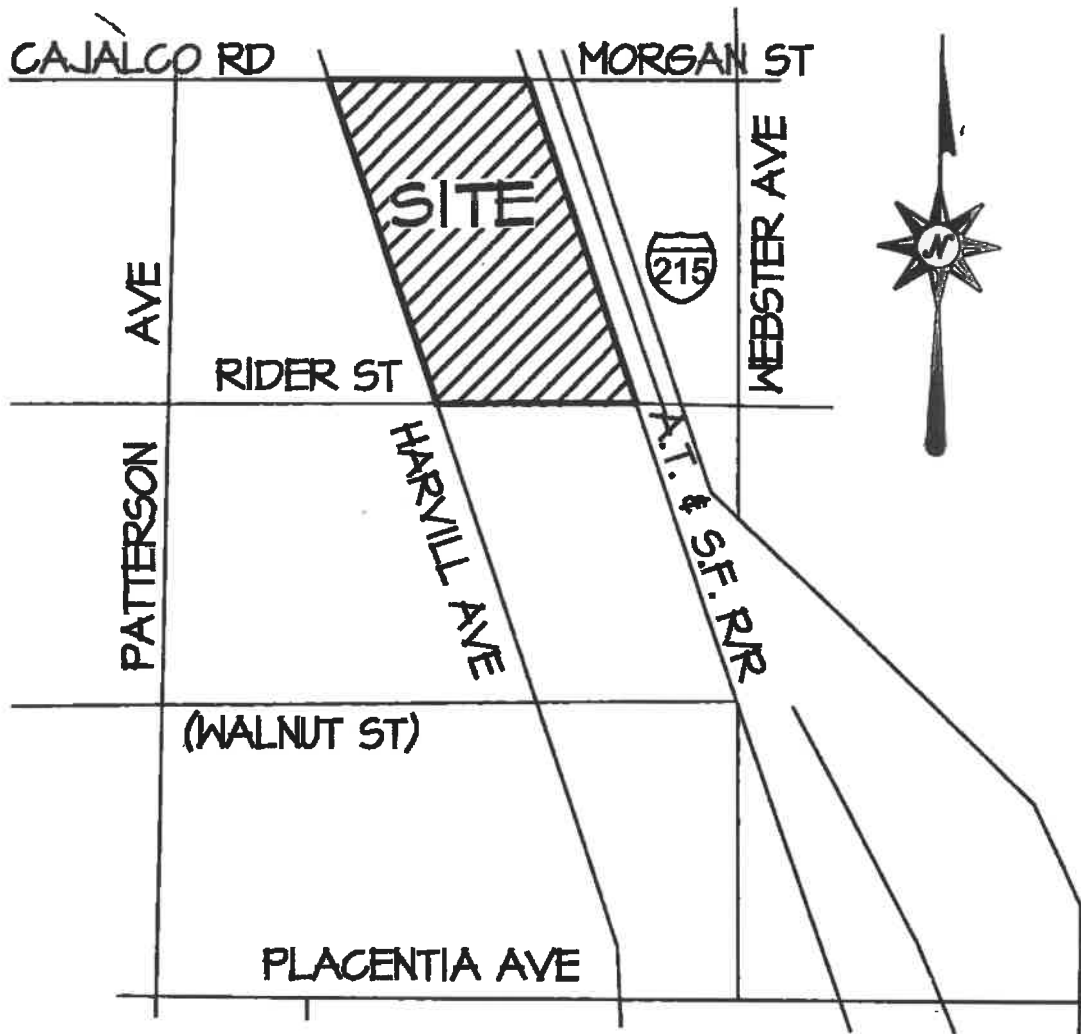
**Riverside County  
 Airport Land Use Commission  
 March Air Reserve Base / Inland Port Airport  
 Land Use Compatibility Plan**  
 (Adopted November 13, 2019)

Map MA-1  
**Compatibility Map**  
 March Air Reserve Base / Inland Port Airport



# ***DUKE REALTY - HARVILL & RIDER***

## **VICINITY MAP**



# Map My County Map



**Legend**

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE

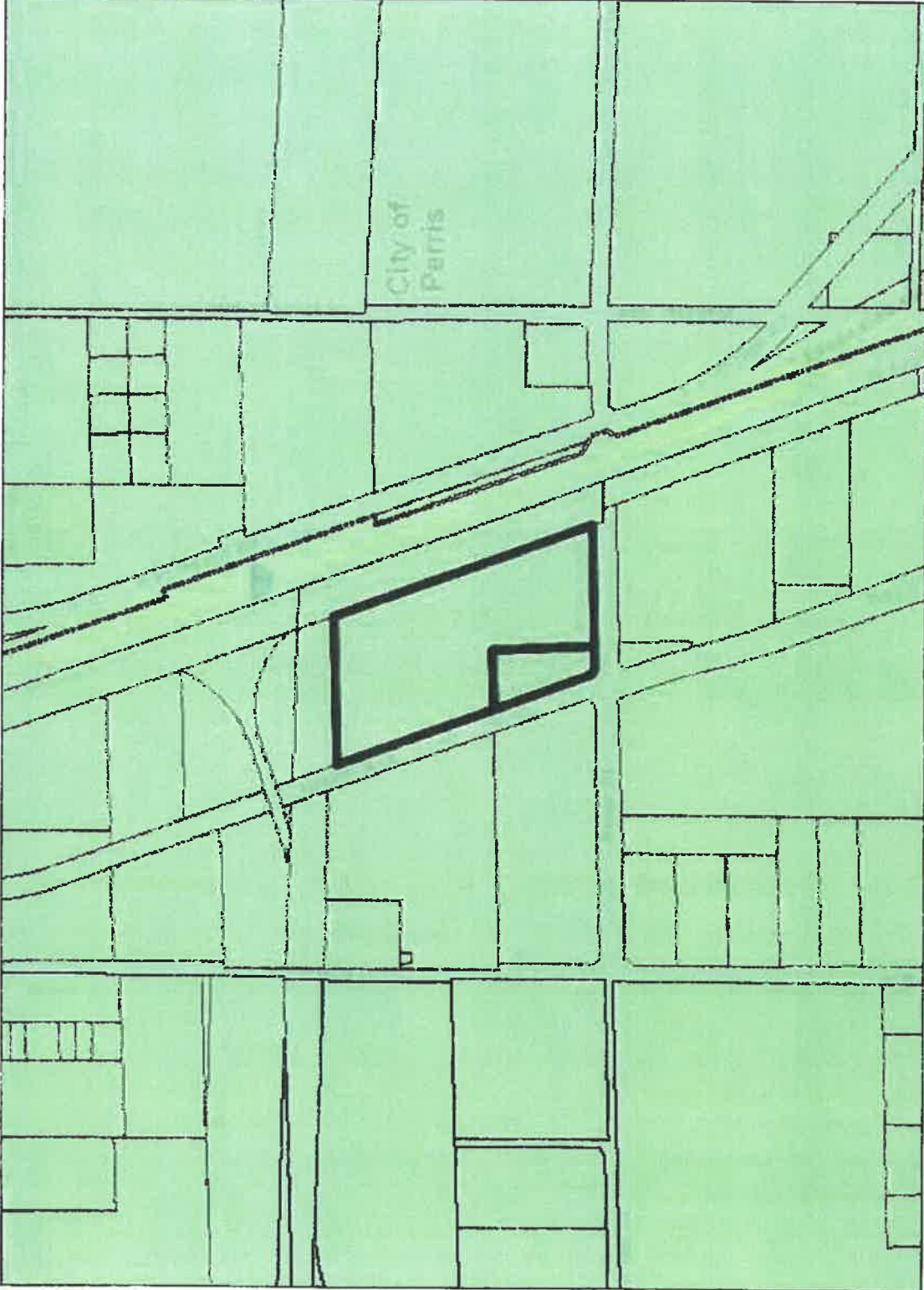
**A**

- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- R2
- R2-EXC1

**C**

- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5

**Notes**



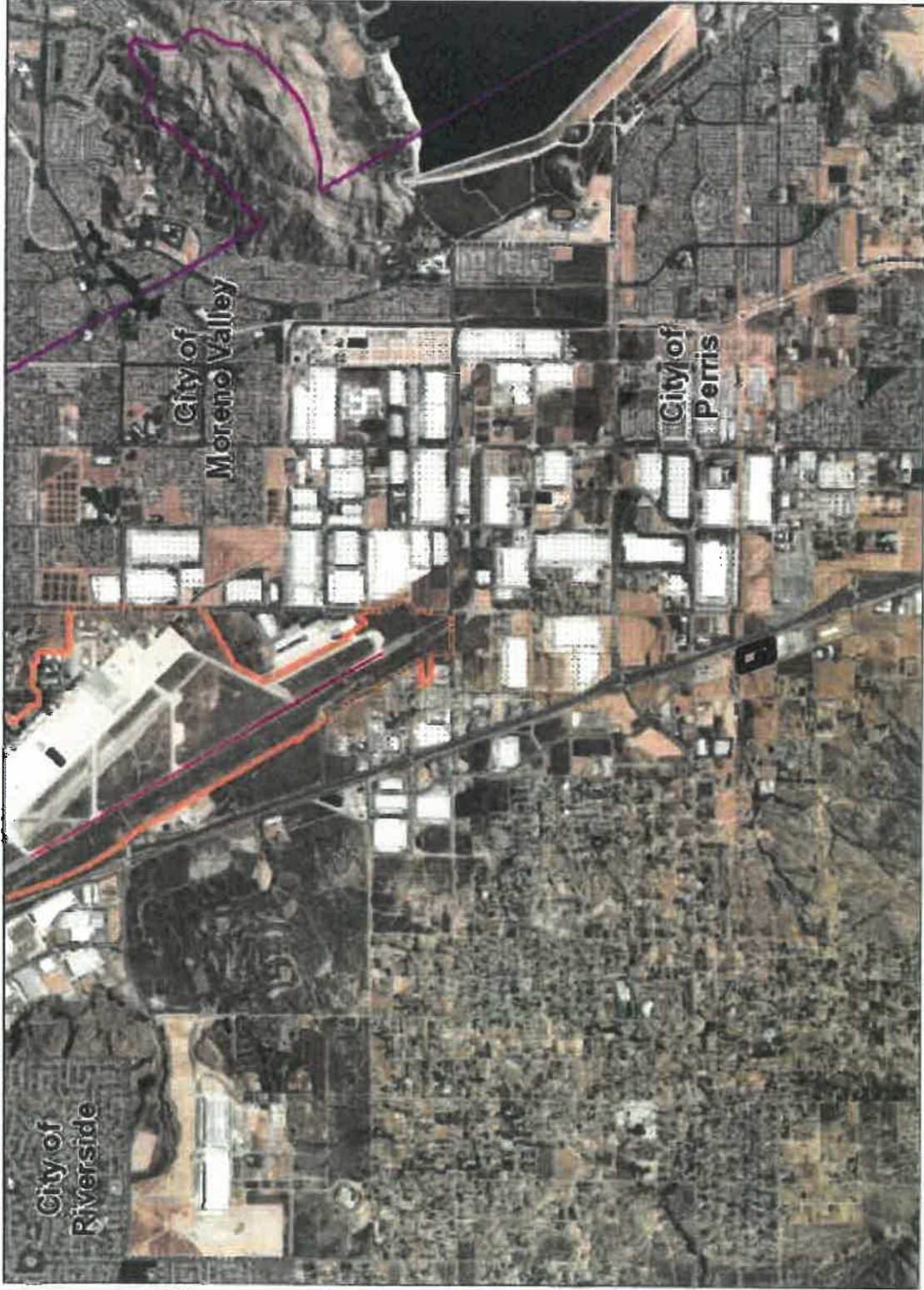
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# Map My County Map



