



# RIVERSIDE COUNTY PLANNING DEPARTMENT

9:00 A.M.

MARCH 4, 2020

**Planning  
Commissioners  
2020**

## AGENDA REGULAR MEETING RIVERSIDE COUNTY PLANNING COMMISSION COUNTY ADMINISTRATIVE CENTER First Floor Board Chambers 4080 Lemon Street, Riverside, CA 92501

**1<sup>st</sup> District**  
Carl Bruce  
Shaffer  
Vice-Chairman

Any person wishing to speak must complete a "SPEAKER IDENTIFICATION FORM" and submit it to the Hearing Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply provide your name and address and state that you agree with the previous speaker(s).

**2<sup>nd</sup> District**  
David Leonard

Any person wishing to make a presentation that includes printed material, video or another form of electronic media must provide the material to the Project Planner at least 48 hours prior to the meeting.

**3<sup>rd</sup> District**  
Gary Thornhill

In compliance with the Americans with Disabilities Act, if you require reasonable accommodations please contact Elizabeth Sarabia, TLMA Commission Secretary, at (951) 955-7436 or e-mail at [esarabia@rivco.org](mailto:esarabia@rivco.org). Requests should be made at least 72 hours prior to the scheduled meeting. Alternative formats are available upon request.

**4<sup>th</sup> District**  
Bill Sanchez

### **CALL TO ORDER: SALUTE TO THE FLAG ROLL CALL**

**1.0** CONSENT CALENDAR: 9:00 a.m. or as soon as possible thereafter (Presentation available upon Commissioners' request)

**NONE**

**5<sup>th</sup> District**  
Eric Kroencke  
Chairman

**2.0** GENERAL PLAN AMENDMENT INITIATION PROCEEDINGS: 9:00 a.m. or as soon as possible thereafter (Presentation available upon Commissioners' request)

**NONE**

**Assistant TLMA  
Director**  
Charissa Leach,  
P.E.

**3.0** PUBLIC HEARING – CONTINUED ITEMS: 9:00 a.m. or as soon as possible thereafter.

**NONE**

**4.0** PUBLIC HEARING – NEW ITEMS: 9:00 a.m. or as soon as possible thereafter

**4.1** **PLOT PLAN NO. 190005 (PPT190005) – Intent to Adopt a Mitigated Negative Declaration – CEQ1900012 – Applicant: Newcastle Partners, Inc. – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location: Easterly of Harvill Avenue, southerly of Orange Avenue, westerly of Interstate 215, and northerly of Daytona Cove – 16.86 Acres – Zoning: Manufacturing – Heavy (M-H) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 333,553 sq. ft. warehouse/distribution/manufacturing facility and associated improvements on 16.86-acres. Project Planner: Russell Brady at (951) 955-3025 or email at [rbrady@rivco.org](mailto:rbrady@rivco.org).**

**Legal Counsel**  
Michelle Clack  
Chief Deputy  
County Counsel

**5.0** WORKSHOPS:

**NONE**

**6.0** ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

**7.0** DIRECTOR'S REPORT

**8.0** COMMISSIONERS' COMMENTS




# COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

Agenda Item No.

4.1

Planning Commission Hearing: March 4, 2020

## PROPOSED PROJECT

<b>Case Number(s):</b>	Plot Plan No. 190005	<b>Applicant(s):</b> Newcastle Partners, Inc.
<b>EA No.:</b>	CEQ1900012	
<b>Area Plan:</b>	Mead Valley	<b>Representative(s):</b> EPD Solutions, Inc.
<b>Zoning Area/District:</b>	North Perris Area	
<b>Supervisory District:</b>	First District	
<b>Project Planner:</b>	Russell Brady	
<b>Project APN(s):</b>	305-100-064, 305-100-061, 305-100-049, 305-100-048	 Charissa Leach, P.E. Assistant TLMA Director

## PROJECT DESCRIPTION AND LOCATION

**PLOT PLAN NO. 190005** is a proposal for the construction and operation of a total of 333,553 square foot warehouse/distribution/manufacturing facility on 16.86-acres.

A single driveway is proposed on Harvill Avenue that will serve as both truck and regular vehicle access. Harvill Avenue is an existing improved road with curb and would remain as currently improved. A sidewalk would be provided along Harvill Avenue and additional right-of-way dedication will be provided for an easterly half-width total dedication of 59 feet.