- Legend**
- Runways
  - Airports
  - Airport Influence Areas
  - ▨ City Areas
  - World Street Map

**Notes**

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12,037 Feet



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# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- City Areas
- World Street Map



0 3 6,019 Feet

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## Notes

# Map My County Map



## Legend

-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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## Notes

# Map My County Map



## Legend

-  Parcels
  -  Runways
  -  Airports
  -  Airport Influence Areas
  -  City Areas
- World Street Map



0 752 1,505 Feet



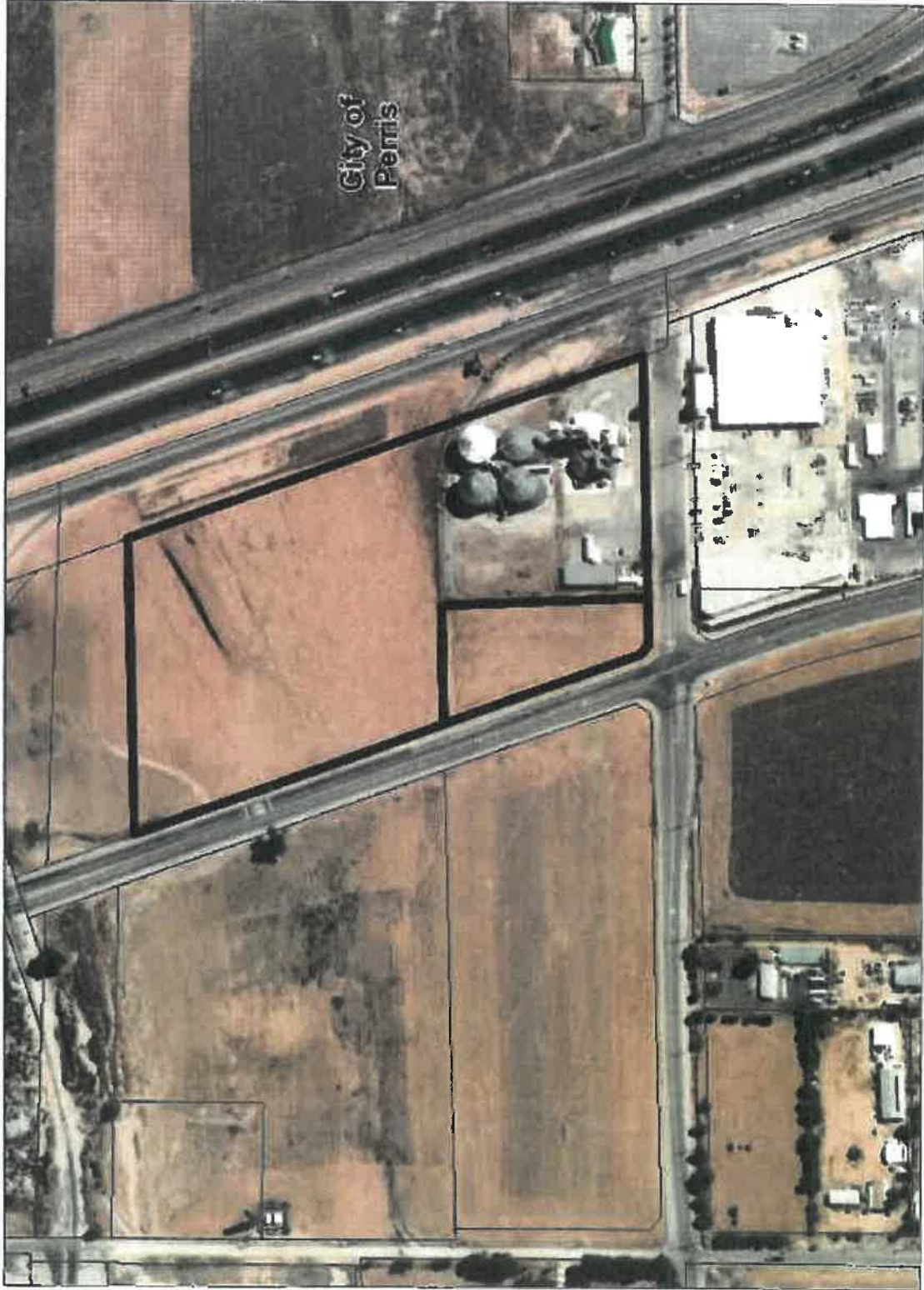
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## Notes

# Map My County Map



## Legend

-  Parcels
  -  Runways
  -  Airports
  -  Airport Influence Areas
  -  City Areas
- World Street Map



0 376 752 Feet



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## Notes

# CHANGE OF ZONE # \_\_\_\_\_

## LANDOWNER/APPLICANT:

COMPANY: DUKE REALTY, LP  
 CONTACT: MICHAEL WEBER  
 ADDRESS: 200 SPECTRUM DRIVE, STE 1000  
 IRVINE CA 92616  
 PHONE: (949) 787-7000

## EXHIBIT PREPARER/ENGINEER:

COMPANY: ALBERT A. WEBB ASSOCIATES  
 CONTACT: DJ ARELLANO  
 ADDRESS: 3766 MCCRAY ST  
 RIVERSIDE, CA 92506  
 PHONE: (951) 868-1070

## ACREAGE:

GROSS SITE AREA: 18.07 AC.  
 NET SITE AREA: 14.77 AC.

## A.P.N.:

317-170-024 & 317-170-045

## LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, COUNTY OF RIVERSIDE THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, PARCEL 1 OF PARCEL MAP NO. 24237, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 177 PAGES 85 AND 86, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. FOR A MORE DETAILED DESCRIPTION REFER TO TITLE REPORT.

## LAND USE / ZONING:

EXISTING USE: VACANT/COMMERCIAL  
 PROPOSED USE: WAREHOUSE FACILITY  
 EXISTING ZONING: MANUFACTURING HEAVY (M-H)/  
 MANUFACTURING-SERVICE COMMERCIAL (M-SC)  
 PROPOSED ZONING: MANUFACTURING-SERVICE COMMERCIAL (M-SC)

## NOTES:

- EXISTING GENERAL PLAN USE DESIGNATION: LIGHT INDUSTRIAL (L)
- PROPOSED GENERAL PLAN USE DESIGNATION: LIGHT INDUSTRIAL (L)
- THOMAS GUIDE RIVERSIDE COUNTY (2008 ED.) PAGE 777, PORTION OF GRID D3 AND E3.
- THE PROJECT SITE IS LOCATED WITHIN ZONE X, AREAS OF MINIMAL FLOODING PER FIRN MAP PARCEL 06086C1430H EFFECTIVE AUGUST 16, 2014.

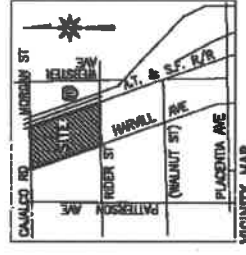
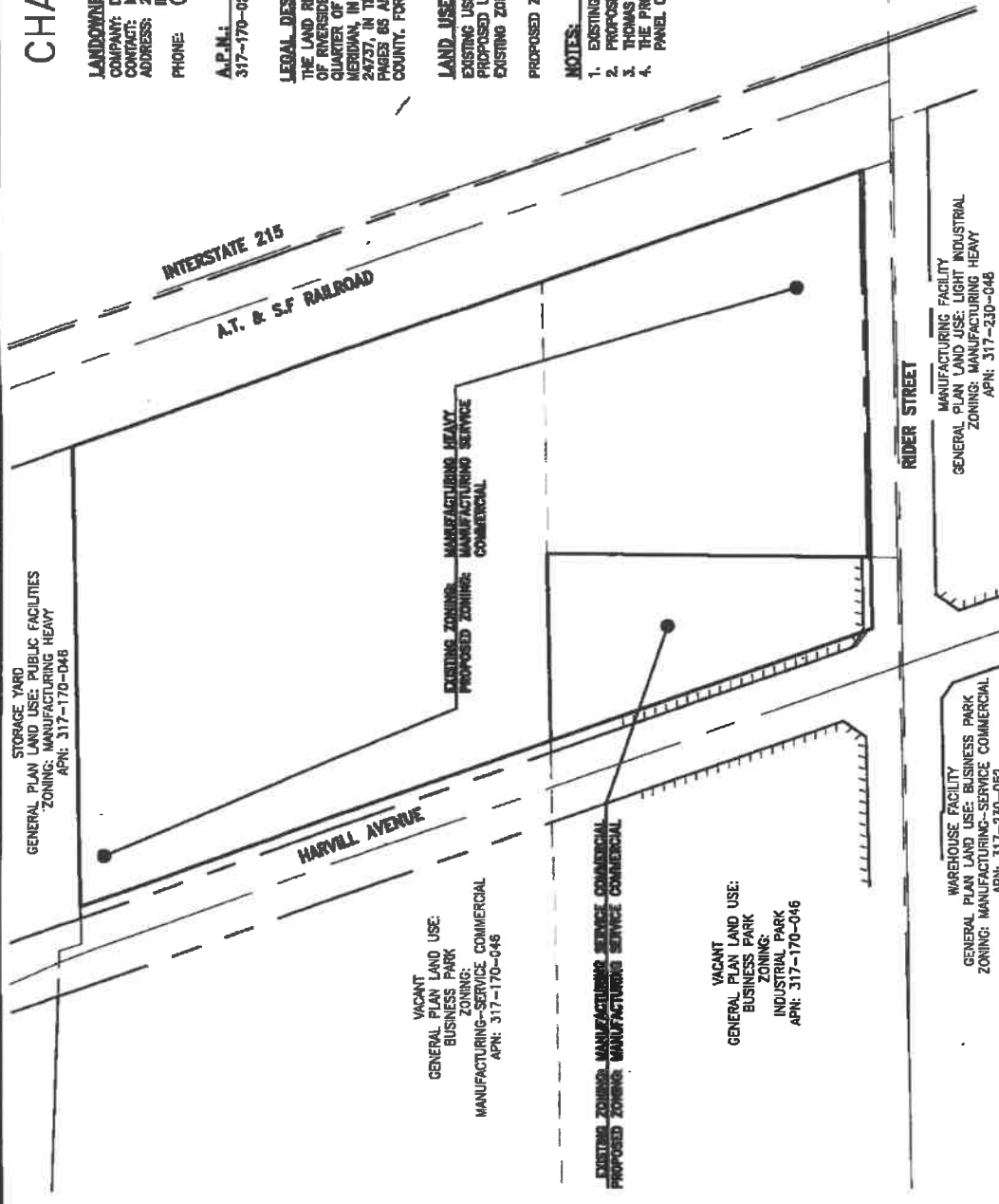


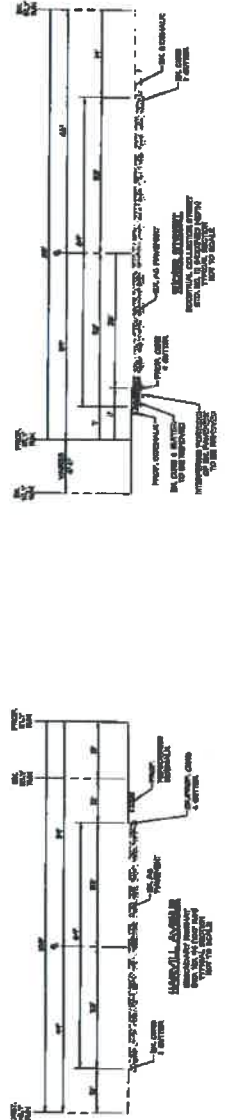
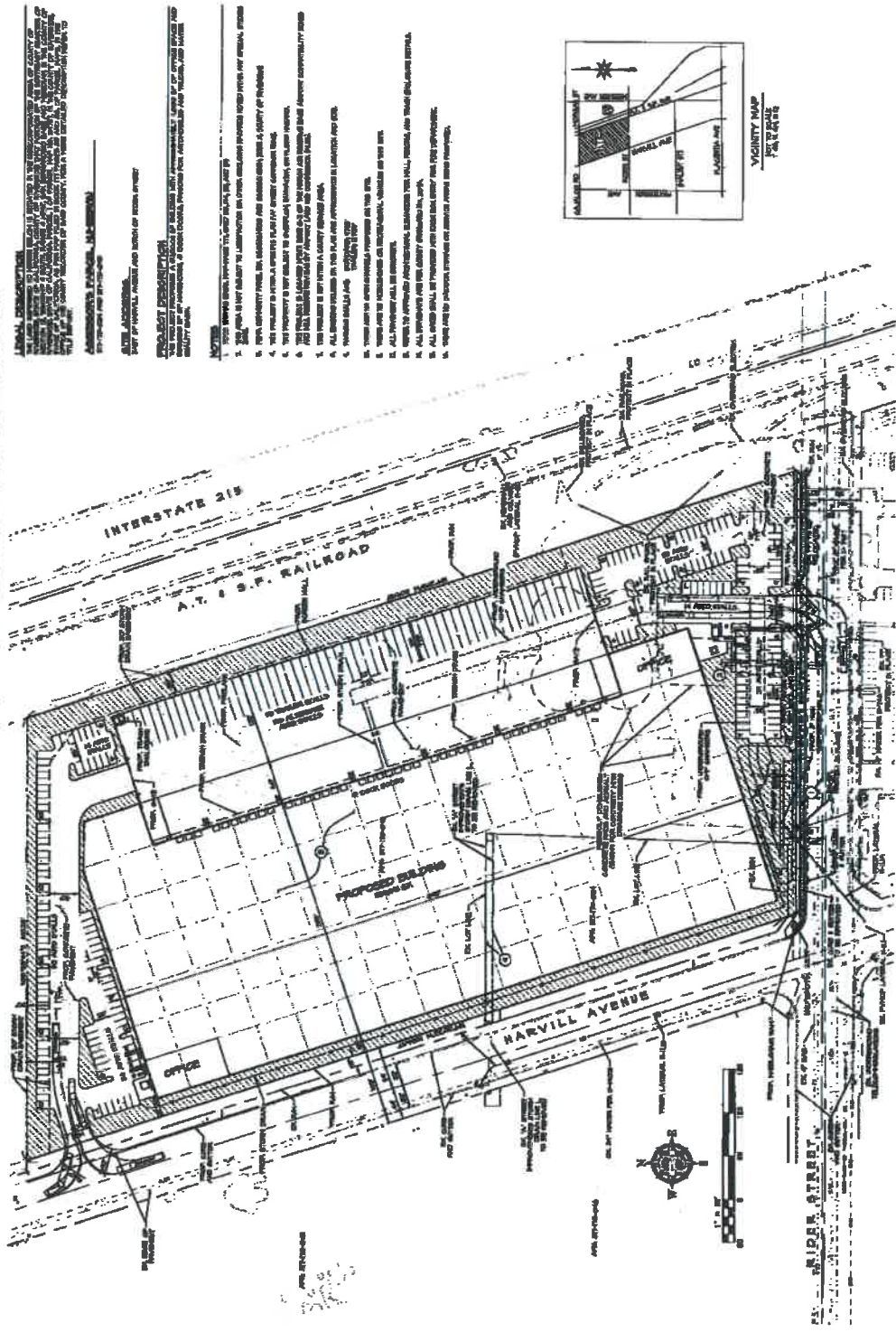
EXHIBIT PREPARED: 2/13/2008

DATE	REVISIONS

- ### UTILITY PROVIDERS & CONTACTS
- ELECTRIC:** SOUTHERN CALIFORNIA Edison, 1444 E. McFARLEN AVE, SANTA ANA, CA 92705, (909) 603-4565
  - GAS:** SO. CAL GAS COMPANY, 1981 W. LUGONIA AVE, REDLANDS, CA 92374, (909) 338-7955
  - SEWER:** EASTERN MUNICIPAL WATER DISTRICT, P.O. BOX 8300, PERDUE, CA 92372, (916) 928-3777
  - TELEPHONE:** CHARTER, 737 CENTRAL AVE, RIVERSIDE, CA 92504, (951) 408-1186
  - WATER:** EASTERN MUNICIPAL WATER DISTRICT, P.O. BOX 8300, PERDUE, CA 92372, (916) 928-3777
  - CABLE TV:** FRONTIER COMMUNICATIONS, 9 S 4TH STREET, REDLANDS, CA 92375, (977) 482-8640
  - SCHOOL DISTRICT:** VAL VERDE UNIFIED SCHOOL DISTRICT, 975 WEST MORGAN ST, PERDUE, CA 92371, (951) 940-8100



# IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA DUKE REALTY - HARVILL & RIDER - PLOT PLAN NO. 190039 A DUKE REALTY DEVELOPMENT



**OWNER:**  
DUKE REALTY  
10000 HARVILL AVENUE, SUITE 100  
RIVERSIDE, CALIFORNIA 92503  
TEL: (951) 509-1234

**PREPARED BY:**  
DUKE REALTY  
10000 HARVILL AVENUE, SUITE 100  
RIVERSIDE, CALIFORNIA 92503  
TEL: (951) 509-1234

**DATE:**  
10/15/2023

**PROJECT DATA:**  
PROJECT NAME: HARVILL & RIDER  
PLOT PLAN NO.: 190039  
DATE: 10/15/2023  
SHEET NO.: 1 OF 1

**APPROVALS:**  
DUKE REALTY: \_\_\_\_\_  
DATE: \_\_\_\_\_

**REMARKS:**  
1. THIS PLOT PLAN IS PREPARED IN ACCORDANCE WITH THE SUBDIVISION MAP ACT AND REGULATIONS THEREUNDER.  
2. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE PLANNING AND BUILDING DEPARTMENT.  
3. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE PUBLIC WORKS DEPARTMENT.  
4. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE WATER SUPPLY DEPARTMENT.  
5. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE FIRE DEPARTMENT.  
6. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE HEALTH DEPARTMENT.  
7. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE SOCIAL SERVICES DEPARTMENT.  
8. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE JUVENILE COURT DEPARTMENT.  
9. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE PROBATION DEPARTMENT.  
10. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE SUPERIOR COURT DEPARTMENT.

**LEGEND:**  
- - - - - UNIMPROVED LOT  
- - - - - IMPROVED LOT  
- - - - - UNIMPROVED LOT WITH IMPROVEMENTS  
- - - - - IMPROVED LOT WITH IMPROVEMENTS  
- - - - - UNIMPROVED LOT WITH IMPROVEMENTS AND UTILITIES  
- - - - - IMPROVED LOT WITH IMPROVEMENTS AND UTILITIES

**NOTES:**  
1. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE PLANNING AND BUILDING DEPARTMENT.  
2. THE PLOT PLAN IS SUBJECT TO THE APPROVAL OF THE COUNTY OF RIVERSIDE PUBLIC WORKS DEPARTMENT.  
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**COUNTY OF RIVERSIDE**  
**DUKE REALTY - HARVILL & RIDER**  
**PLOT PLAN NO. 190039**  
**A DUKE REALTY DEVELOPMENT**

INTERSTATE 215

A.T. & S.F. RAILROAD

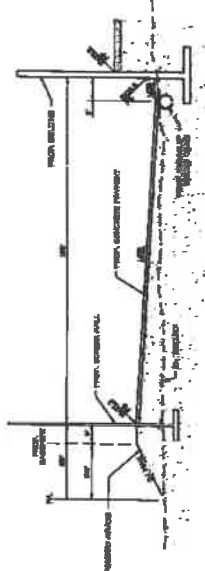
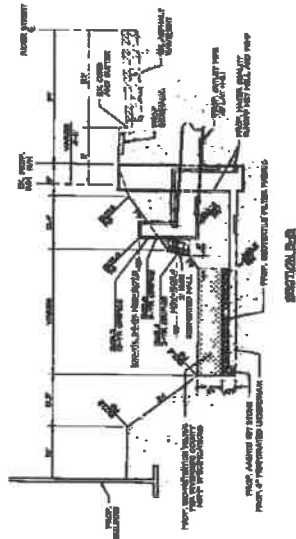
RIDER STREET