The Project site is currently vacant with disturbed surface and is relatively flat. Grading for the site is anticipated to be balanced and would generally follow the existing topography given the site is relatively flat. Blasting is not anticipated based on the limited grading proposed.

A basin is proposed near the southeastern corner of the property that would treat runoff from the site and outlet to existing drainage facilities located at the southeast corner of the site that currently outlets to the railroad property directly to the east. An existing Master Drainage Plan facility currently outlets at the southwest portion of the site that conveys drainage from the west. The Project will also construct a 48 inch storm drain to continue this MDP facility through the site along with a 24 inch storm drain to collect drainage from Harvill Avenue midway along the Project's frontage and connect both to the current Project site drainage outlet at the southeast corner.

The description as included above and as further detailed in the Initial Study/Mitigated Negative Declaration constitutes the "Project" as further referenced in this staff report.

The Project site is located easterly of Harvill Avenue, westerly of I-215, southerly of Orange Avenue, and northerly of Daytona Cove.

## PROJECT RECOMMENDATION

**STAFF RECOMMENDATIONS:**

**THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:**

**ADOPT** a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. CEQ 1900012**, 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 with the required mitigation; and,

**APPROVE PLOT PLAN NO. 190005**, subject to the attached advisory notification document, conditions of approval, and based upon the findings and conclusions provided in this staff report.

**PROJECT DATA**

<b>Land Use and Zoning:</b>	
Specific Plan:	N/A
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:	Light Industrial (LI)
East:	Light Industrial (LI), City of Perris
South:	Light Industrial (LI)
West:	Business Park (BP), Rural Community: Very Low Density Residential (RC:VLDR)
Existing Zoning Classification:	Manufacturing – Heavy (M-H)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing – Heavy (M-H)
East:	Manufacturing – Medium (M-M), City of Perris
South:	Manufacturing – Heavy (M-H)
West:	Industrial Park (I-P), Light Agriculture, ten-acre minimum (A-1-10)
Existing Use:	Vacant land
Surrounding Uses	
North:	Salvation Army facility

East:	Railroad, I-215
South:	Vacant land, self-storage
West:	Vacant land, single-family residential

**Project Details:**

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	16.86	N/A
Proposed Building Area (SQFT):	333,553	N/A
Floor Area Ratio:	0.45	0.25 minimum, 0.60 maximum for Light Industrial
Building Height (FT):	46'	40 feet at setback line, maximum of 50 feet
Landscape Area (SQFT):	15.21% (110,358)	10% (72,556)

**Parking:**

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Office	8,000	1 per 250	32	
Warehouse	325,553	1 per 2,000	163	
<b>TOTAL:</b>			<b>195</b>	<b>195</b>

**Located Within:**

City's Sphere of Influence:	Yes, City of Perris
Community Service Area ("CSA"):	No
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
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes
Airport Influence Area ("AIA"):	Yes, March ARB



## PROJECT LOCATION MAP



Figure 1: Project Location Map

## PROJECT BACKGROUND AND ANALYSIS

### Background:

Plot Plan No. 190005 was submitted to the County of Riverside on February 26, 2019.

### Anticipated Uses

The Project proposes the construction of a warehouse building on a speculative basis with no specific tenant or use intended at this time. This type of building can be used for a variety of tenants and uses including, but not limited to distribution centers, e-commerce, and manufacturing. The ultimate tenant will have to comply with the Project conditions of approval and the analysis included within the Initial Study/Mitigated Negative Declaration, which limits certain types of uses due to their scale or potential for other environmental impacts not already analyzed. If any proposed uses exceed what the Project was permitted for and what was analyzed in the Initial Study/Mitigated Negative Declaration, further entitlement permitting and analysis pursuant to CEQA would be required.

### Airport Land Use Commission

The Project is located within the Airport Influence Area of the March Air Reserve Base, specifically located within Compatibility Zone C2. This Project was reviewed by the Riverside County Airport Land Use Commission (ALUC) on May 9, 2019. The ALUC determined the Project consistent subject to recommended conditions of approval that are included in the recommended conditions of approval on the Project.