HARVILL AVENUE

PROPOSED BUILDING

SEE ALL NUMBERED ELEVATIONS SHEETS AND NOTES

EXISTING PROPOSED CONCRETE FOOTING PROPOSED PAVING AREA



COUNTY OF RIVERSIDE  
DUKE REALTY - HARVILL & RIDER  
CONCEPTUAL GRADING PLAN  
A DIKE REALTY DEVELOPMENT  
SHEET NO. 2



1500 Broadway, Ste. 410  
 San Francisco, CA 94103  
 Tel: 415.774.2500  
 Fax: 415.774.2501  
 www.hpa.com



**Duke REALTY**  
 2000 Market Street, Suite 1000  
 San Francisco, CA 94102  
 Tel: 415.774.2500

**Project:**  
**HARVELL & RIDER**

**County of Residence:**

**Consultants:**

**Title:**  
 GENERAL SITE PLAN

**DAB-A1.1**

**Property Owner:**  
 Duke Realty  
 1500 Broadway, Ste. 410  
 San Francisco, CA 94103  
 Tel: 415.774.2500

**Address of the Property:**

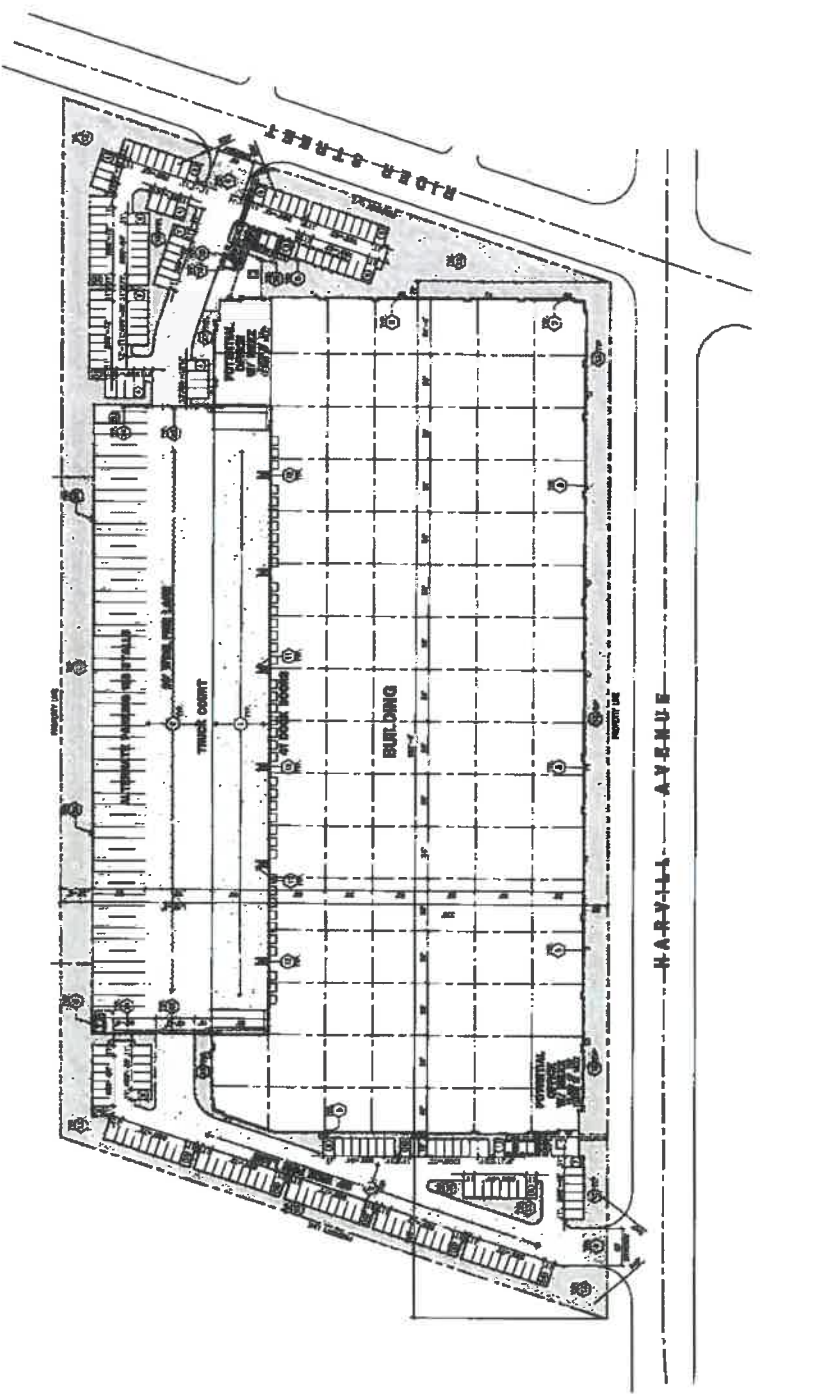
**Assessor's Parcel Number:**  
 31-118-01-00-000-000

**Zoning:**  
 M22.2

**Applicant's Representative:**  
 David A. Brown  
 1500 Broadway, Ste. 410  
 San Francisco, CA 94103  
 Tel: 415.774.2500

**Tabulation:**

Item	Description	Quantity	Unit	Notes
1	Gravel	100	cu yd	
2	Concrete	100	cu yd	
3	Rebar	100	lb	
4	Formwork	100	sq ft	
5	Excavation	100	cu yd	
6	Backfill	100	cu yd	
7	Asphalt	100	sq ft	
8	Grass	100	sq ft	
9	Landscaping	100	sq ft	
10	Site Preparation	100	sq ft	
11	Site Grading	100	sq ft	
12	Site Erosion Control	100	sq ft	
13	Site Stabilization	100	sq ft	
14	Site Revegetation	100	sq ft	
15	Site Final Grading	100	sq ft	
16	Site Final Stabilization	100	sq ft	
17	Site Final Revegetation	100	sq ft	
18	Site Final Grading	100	sq ft	
19	Site Final Stabilization	100	sq ft	
20	Site Final Revegetation	100	sq ft	



**SITE PLAN GENERAL NOTES**

1. THE SITE IS TO BE DEVELOPED AS A COMMERCIAL BUILDING.
2. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF SAN FRANCISCO BUILDING CODE.
3. THE BUILDING SHALL BE CONSTRUCTED ON THE EXISTING LOT.
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**SITE LEGEND**

- 1. EXISTING BUILDING
- 2. EXISTING PAVEMENT
- 3. EXISTING CURB
- 4. EXISTING SIDEWALK
- 5. EXISTING DRIVE
- 6. EXISTING UTILITY
- 7. EXISTING TREE
- 8. EXISTING LANDSCAPE
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**SITE PLAN KEYNOTES**

1. EXISTING BUILDING
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OFFICIAL USE ONLY



HPA  
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 10000



Owner:  
 Duke  
 REALTY

Project:  
 HAMIL & RIDER

County of Riverside

Contributors:  
 CAC: ...  
 Date: ...

Title:  
 Project Number:  
 Date:  
 Scale:

Sheet:  
 DAB-A2.1

**KEYNOTES - FLOOR PLAN**

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**GENERAL NOTES - FLOOR PLAN**

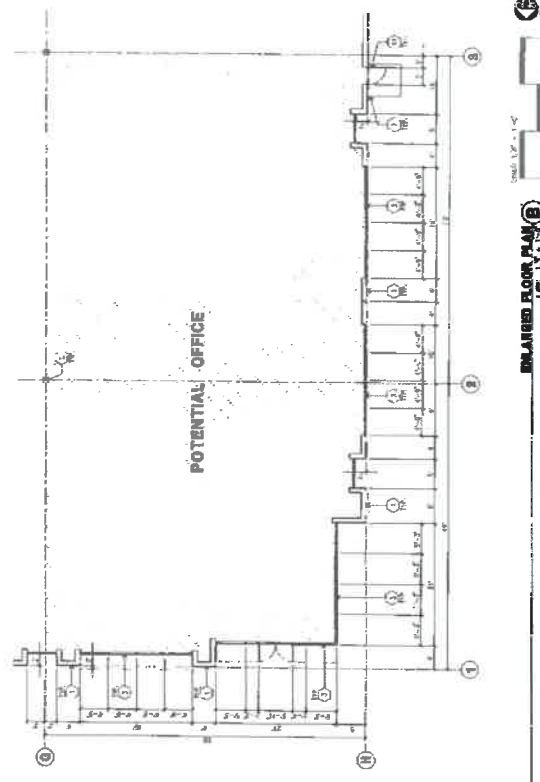
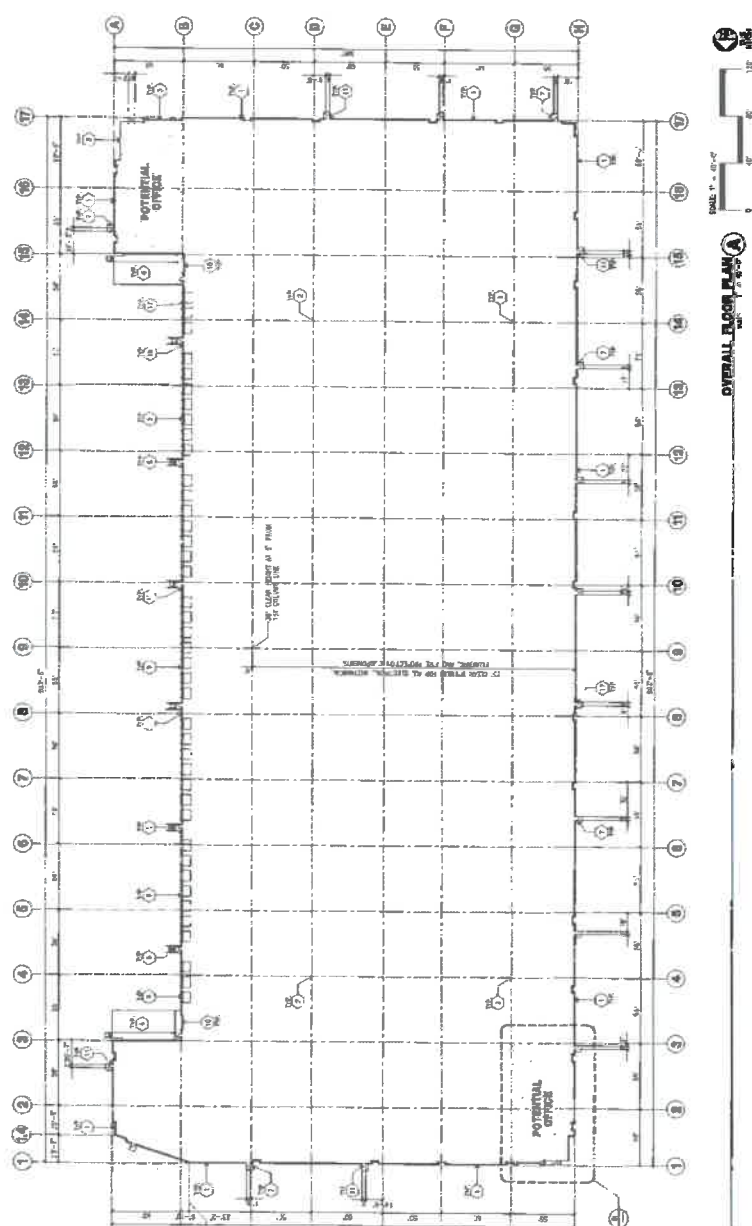
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**DISABLED ACCESS NOTES**

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**DISABLED FLOOR PLAN**



1000 Independence Ave., 100  
 Suite 100  
 Rockville, MD 20850  
 Tel: 301.761.1000  
 Fax: 301.761.1001  
 www.hpainc.com



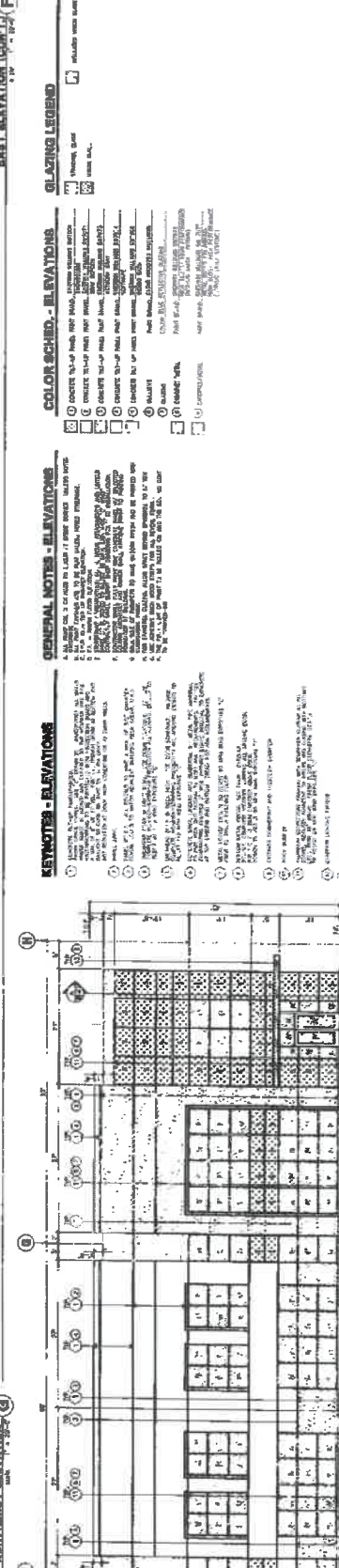
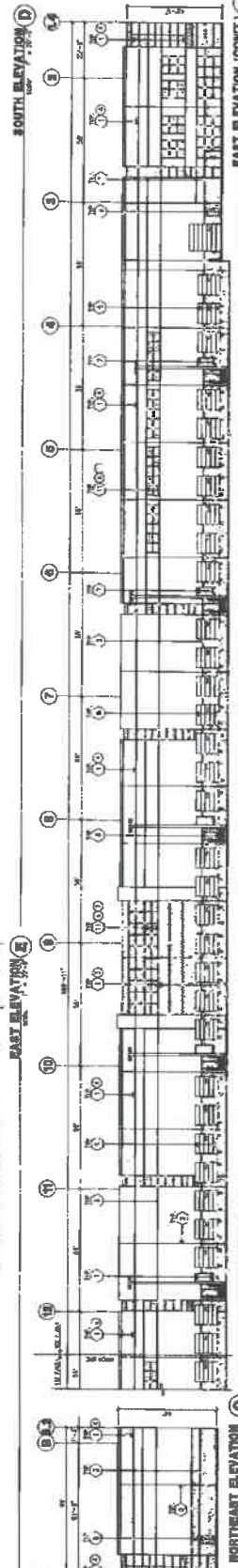
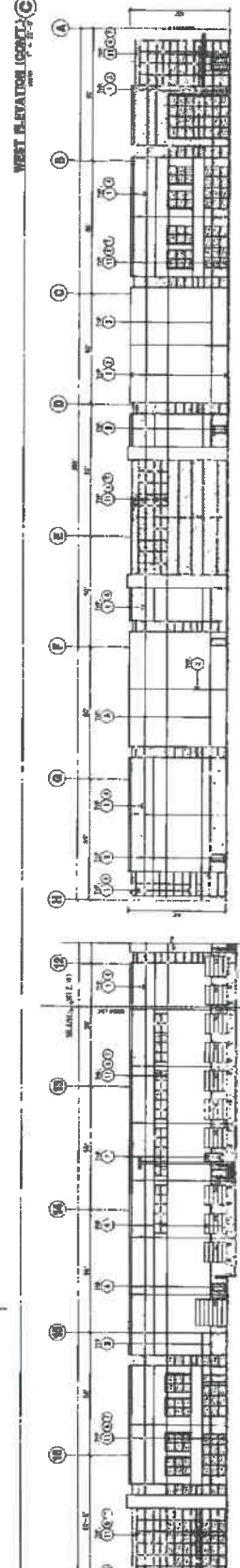
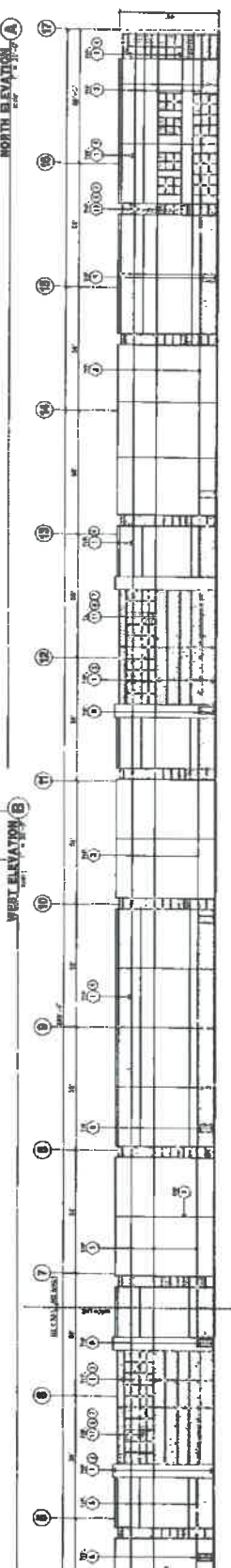
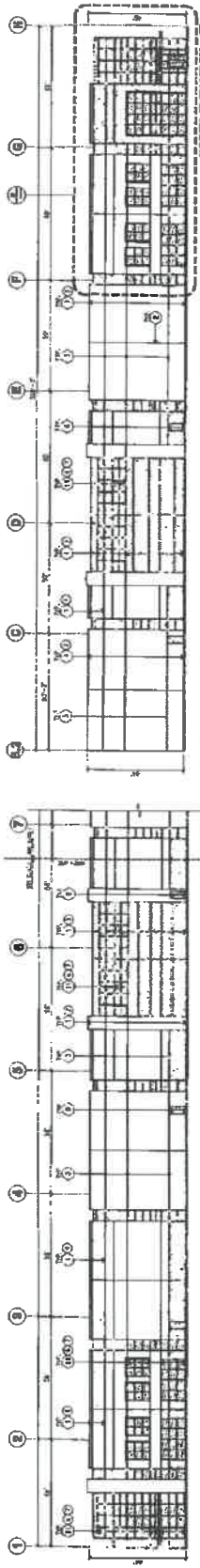
Office:

**Duke REALTY**  
 ARCHITECTURAL SERVICES  
 1000 Independence Ave., Suite 100  
 Rockville, MD 20850

Project:  
**HARVILL & RIDER**  
 COUNTY OF GEORGIA

Consultants:  
 Y2B  
 Y2B  
 Y2B  
 Y2B  
 Y2B

THIS ELEVATION  
 Project Number: 1000  
 Date: 01/10/10  
 Drawn by: Y2B  
 Checked by: Y2B  
 Title: DAB-A3.1



- GENERAL NOTES - ELEVATIONS**
- 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BIDDING SPECIFICATIONS AND THE ARCHITECT'S GENERAL NOTES.
  - 2. ALL MATERIALS SHALL BE OF THE HIGHEST QUALITY AVAILABLE.
  - 3. ALL MATERIALS SHALL BE MATCHED TO THE EXISTING WORK.
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- KEYNOTES - ELEVATIONS**
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**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The Riverside County Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County Planner Mr. Brett Dawson at (951) 955-0972.

The proposed project application may be viewed at [www.rcaluc.org](http://www.rcaluc.org). Written comments may be submitted to the Riverside County ALUC by e-mail to [jguerin@rivco.org](mailto:jguerin@rivco.org) or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

**PLACE OF HEARING:**                 **Riverside County Administration Center**  
  **4080 Lemon Street, 1<sup>st</sup> Floor Board Chambers**  
  **Riverside California**

**DATE OF HEARING:**                **May 14, 2020**

**TIME OF HEARING:**                **9:30 A.M.**

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at [www.rcaluc.org](http://www.rcaluc.org) or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at [\(669\) 900-6833](#), Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

**CASE DESCRIPTION:**

**ZAP1407MA20 – Duke Realty, LP (Representative: Nicole Torstvet, Albert A. Webb and Associates) – County of Riverside Case Nos. CZ2000008 (Change of Zone) and PPT 190039 (Plot Plan).** A proposal to construct a 334,995 square foot industrial building with second floor mezzanine on two parcels (15.08 gross acres) located easterly of Harvill Avenue, northerly of Rider Street, westerly of the AT&SF/BNSF rail line and Interstate 215, and southerly of (Old) Cajalco Road in the unincorporated community of Mead Valley. Up to 48,000 square feet will consist of office area, with the vast majority of the building (at least 85 percent) to be utilized as warehousing. In order to facilitate this development, the applicant proposes to change the zoning of the larger parcel (13.27 acres) from M-H (Manufacturing-Heavy) to M-SC (Manufacturing-Service Commercial). The smaller parcel is already zoned M-SC. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1407MA20 DATE SUBMITTED: 2-26-20

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Duke Realty C/O Michael Weber	Phone Number	(949) 797-7048
Mailing Address	200 Spectrum Center Drive, Suite 1800	Email	michael.weber@dukerealty.com
	Irvine, CA 92618		
Representative	Albert A. Webb Associates C/O Nicole Torstvet	Phone Number	(951) 320-6066
Mailing Address	3788 McCray Street	Email	nicole.torstvet@webbassociates.com
	Riverside, CA 92506		
Property Owner	Duke Realty Rider & Harvill LP C/O Michael Weber	Phone Number	(949) 797-7048
Mailing Address	200 Spectrum Center Drive, Suite 1800	Email	
	Irvine, CA 92618		

MAX  
C2

### LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County	Phone Number	(951) 955 - 0972
Staff Contact	Brett Dawson	Email	bdawson@rivco.org
Mailing Address	4080 Lemon Street	Case Type	Plot Plan
	14th Floor	<input type="checkbox"/>	General Plan / Specific Plan Amendment
	Riverside, CA 92501	<input checked="" type="checkbox"/>	Zoning Ordinance Amendment
Local Agency Project No	PPT190039 / <u>CZ2000008</u>	<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input type="checkbox"/>	Use Permit
		<input checked="" type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

### PROJECT LOCATION

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address	East of Harvill Avenue and North of Rider Street		
Assessor's Parcel No.	317-170-024, 317-170-045	Gross Parcel Size	14.4
Subdivision Name	N/A	Nearest Airport and distance from Airport	3.5 Miles
Lot Number	N/A		

### PROJECT DESCRIPTION

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe)	Vacant undisturbed land - zoned light industrial



Proposed Land Use (describe)	Light Industrial - speculative building	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A
For Other Land Uses (See Appendix C)	Hours of Operation	TBD - speculative building
	Number of People on Site	TBD. Maximum Number
	Method of Calculation	
Height Data	Site Elevation (above mean sea level)	1509.5 ft.
	Height of buildings or structures (from the ground)	45 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
- 1. . . . . Completed ALUC Application Form
  - 1. . . . . ALUC fee payment
  - 1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
  - 1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  - 1. . . . . CD with digital files of the plans (pdf)
  - 1. . . . . Vicinity Map (8.5x11)
  - 1. . . . . Detailed project description
  - 1. . . . . Local jurisdiction project transmittal
  - 3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  - 3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

Steve Manos  
Lake Elsinore

VICE CHAIR

Russell Betts  
Desert Hot Springs

COMMISSIONERS

Arthur Butler  
Riverside

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Riverside

Steven Stewart  
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Richard Stewart  
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Temecula

STAFF

Director  
Simon A. Housman

John Guerin  
Paul Ruff  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-6132

[www.rcaluc.org](http://www.rcaluc.org)

June 4, 2020

Mr. Brett Dawson, Contract Planner  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1407MA20  
Related File Nos.: CZ2000008 (Change of Zone) and PPT190039 (Plot Plan)  
Compatibility Zone: Zone C2  
APNs: 317-170-024 (Plot Plan only); 317-270-045 (Change of Zone and Plot Plan)

Dear Mr. Dawson:

On May 14, 2020, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. CZ2000008 (Change of Zone), a proposal to change the zoning of 13.27 acres (Assessor's Parcel Number 317-170-045) located easterly of Harvill Avenue, northerly of Rider Street, westerly of Interstate 215 and the BNSF rail line, and southerly of (Old) Cajalco Road within the unincorporated community of Mead Valley from M-H (Manufacturing – Heavy) to M-SC (Manufacturing – Service Commercial), **CONSISTENT** with the 2014 March Air Reserve Base Airport Land Use Compatibility Plan.