## ENVIRONMENTAL REVIEW AND ENVIRONMENTAL FINDINGS

An Initial Study (IS) and a Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the State CEQA Guidelines. Based on the findings incorporated in Environmental Assessment No. CEQ1900012 the project will not have a significant effect on the environment with incorporation of mitigation measures addressed in the Initial Study. The IS and Mitigated Negative Declaration represent the independent judgement of Riverside County. The documents were circulated for public review on February 13, 2020.

### Solar Energy:

Riverside County Climate Action Plan, as revised in 2019, includes Measure R2-CE1 which requires renewable energy generation by projects of a certain size. This measure requires the production of 30% of the energy demand for commercial, office, industrial or manufacturing uses totaling more than 100,000 square feet. This measure has been applied to this Project based on feasibility analysis provided and will be further implemented by the conditions of approval once a specific tenant is identified and more specific energy demand calculations can be calculated based on that specific tenant to determine the amount of renewable energy generation that is necessary. This is anticipated to be accommodated via rooftop mounted solar panels.

## 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 Project site currently has a Land Use Designation of Community Development: Light Industrial (CD:LI) in the Riverside County General Plan. The Project is consistent with the Community Development: Light Industrial (CD:LI) land use designation and other aspects of the General Plan, including the Mead Valley Area Plan, since the Project proposes uses such as warehouse, distribution, and manufacturing uses that are described as anticipated uses within the Light Industrial land use designation in the General Plan.
2. The Project site currently has a Zoning Classification of Manufacturing – Heavy (M-H). This zone specifically allows for warehouse, distribution, and manufacturing uses as well as various other industrial uses as previously noted in the background section.
3. The Project, with proposed uses including warehouse, distribution, and manufacturing, is consistent with Ordinance No. 348 (Land Use) and is an allowable use within the Manufacturing – Heavy (M-H) Zoning Classification, subject to Plot Plan approval. Specific findings relating to the proposed uses, including findings relating to the applicable development standards, are in the following separate sections below.

**Entitlement Findings:**

**Plot Plan**

The following findings are required to approve the Plot Plan, pursuant to the provisions of Ordinance No. 348:

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. The Project site is designated as Light Industrial in the Riverside County General Plan. The Plot Plan proposes the construction of a building designed to be used for warehouse, distribution, and/or manufacturing purposes. These general uses are consistent with the Light Industrial land use designation of the General Plan since these uses are specifically listed as anticipated uses for each of these designations in the General Plan.
2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. As detailed in the Project's Initial Study/Mitigated Negative Declaration, all impacts have been reduced to levels that are less than significant. These impacts were analyzed and feasible mitigation incorporated in the Initial Study/Mitigated Negative Declaration and through this project to reduce these impacts to a less than significant level. The Project prepared a Health Risk Assessment which determined that impacts from the Project's emissions on the surrounding residents would be within typical acceptable levels and would be less than significant. Conditions of approval incorporated for the Plot Plan will further ensure that public health, safety and general welfare are protected.
3. The proposed use conforms to the logical development of the land and is compatible with the present and future logical development of the surrounding property, as areas to the north and south of the Project site have been developed with, approved for, or designated for similar uses as the proposed Project for industrial and warehouse type uses. Areas further to the west of the proposed Project that are developed with or designated for residential uses have been considered in the design of the Project. The Project has oriented dock doors to the south away from the residential area and includes an extension to the building that will provide shielding of the dock areas from areas to the west. The project also includes landscaping within the Harvill Avenue right-of-way and on the property that will provide some visual buffering from the residential area and for traffic along Harvill Avenue. Additionally, the proposed Project would not inhibit development of surrounding areas.
4. The 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 will provide the necessary additional dedication for Harvill Avenue. The Project has been designed to accommodate, treat, and outlet the existing drainage pattern on the Project site with the proposed storm drain facility to accommodate existing flows that enter the western portion of the site to the existing southeastern drainage outlet.
5. The proposed uses are consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Heavy (M-H) zone as detailed in the following Development Standards Findings section. The Plot Plan proposes an industrial building with uses

anticipated to include warehouse, distribution, and manufacturing. The Manufacturing – Heavy (M-H) zone allows specifically for warehouse, distribution, and manufacturing as well as for other various industrial uses with the approval of a plot plan.

6. All plot plans 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 Plot Plan proposes a single building that would not be able to be subdivided into multiple parcels.

**Development Standards Findings:**

1. The proposed use is consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Heavy (M-H) zone as detailed below:
  - a. *Lot Size. The minimum lot size shall be 10,000 square feet with a minimum average width of 75 feet, except that a lot size not less than 7,000 square feet and an average width of not less than 65 feet may be permitted when sewers are available and will be utilized for the development.* No subdivision is proposed at this time that would create parcels smaller than what currently exists. There are multiple parcels that currently exist though on the Project site that will all be merged into one parcel totaling 16.86 gross acres and 16.64 net acres as required by conditions of approval prior to building permit issuance. This total area would comply with this standard and would also be verified at that time the merger would be proposed.
  - b. *Setbacks*
    - i. *Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be 25 feet from the property line.* The site is surrounded by properties with non-residential zoning classifications; therefore, this setback requirement does not apply to the Project.
    - ii. *Where the front, side, or rear yard adjoins a lot with a zoning classification other than those zones specified in paragraph (1) above, there is no minimum setback.* This condition exists on all sides of the project site, which have setbacks of 203 feet, 40 feet, 40 feet, and 137 feet, respectively for the west, north, east, and south sides of the project site.
    - iii. *Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from the property line.* The Project site is bordered a street (Harvill Avenue) on the west side. As previously noted, the Project proposes minimum setback of 203 feet on the west side of the project along Harvill Avenue.
  - c. *With the exception of those portions of the setback area for which landscaping is required by Subsection e. below, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with a zoning classification other than those zones specified in paragraph (1) above, may also be used for loading docks.* The setback areas for the project are used for landscaping, automobile parking, and driveways, which is consistent with this standard.

- i. *Height Requirements. The height of structures, including buildings, shall be as follows:*
  1. *Structures shall not exceed 40 feet at the yard setback line. As noted previously in the setbacks, the buildings are not located at the yard setback line, so this 40 foot height limitation is not applicable to the proposed building.*
  2. *Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 18.34. of Ordinance No. 348. The maximum height proposed is 46 feet, which meets the 50 foot requirement.*
  3. *Structures other than buildings shall not exceed 50 feet unless a height up to 105 feet is approved pursuant to Section 18.34. of Ordinance No. 348. No other structures are proposed by the project.*
  
- d. *Masonry Wall. Prior to occupancy of any industrial use permitted in this article, a six foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the hearing officer or body. Salvage yards or vehicle dismantling yards, including storage, shall be enclosed by a solid masonry wall or combination landscaped earthen berm and masonry wall, not less than eight feet in height. Materials within the enclosed yard shall not be placed so as exceed the height of the surrounding wall, or berm and wall. As previously noted, no residential zones are adjacent to or immediately across the street from the Project site; therefore, this standard does not apply.*
  
- e. *Landscaping*
  - i. *A minimum of ten percent of the site proposed for development shall be landscaped and irrigated. The Project proposes more than 15% landscape coverage and the conceptual landscape plans note planned irrigation methods, which would be proposed specifically with final landscape plans that would be required prior to issuance of building permits.*
  - ii. *A minimum ten foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular accessways, Said landscaping strip shall not include landscaping located within the street right-of-way. Minimum landscape areas of 35 feet are provided on-site (outside of the right-of-way) along the Harvill Avenue frontage, excluding driveway areas for vehicular access.*
  - iii. *A minimum 20 foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the hearing officer or body. However, in no case shall said landscaping be less than ten feet wide excluding curbing. As noted previously, the site is surrounded by properties with non-residential zoning classifications; therefore, this requirement does not apply to the Project.*