On May 14, 2020, the Riverside County Airport land Use Commission (ALUC) found County of Riverside Case No. PPT190039 (Plot Plan), a proposal to construct a 334,995 square foot industrial building providing 286,995 square feet of warehouse space and 48,000 square feet of office space (including 24,000 square feet of office space on a mezzanine level) on two parcels containing a combined 15.08 acres (Assessor's Parcel Numbers 317-170-024 and 317-170-045), **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
  4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the building, and shall be recorded as a deed notice.
  5. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:  
  
Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
  6. The proposed drainage basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
  7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
  8. This project has been evaluated as providing for 286,995 square feet of warehouse area and 48,000 square feet of office area. Any increase in building area or change in use other than for warehouse and office uses will require an amended review by the Airport Land Use Commission.
  9. Not more than 24,000 square feet of office area (two floors combined) shall be located within any single-acre area of the building. Office areas on each floor shall maintain a minimum separation of 210 feet from each other. Mezzanine office areas may directly overlie first floor office areas, provided that the single-acre office area maximum of 24,000 square feet is not exceeded.
  10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base (MARB). In the event of any

reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.

11. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2020-AWP-2286-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
12. The proposed building shall not exceed a height of 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,560 feet above mean sea level.
13. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
14. The coordinates, frequencies, and power specified in the Determination of No Hazard to Air Navigation letter dated April 8, 2020 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service.
15. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,560 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
16. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

Supporting documentation was provided to the Airport Land Use Commission and is available online at [www.rcaluc.org](http://www.rcaluc.org), click Agendas 05-14-20 Agenda, Bookmark Agenda Item No. 3.4.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982 or Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

**cc: Michael Weber, Duke Realty – Irvine office (applicant)**  
**Nicole Torstvet or Scott Hildebrandt, Albert A. Webb and Associates (representatives)**  
**• Duke Realty – Indianapolis office (fee-payer)**  
**Perris Valley Properties (property owner)**  
**Gary Gosliga, March Inland Port Airport Authority**  
**Doug Waters, Base Civil Engineer March Air Reserve Base**  
**ALUC Case File**

**Y:\AIRPORT CASE FILES\March\ZAP1407MA20\ZAP1407MA20.LTR.doc**

# **NOTICE OF AIRPORT IN VICINITY**

This property is presently located in the vicinity of an airport, within what is known as an airport influent area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

**NOTICE OF PUBLIC HEARING**  
and  
**INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider a proposed project in the vicinity of your property, as described below:

**PLOT PLAN NO. 190039 and CHANGE OF ZONE NO. 2000008 – Intent to Adopt a Mitigated Negative Declaration** – CEQ190175 – Applicant: Duke Realty – Representative: Michael Weber – First Supervisorial District – Mead Valley Area Plan – North Perris Area Zoning District – General Plan: Light Industrial (LI) – Zoning: Manufacturing Heavy (M-H) – Manufacturing – Service Commercial (M-SC) – Location: Northeasterly corner of Harvill Avenue and Rider Street – 15.07 acres – **REQUEST** A Plot Plan to construct a construct a 334,922 sq. ft. warehousing and distribution facility with approximately 10,990 sq. ft. of first floor office, 7,850 sq. ft. of office mezzanine, 316,082 sq. ft. of warehouse, 41 dock doors, parking for automobiles and trucks and one water quality detention basin, and associated improvements. The project includes two (2) water quality basins, 333 standard parking spaces, which includes six (6) accessible parking spaces, 49 additional spaces are designated as trailer parking spaces, and a Change of Zone to from Manufacturing Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC) throughout the property. APN's: 317-170-024 and 317-170-045.

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.  
DATE OF HEARING: **MAY 19, 2021**  
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER  
BOARD CHAMBERS, 1ST FLOOR  
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the place of hearing, as listed above. Public access to the meeting location will be allowed but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>. For further information regarding this project please contact Project Planner Brett Dawson at (951) 955-0972 or email at [bdawson@rivco.org](mailto:bdawson@rivco.org), or go to the County Planning Department's Planning Commission agenda web page at <http://planning.rctlma.org/PublicHearings.aspx>.

The Riverside County Planning Department has determined that the above project will not have a significant effect on the environment and has recommended adoption of a mitigated negative declaration. The Planning Commission will consider the proposed project and the proposed mitigated negative declaration, at the public hearing. The case file for the proposed project and the proposed mitigated negative declaration is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, you may appear and be heard at the time and place noted above. You may participate remotely by registering with the Planning Department. All comments received prior to the public hearing will be submitted to the Planning Commission for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Commission and retained for the official record.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that, as a result of public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands, within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:  
RIVERSIDE COUNTY PLANNING DEPARTMENT  
Attn: Brett Dawson  
P.O. Box 1409, Riverside, CA 92502-1409



# RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.  
Assistant TLMA Director

## APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- PLOT PLAN                       PUBLIC USE PERMIT                       VARIANCE  
 CONDITIONAL USE PERMIT                       TEMPORARY USE PERMIT

REVISED PERMIT Original Case No. \_\_\_\_\_

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.**

### **APPLICATION INFORMATION**

Applicant Name: Duke Realty

Contact Person: Michael Weber E-Mail: michael.weber@dukerealty.com

Mailing Address: 200 Spectrum Center Drive Suite 1600  
Irvine, CA 92618  
City State ZIP

Daytime Phone No: ( 949 ) 797-7048 Fax No: ( \_\_\_\_\_ )

Engineer/Representative Name: Albert A. Webb Associates

Contact Person: Nicole Torstvet E-Mail: nicole.torstvet@webbassociates.com

Mailing Address: 3788 McCray Street  
Riverside, CA 92506  
City State ZIP

Daytime Phone No: ( 951 ) 320-6066 Fax No: ( \_\_\_\_\_ )

Property Owner Name: Duke Realty Limited Partnership

Contact Person: Michael Weber E-Mail: michael.weber@dukerealty.com

Mailing Address: 200 Spectrum Center Drive Suite 1600  
Irvine, CA 92618  
City State ZIP

Daytime Phone No: ( 949 ) 797-7048 Fax No: ( \_\_\_\_\_ )

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

Desert Office · 77-588 El Duna Court, Suite H  
Palm Desert, California 92211  
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**APPLICATION FOR LAND USE AND DEVELOPMENT**

Check this box if additional persons or entities have an ownership interest in the subject property(ies) in addition to that indicated above; and attach a separate sheet that references the use permit type and number and list those names, mailing addresses, phone and fax numbers, and email addresses; and provide signatures of those persons or entities having an interest in the real property(ies) involved in this application.

**AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:**

I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land and make examinations and surveys, provided that the entries, examinations, and surveys do not interfere with the use of the land by those persons lawfully entitled to the possession thereof.

(If an authorized agent signs, the agent must submit a letter signed by the owner(s) indicating authority to sign on the owner(s)'s behalf, and if this application is submitted electronically, the "wet-signed" signatures must be submitted to the Planning Department after submittal but before the use permit is ready for public hearing.)

Duke Realty Limited Partnership - Nancy Shultz

PRINTED NAME OF PROPERTY OWNER(S)



SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

**AUTHORIZATION FOR CONCURRENT FEE TRANSFER**

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

**PROPERTY INFORMATION:**

Assessor's Parcel Number(s): 317-170-024, 317-170-045

Approximate Gross Acreage: 14.4

General location (nearby or cross streets): North of Rider Street, South of

Cajalco Road, East of Harvill Avenue, West of Interstate 215.

**APPLICATION FOR LAND USE AND DEVELOPMENT**

**PROJECT PROPOSAL:**

Describe the proposed project.

planning to develop approximately 316,500+/- s.f. distribution warehouse on approximately 14+ acres,

located at the northeast corner of Harvill Avenue and Rider Street in the County of Riverside

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): Light Industrial

Number of existing lots: 2

EXISTING Buildings/Structures: Yes <input type="checkbox"/> No <input type="checkbox"/>						
No.*	Square Feet	Height	Stories	Use/Function	To be Removed	Bldg. Permit No.
1					<input type="checkbox"/>	
2					<input type="checkbox"/>	
3					<input type="checkbox"/>	
4					<input type="checkbox"/>	
5					<input type="checkbox"/>	
6					<input type="checkbox"/>	
7					<input type="checkbox"/>	
8					<input type="checkbox"/>	
9					<input type="checkbox"/>	
10					<input type="checkbox"/>	

Place check in the applicable row, if building or structure is proposed to be removed.

PROPOSED Buildings/Structures: Yes <input type="checkbox"/> No <input type="checkbox"/>				
No.*	Square Feet	Height	Stories	Use/Function
1	316,500			
2				
3				
4				
5				
6				
7				
8				
9				
10				

PROPOSED Outdoor Uses/Areas: Yes <input type="checkbox"/> No <input type="checkbox"/>		
No.*	Square Feet	Use/Function
1		
2		
3		
4		
5		

**APPLICATION FOR LAND USE AND DEVELOPMENT**

6		
7		
8		
9		
10		

\* Match to Buildings/Structures/Outdoor Uses/Areas identified on Exhibit "A".

Check this box if additional buildings/structures exist or are proposed, and attach additional page(s) to identify them.)

Related cases filed in conjunction with this application:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Are there previous development applications filed on the subject property: Yes  No

If yes, provide Application No(s). \_\_\_\_\_  
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) \_\_\_\_\_ EIR No. (if applicable): \_\_\_\_\_

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes  No

If yes, indicate the type of report(s) and provide a signed copy(ies): Geotechnical

Is the project located within 1,000 feet of a military installation, beneath a low-level flight path or within special use airspace as defined in Section 21098 of the Public Resources Code, and within an urbanized area as defined by Government Code Section 65944? Yes  No

Is this an application for a development permit? Yes  No

If the project located within either the Santa Ana River/San Jacinto Valley watershed, the Santa Margarita River watershed, or the Whitewater River watershed, check the appropriate checkbox below.

*If not known, please refer to [Riverside County's Map My County website](#) to determine if the property is located within any of these watersheds (search for the subject property's Assessor's Parcel Number, then select the "Geographic" Map Layer – then select the "Watershed" sub-layer)*

If any of the checkboxes are checked, click on the adjacent hyperlink to open the applicable Checklist Form. Complete the form and attach a copy as part of this application submittal package.