- f. *Parking Areas. Parking areas shall be provided as required by Section 18.12. of Ordinance No. 348. Based on the conceptual floor plans provided and the division between office and warehouse uses, the proposed Project provides adequate parking consistent with Section 18.12 of Ordinance No. 348. The Project proposes 8,000 square feet of office area and the remaining 325,553 square feet as warehouse area. At 1 space per 250 square feet, as required by Ordinance No. 348, the office area requires 32 spaces. At 1 space per 2,000 square feet, as required by Ordinance No. 348, the warehouse area requires 163 spaces. A total of 195 spaces is required. The Project proposes 195 parking spaces to meet the minimum required number of spaces. Additionally, electrical vehicle parking is noted on the site plan for 13 spaces, which meets the minimum requirement of Section 18.12 for 6 spaces*
- g. *Trash Collection Areas. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area. Trash collection areas for the Project and other service areas are proposed within the loading areas for the building. These loading areas are located on the south side of the buildings, which does not face any public street or residential area.*
- h. *Outside Storage and Service Areas. Outside storage and service areas may be required to be screened by structures or landscaping. No outside storage or service areas are proposed with the Project. If future tenants desire to incorporate outside storage or service areas it will be required to be adequately screened consistent with the M-H development standards.*
- i. *Utilities. Utilities shall be installed underground except electrical lines rated at 33kV or greater. The Project is conditioned to underground any new utilities, excluding electrical lines rated higher than 33 kV.*
- j. *Mechanical Equipment. Mechanical equipment used in the manufacturing process may be required to be enclosed in a building, and roof-mounted accessory equipment may be required to be screened from view. No specific use is proposed at this time and therefore no specific equipment is proposed. However, any future tenants would be required to comply with the development standards of the M-H zone and would be subject to this requirement to have any manufacturing equipment enclosed in a building. The Project is conditioned to provide complete screening of roof mounted mechanical equipment from ground view. The building design with parapet is anticipated to provide the necessary screening. If roof mounted equipment exceeds the parapet height, it may be necessary to screen the equipment immediately around the equipment to not require an increase in the height to the parapet.*
- k. *Lighting. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. The Project is conditioned to comply with Ordinance No. 915 which similarly requires direction of lighting downward and away from adjoin properties.*

**Other Findings:**

- 1. This Project is not located within a Criteria Cell of the MSHCP. Accordingly, this Project fulfills the Conservation Area requirements of the MSHCP and is consistent with the MSHCP.

2. This Project is within the City Sphere of Influence of Perris. No memorandum of understanding exists with the City of Perris regarding development applications and consistency of General Plans and zoning. Regardless, the Project was initially transmitted to the City of Perris on March 26, 2019 and no comment was received.
3. In compliance with Assembly Bill 52 (AB52), on March 28, 2019 notices regarding this project were mailed to seven tribes and individuals identified by the Native American Heritage Commission (NAHC). No requests for consultation were received from any of the tribes within the 30-day period to respond.
4. The Project site is located within the Fee Assessment Area for the Stephen's Kangaroo Rat 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 Stephen's Kangaroo Rat habitat have been acquired and no new land or habitat is required to be conserved under the SKRHCP.
5. The Project site is located within Zone B as identified by Ordinance No. 655 (Mt. Palomar). The Project will be required to comply with lighting standards of Ordinance No. 655 for Zone B.

**Fire Findings:**

1. The Project is not located within a CAL FIRE state responsibility area or any fire hazard severity zone.
2. Fire protection and suppression services will be available for the subdivision through Riverside County Fire Department.

**Conclusion:**

1. For the reasons discussed above, as well as the information provided in the Initial Study/Mitigated Negative Declaration, 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 1,200 feet of the Project site. As of the writing of this report, Planning Staff has not received any written communication or phone calls who indicated support/opposition to the proposed Project.

The Project applicant performed public outreach for the surrounding area including mailing letters to 109 parcels, consisting of 75 distinct property owners, on April 23, 2019. This letter included details of the proposed Project, noted the presentation of the Project to the Mead Valley Municipal Advisory Committee

(MAC) on May 1, 2019, and contact information for the Project applicant. This Project was presented before the Mead Valley Municipal Advisory Committee in May 2019 and the applicant's team spoke one-on-one with meeting participants. A detailed summary of the public outreach is attached to the staff report.