[Santa Ana River/San Jacinto Valley](#)

[Santa Margarita River](#)

[Whitewater River](#)

**APPLICATION FOR LAND USE AND DEVELOPMENT**

If the applicable Checklist has concluded that the application requires a preliminary project-specific Water Quality Management Plan (WQMP), such a plan shall be prepared and included with the submittal of this application.

**HAZARDOUS WASTE AND SUBSTANCES STATEMENT**

The development project and any alternatives proposed in this application are contained on the lists compiled pursuant to [Section 65962.5](#) of the Government Code. Accordingly, the project applicant is required to submit a signed statement that contains the following information:

Name of Applicant: Michael Weber

Address: 200 Spectrum Center Drive Suite 1600, Irvine, CA 92618

Phone number: \_\_\_\_\_

Address of site (street name and number if available, and ZIP Code): Rider Street, Perris, CA 92570

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: 317-170-024, 317-170-045

Specify any list pursuant to Section 65962.5 of the Government Code: \_\_\_\_\_

Regulatory Identification number: \_\_\_\_\_

Date of list: \_\_\_\_\_

Applicant: \_\_\_\_\_ Date \_\_\_\_\_

**HAZARDOUS MATERIALS DISCLOSURE STATEMENT**

[Government Code Section 65850.2](#) requires the owner or authorized agent for any development project to disclose whether:

1. Compliance will be needed with the applicable requirements of Section 25505 and Article 2 (commencing with Section 25531) of Chapter 6.95 of Division 20 of the Health and Safety Code or the requirements for a permit for construction or modification from the air pollution control district or air quality management district exercising jurisdiction in the area governed by the County. Yes  No
2. The proposed project will have more than a threshold quantity of a regulated substance in a process or will contain a source or modified source of hazardous air emissions. Yes  No

I (we) certify that my (our) answers are true and correct.

Owner/Authorized Agent (1) Michael Weber Date 11/1/19

Owner/Authorized Agent (2) \_\_\_\_\_ Date \_\_\_\_\_

## **APPLICATION FOR LAND USE AND DEVELOPMENT**

---

**This completed application form, together with all of the listed requirements provided on the Land Use and Development Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.**

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\Land Use and Development Condensed application.docx  
Created: 04/29/2015 Revised: 08/03/2018



# RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E,  
Assistant TLMA Director

## INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

The owner(s) of the property, at their own expense, agree to defend, indemnify and hold harmless the County of Riverside and its agents, officers, and employees from and against any lawsuit, claim, action, or proceeding (collectively referred to as "proceeding") brought against the County of Riverside, its agents, officers, attorneys and employees to attack, set aside, void, or annul the County's decision to approve any tentative map (tract or parcel), revised map, map minor change, reversion to acreage, conditional use permit, public use permit, surface mining permit, WECS permit, hazardous waste siting permit, temporary outdoor event permit, plot plan, substantial conformance, revised permit, variance, setback adjustment, general plan amendment, specific plan, specific plan amendment, specific plan substantial conformance, zoning amendments, and any associated environmental documents. This defense and indemnification obligation shall include, but not limited to, damages, fees and/or costs awarded against the County, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, property owner, the County, and/or the parties initiating or bringing such proceeding.

*Nancy Shultz* 2-24-20  
\_\_\_\_\_  
Property Owner(s) Signature(s) and Date

*Nancy Shultz*  
\_\_\_\_\_  
Printed Name of Owner

*If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets of this page, if necessary.*

*If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:*

- *If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- *If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- *If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- *If the property owner is a trust, provide a copy of the trust certificate.*

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

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Palm Desert, California 92211  
(760) 863-8277 · Fax (760) 863-7040

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## **INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS**

- *If the property owner is a Limited Liability Corporation, provide a copy of the operating agreement for the LLC documenting who has authority to bind the LLC and to sign on its behalf.*

*If the signing entity is also a corporate entity, Limited Liability Company, partnership or trust, the above documentation must also be submitted with this application. For any out of State legal entities, provide documentation showing registration with the California Secretary of State.*

*In addition to the above, provide a copy of a Preliminary Title Report for the property subject to this application. The Preliminary Title Report must be issued by a title company licensed to conduct business in the State of California and dated less than six months prior to the date of submittal of this application. The Assistant TLMA Director may waive the requirement for a Preliminary Title Report if it can be shown to the satisfaction of the Assistant TLMA Director that the property owner(s) has owned the property consistently for at least the last five years.*

*If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.*



# RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.  
Assistant TLMA Director

## APPLICATION FOR CHANGE OF ZONE

CHECK ONE AS APPROPRIATE:

**Standard Change of Zone**

There are three different situations where a Planning Review Only Change of Zone will be accepted:

- Type 1:** Used to legally define the boundaries of one or more Planning Areas within a Specific Plan.
- Type 2:** Used to establish or change a SP zoning ordinance text within a Specific Plan.
- Type 3:** Used when a Change of Zone application was conditioned for in a prior application.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

### APPLICATION INFORMATION

Applicant Name: Duke Realty

Contact Person: Michael Weber E-Mail: Michael.Weber@DukeRealty.com

Mailing Address: 200 Spectrum Center Drive, Suite 1600  
Irvine CA 92618  
City State ZIP

Daytime Phone No: ( 949 ) 797 - 7048 Fax No: (      )                     

Engineer/Representative Name: Albert A. Webb Associates

Contact Person: Nicole Torstvet E-Mail: Nicole.Torstvet@WebbAssociates.com

Mailing Address: 3788 McCray Street  
Riverside CA 92506  
City State ZIP

Daytime Phone No: ( 951 ) 320 - 6066 Fax No: (      )                     

Property Owner Name: Duke Realty

Contact Person: Michael Weber E-Mail: Michael.Weber@DukeRealty.com

Mailing Address: 200 Spectrum Center Drive, Suite 1600  
Street

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

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

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**APPLICATION FOR CHANGE OF ZONE**

Irvine  
City

CA  
State

92618  
ZIP

Check this box if additional persons or entities have an ownership interest in the subject property(ies) in addition to that indicated above; and attach a separate sheet that references the property address and/or assessor's parcel number and list those names, mailing addresses, phone and fax numbers, and email addresses; and provide signatures of those persons or entities having an interest in the real property(ies) involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

**AUTHORIZATION FOR CONCURRENT FEE TRANSFER**

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

**AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:**

I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land and make examinations and surveys, provided that the entries, examinations, and surveys do not interfere with the use of the land by those persons lawfully entitled to the possession thereof.

(If an authorized agent signs, the agent must submit a letter signed by the owner(s) indicating authority to sign on the owner(s)'s behalf, and if this application is submitted electronically, the "wet-signed" signatures must be submitted to the Planning Department after submittal but before the subdivision is ready for public hearing.)

*Nancy Shultz*

PRINTED NAME OF PROPERTY OWNER(S)



SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

**PROPERTY INFORMATION:**

Assessor's Parcel Number(s): 317-170-024, 317-170-045

Approximate Gross Acreage: 15.07

General location (nearby or cross streets): North of Rider Street, South of \_\_\_\_\_

**APPLICATION FOR CHANGE OF ZONE**

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Cajalco Road, East of Harvill Avenue, West of Interstate 215.

Proposal (describe the zone change, indicate the existing and proposed zoning classifications. If within a Specific Plan, indicate the affected Planning Areas):

Existing zoning is M-H and M-SC. The general plan land use is Light Industrial. M-H is generally inconsistant with the general land use and we are proposing to change M-H zoning to M-SC.

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Related cases filed in conjunction with this request:

PPT190039, CEQ190175

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**This completed application form, together with all of the listed requirements provided on the Change of Zone Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.**

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\295-1071 CZ Condensed Application.docx  
Created: 07/06/2015 Revised: 07/30/2018



**COUNTY OF RIVERSIDE  
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



**Juan C. Perez**  
Director of Transportation and Land Management Agency

Patricia Romo  
Transportation Director,  
Transportation Department

Charissa Leach, P.E.  
Assistant TLMA Director  
Planning Department

Mike Lara  
Building Official,  
Building & Safety Department

Hector Viray  
Code Enforcement Official,  
Code Enforcement Department

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**LAND USE and PERMIT APPLICATION PROCESSING AGREEMENT**  
Agreement for Payment of Costs of Application Processing

**TO BE COMPLETED BY APPLICANT:**

This agreement is by and between the County of Riverside, hereafter "County of Riverside",  
and Duke Realty hereafter "Applicant" and Duke Realty "Property Owner".

**Description of application/permit use:**

Processing a plot plan for a 311,000 s.f. speculative building with approx. 11,00 s.f. of office space and 300,000 s.f. of warehouse.

Processing a Change of Zone from M-H to M-SC.

If your application is subject to Deposit-based Fee, the following applies

**Section 1. Deposit-based Fees**

**Purpose:** The Riverside County Board of Supervisors has adopted ordinances to collect "Deposit-based Fees" for the costs of reviewing certain applications for land use review and permits. The Applicant is required to deposit funds to initiate staff review of an application. The initial deposit may be supplemented by additional fees, based upon actual and projected labor costs for the permit. County departments draw against these deposited funds at the staff hourly rates adopted by the Board of Supervisors. The Applicant and Property Owner are responsible for any supplemental fees necessary to cover any costs which were not covered by the initial deposit.

**Section 2. Applicant and Property Owner Responsibilities for Deposit-based Fee Applications**

- A. Applicant agrees to make an initial deposit in the amount as indicated by County ordinance, at the time this Agreement is signed and submitted with a complete application to the County of Riverside. Applicant acknowledges that this is an initial deposit and additional funds may be needed to complete their case. The County of Riverside will not pay interest on deposits. Applicant understands that any delays in making a subsequent deposit from the date of written notice requesting such additional deposit by County of Riverside, may result in the stoppage of work.
- B. Within 15 days of the service by mail of the County of Riverside's written notice that the application permit deposit has been reduced to a balance of less than 20% of the initial deposit or that the deposit is otherwise insufficient to cover the expected costs to completion, the Applicant agrees to make an additional payment of an amount as determined by the County of Riverside to replenish the deposit. Please note that the processing of the application or permit may stop if the amount on deposit has been expended. The Applicant agrees to continue making such payments until the County of Riverside is reimbursed for all costs related to this application or permit. The County of Riverside is entitled to recover its costs, including attorney's fees, in collecting unpaid accounts that would have been drawn on the deposit were it not depleted.
- C. The Property Owner acknowledges that the Applicant is authorized to submit this agreement and related application(s) for land use review or permit on this property. The Property Owner also acknowledges that should the Applicant not reimburse the County of Riverside for all costs related to this application or permit, the Property Owner shall become immediately liable for these costs which shall be paid within 15 days of the service by mail of notice to said property Owner by the County.

- D. This Agreement shall only be executed by an authorized representative of the Applicant and the Property Owner. The person(s) executing this Agreement represents that he/she has the express authority to enter into this agreement on behalf of the Applicant and/or Property Owner.
- E. This Agreement is not assignable without written consent by the County of Riverside. The County of Riverside will not consent to assignment of this Agreement until all outstanding costs have been paid by Applicant.
- F. Deposit statements, requests for deposits or refunds shall be directed to Applicant at the address identified in Section 4.

**Section 3. To ensure quality service, Applicant is responsible to provide one-week written notice to the County of Riverside Transportation and Land Management Agency (TLMA) Permit Assistance Centers if any of the information below changes.**

**Section 4. Applicant and Owner Information**

**1. PROPERTY INFORMATION:**

Assessors Parcel Number(s): 317-170-024 and 317-170-045

Property Location or Address:

North of Rider St., South of Cajalco Rd., East of Harvill Ave., and West of Interstate 215

**2. PROPERTY OWNER INFORMATION:**

Property Owner Name: Duke Realty, Nancy Schultz Phone No.: \_\_\_\_\_

Firm Name: Duke Realty Email: \_\_\_\_\_

Address: 200 Spectrum Center Drive, Suite 1600

Irvine, CA 92618

**3. APPLICANT INFORMATION:**

Applicant Name: Michael Weber Phone No.: (949) 797-7048

Firm Name: Duke Realty Email: Michael.Weber@DukeRealty.com

Address (if different from property owner)  
\_\_\_\_\_  
\_\_\_\_\_

**4. SIGNATURES:**

Signature of Applicant:  Date: 2/24/20

Print Name and Title: Michael Weber, Dev. Services Manager

Signature of Property Owner:  Date: 2-24-20

Print Name and Title: Nancy Schultz SVP

Signature of the County of Riverside, by \_\_\_\_\_ Date: \_\_\_\_\_

Print Name and Title: \_\_\_\_\_

FOR COUNTY OF RIVERSIDE USE ONLY	
Application or Permit (s)#: _____	
Set #: _____	Application Date: _____

**NOTICE OF PUBLIC HEARING**  
and  
**INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider a proposed project in the vicinity of your property, as described below:

**PLOT PLAN NO. 190039 and CHANGE OF ZONE NO. 2000008 – Intent to Adopt a Mitigated Negative Declaration** – CEQ190175 – Applicant: Duke Realty – Representative: Michael Weber – First Supervisorial District – Mead Valley Area Plan – North Perris Area Zoning District – General Plan: Light Industrial (LI) – Zoning: Manufacturing Heavy (M-H) – Manufacturing – Service Commercial (M-SC) – Location: Northeasterly corner of Harvill Avenue and Rider Street – 15.07 acres – **REQUEST** A Plot Plan to construct a construct a 334,922 sq. ft. warehousing and distribution facility with approximately 10,990 sq. ft. of first floor office, 7,850 sq. ft. of office mezzanine, 316,082 sq. ft. of warehouse, 41 dock doors, parking for automobiles and trucks and one water quality detention basin, and associated improvements. The project includes two (2) water quality basins, 333 standard parking spaces, which includes six (6) accessible parking spaces, 49 additional spaces are designated as trailer parking spaces, and a Change of Zone to from Manufacturing Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC) throughout the property. APN's: 317-170-024 and 317-170-045.

TIME OF HEARING:	9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING:	<b>MAY 19, 2021</b>
PLACE OF HEARING:	RIVERSIDE COUNTY ADMINISTRATIVE CENTER BOARD CHAMBERS, 1ST FLOOR 4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the place of hearing, as listed above. Public access to the meeting location will be allowed but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>. For further information regarding this project please contact Project Planner Brett Dawson at (951) 955-0972 or email at [bdawson@rivco.org](mailto:bdawson@rivco.org), or go to the County Planning Department's Planning Commission agenda web page at <http://planning.rctlma.org/PublicHearings.aspx>.

The Riverside County Planning Department has determined that the above project will not have a significant effect on the environment and has recommended adoption of a mitigated negative declaration. The Planning Commission will consider the proposed project and the proposed mitigated negative declaration, at the public hearing. The case file for the proposed project and the proposed mitigated negative declaration is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, you may appear and be heard at the time and place noted above. You may participate remotely by registering with the Planning Department. All comments received prior to the public hearing will be submitted to the Planning Commission for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Commission and retained for the official record.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that, as a result of public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands, within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:  
RIVERSIDE COUNTY PLANNING DEPARTMENT  
Attn: Brett Dawson  
P.O. Box 1409, Riverside, CA 92502-1409

## PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on February 26, 2021,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers CZ2000008 / PPT190039 for

Company or Individual's Name RCIT - GIS,

Distance buffered 1000'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

ADDRESS: 4080 Lemon Street 9<sup>TH</sup> Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

# Riverside County GIS Mailing Labels

CZ2000008 / PPT190039

(1000 feet buffer )



## Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

## Notes



0 752 1,505 Feet



A horizontal scale bar with markings at 0, 752, and 1,505 feet.

**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 2/25/2021 4:11:58 PM

© Riverside County RCIT

317150006  
CHARLES A. BROOKER  
19971 PATTERSON AVE  
PERRIS CA 92570

317160021  
ROBERT V. LANGE  
42814 BEMAN DR  
MURRIETA CA 92562

317160037  
JUI LONG LEE  
1026 HOOPER DR  
WEST COVINA CA 91791

317160043  
JOEY M. TOTH  
19543 PATTERSON AVE  
PERRIS CA 92570

317160044  
VAL VERDE UNIFIED SCHOOL DISTRICT  
975 W MORGAN ST  
PERRIS CA 92571

317160038  
C E LEASING  
32294 CORTE LAS CRUCES  
TEMECULA CA 92592

317170024  
DUKE REALTY RIDER & HARVILL LP  
PO BOX 40509  
INDIANAPOLIS IN 46240

317170044  
AMERICAN TOWER ASSET SUB  
P O BOX 5167  
RIVERSIDE CA 92517

317160029  
VAL VERDE UNIFIED SCHOOL DIST  
975 W MORGAN ST  
PERRIS CA 92571

317170016  
ADHAM ABDULLA  
11822 MUSGROVE  
OAK HILLS CA 92344

317230042  
PWE EAGLE INC  
50 ROCKEFELLER PLZ 2ND FL  
NEW YORK NY 10020

317230044  
EAGLE PACIFIC INDUSTRIES INC  
5200 W CENTURY 10TH FLR  
LOS ANGELES CA 90045

317230022  
U TURN FOR CHRIST  
20170 PATTERSON AVE  
PERRIS CA 92570

305020031  
RITCHIE BROS PROP INC  
P O BOX 6429  
LINCOLN NE 68506



303050004  
DUKE REALTY WEBSTER RIDER  
PO BOX 40509  
INDIANAPOLIS IN 46240

317160035  
COUNTY OF RIVERSIDE  
P O BOX 1180  
RIVERSIDE CA 92502

317160048  
DAVID AGUILAR  
16800 SILVER STAR  
RIVERSIDE CA 92506

317170043  
DP HARVILL, LLC  
1430 S EASTMAN AVE  
COMMERCE CA 90023

317330006  
JAMES GREGORY HUTCHISON  
3460 WEBSTER AVE  
PERRIS CA 92571

317140048  
MWD  
P O BOX 54153  
LOS ANGELES CA 90054

317170046  
RIDER COMMERCE  
527 W 7TH ST STE 308  
LOS ANGELES CA 90014

317230019  
THOMAS H. MOORE  
20030 PATTERSON AVE  
PERRIS CA 92570

317230052  
HARVILL BUSINESS CENTER  
1230 PEACHTREE STE 3560  
ATLANTA GA 30309

317160018  
AT & SF RR  
740 E CARNEGIE DR  
SAN BERNARDINO CA 92408

317230021  
CHARLES HARVEY ESCHRICH  
23615 RIDER ST  
PERRIS CA 92570

317230034  
RIVERSIDE COUNTY TRANSPORTATION  
4080 LEMON ST 3RD FL  
RIVERSIDE CA 92502

317170033  
HIGH DESERT MANAGEMENT INC  
19264 ESTANCIA WAY  
APPLE VALLEY CA 92308

317230020  
MIGUEL ANGEL ARRIZON  
20050 PATTERSON AVE  
PERRIS CA 92570

317330004  
DAVID M. AGUILAR  
16800 SILVER STAR CT  
RIVERSIDE CA 92506

317160027  
RIVERSIDE COUNTY TRANSPORTATION  
PO BOX 12008  
RIVERSIDE CA 92502

Michael Weber  
Duke Reality  
200 Spectrum Center Drive Suite 1600  
Irvine CA 92618

Richard Drury  
Theresa Rettinghouse  
Lozeau Drury, LLC.  
410 12th Street Suite 250  
Oakland, CA 94607

Nicole Tortsvet  
Albert A. Webb Associates  
3788 McCray Street  
Riverside CA 92506

Kirkland West  
Habitat Defense Council  
PO Box 7821  
Laguna Niguel, CA 92607-7821

Stacey Osborne  
Senior Paralegal  
Lozeau | Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612

Eastern Municipal Water District  
2270 Trumble Road  
Perris CA 92570





# RIVERSIDE COUNTY PLANNING DEPARTMENT

**Charissa Leach**

**Assistant Director of**

**TLMA- Community Development**

## NOTICE OF DETERMINATION

**TO:**  Office of Planning and Research (OPR)  
P.O. Box 3044  
Sacramento, CA 95812-3044  
 County of Riverside County Clerk

**FROM:** Riverside County Planning Department  
 4080 Lemon Street, 12th Floor  
P. O. Box 1409  
Riverside, CA 92502-1409

38686 El Cerrito Road  
Palm Desert, California 92211

**SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.**

PPT190039  
*Project Title/Case Numbers*

Brett Dawson  
*County Contact Person*

(951) 955-0972  
*Phone Number*

N/A  
*State Clearinghouse Number (if submitted to the State Clearinghouse)*

Mike Weber Duke Realty  
*Project Applicant*

200 Spectrum Center Drive, Suite 1600 Irvine CA 92618  
*Address*

Northeast corner of Harvill Avenue and Rider Street *Project Location*

**PLOT PLAN NO. 190039, CHANGE OF ZONE NO. 2000008 - EA CEQ190175 – Applicant: Duke Realty - Representative: Michael Weber – First Supervisorial District – Mead Valley Area Plan – North Perris Area Zoning District – General Plan: Light Industrial (LI) – Zoning: Manufacturing Heavy (M-H) Manufacturing-Service Commercial (M-SC) – Location: Northeast corner of Harvill Avenue and Rider Street – 15.08 acres – REQUEST A Plot Plan to construct a 334,995 square foot warehouse (48,000 square feet of office space) – distribution facility APN(s), a Change of Zone to from Manufacturing Heavy (M-H) and Manufacturing Service Commercial (M-SC) to Manufacturing Service Commercial (M-SC) throughout the property - 317-170-024, 317-170-045**

This is to advise that the Riverside County Planning Director, as the lead agency, has approved the above-referenced project on April 4, 2018, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared and certified for the project pursuant to the provisions of the California Environmental Quality Act and reflect the independent judgment of the Lead Agency.
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Mitigated Negative Declaration, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

\_\_\_\_\_  
*Signature*

\_\_\_\_\_  
**Project Planner**

\_\_\_\_\_  
*Title*

\_\_\_\_\_  
*Date*

Date Received for Filing and Posting at OPR: N/A