### **APPEAL INFORMATION**

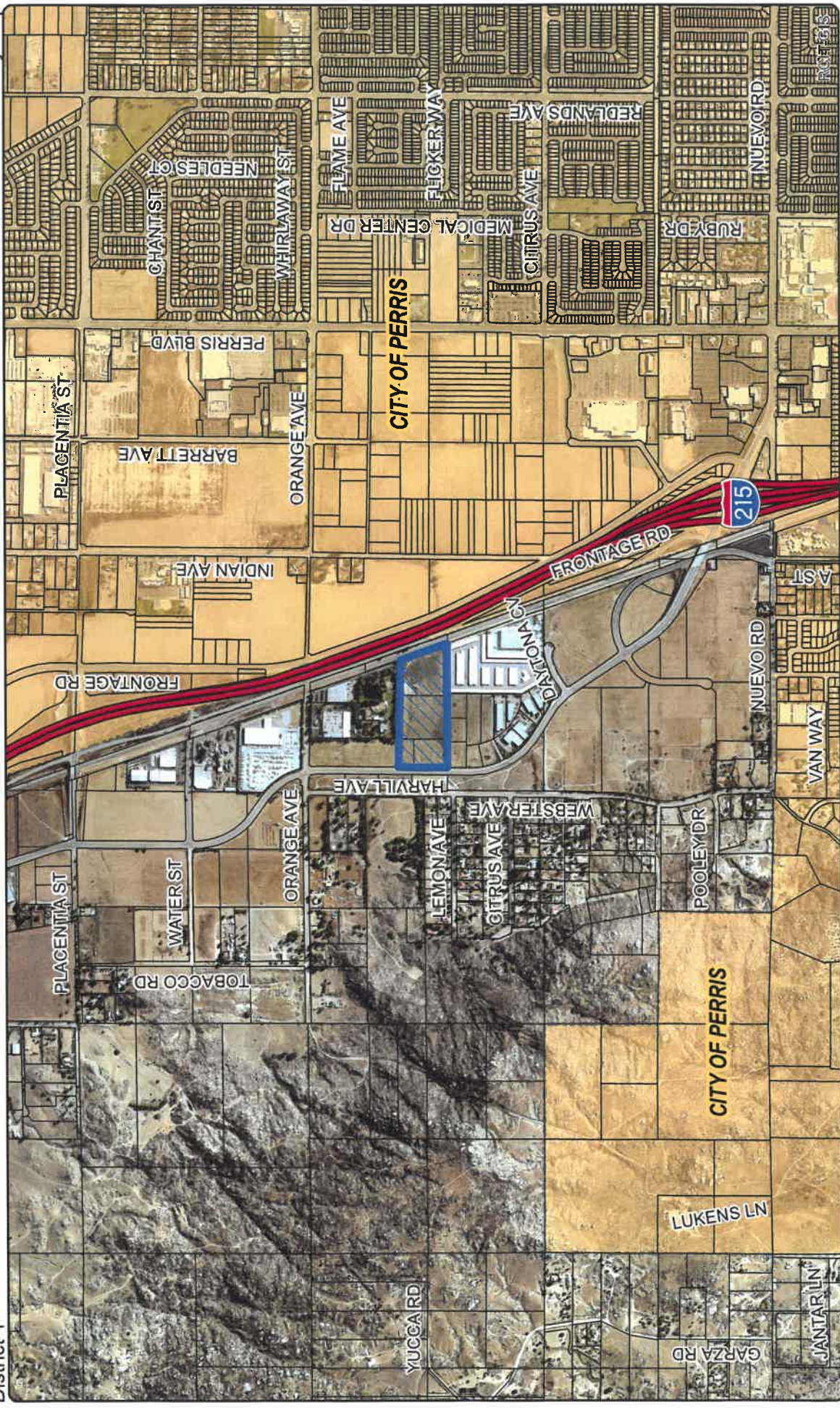
Planning Commission's decision may be appealed to the Board of Supervisors. Such appeals shall be submitted in writing to the Clerk of the Board, with the required fee as set forth in Ordinance No. 671 (Consolidated Fees for Land Use and Related Functions), within 10 days after the mailing of the Planning Commission's decision.



**RIVERSIDE COUNTY PLANNING DEPARTMENT**  
**PPT190005**  
**VICINITY/POLICY AREAS**

Date Drawn: 02/14/2020  
 Vicinity Map

Supervisor: Jeffries  
 District 1



Author: Vinnie Nguyen



Zoning Area: North Perris

DISCLAIMER: On October 7, 2008, the County of Riverside adopted a new General Plan. The County Planning Department has updated the zoning map to reflect the new General Plan. The County Planning Department has updated the zoning map to reflect the new General Plan. The County Planning Department has updated the zoning map to reflect the new General Plan. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)938-3000 (Western County) or in Palm Desert at (760)960-6277 (Eastern County) or Website: <http://www.co.riverside.ca.us>



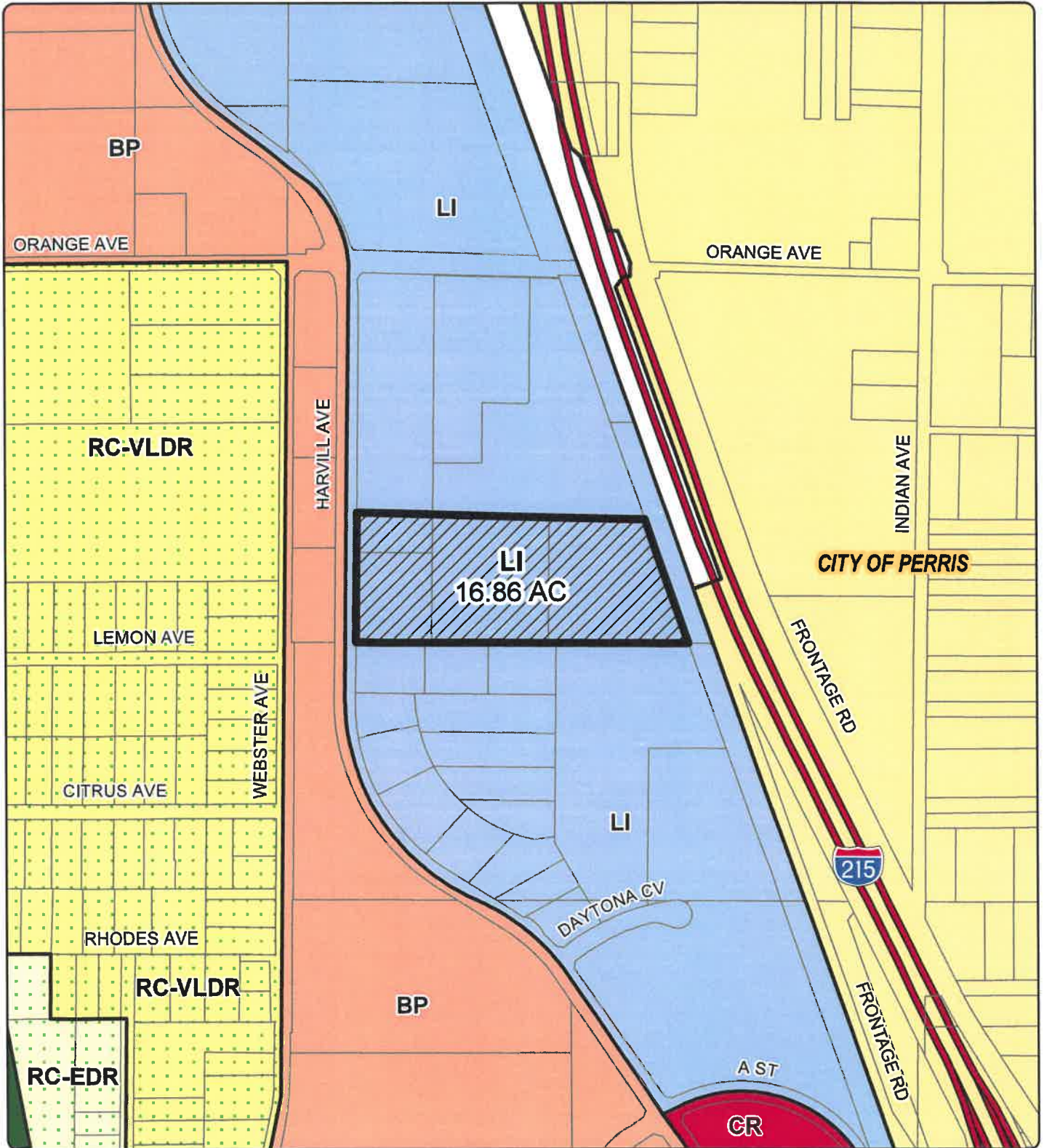
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190005

EXISTING GENERAL PLAN

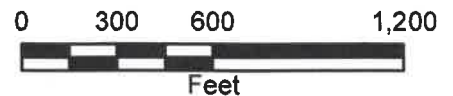
Supervisor: Jeffries  
District 1

Date Drawn: 02/14/2020  
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)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website: <http://planning.rcplma.org>



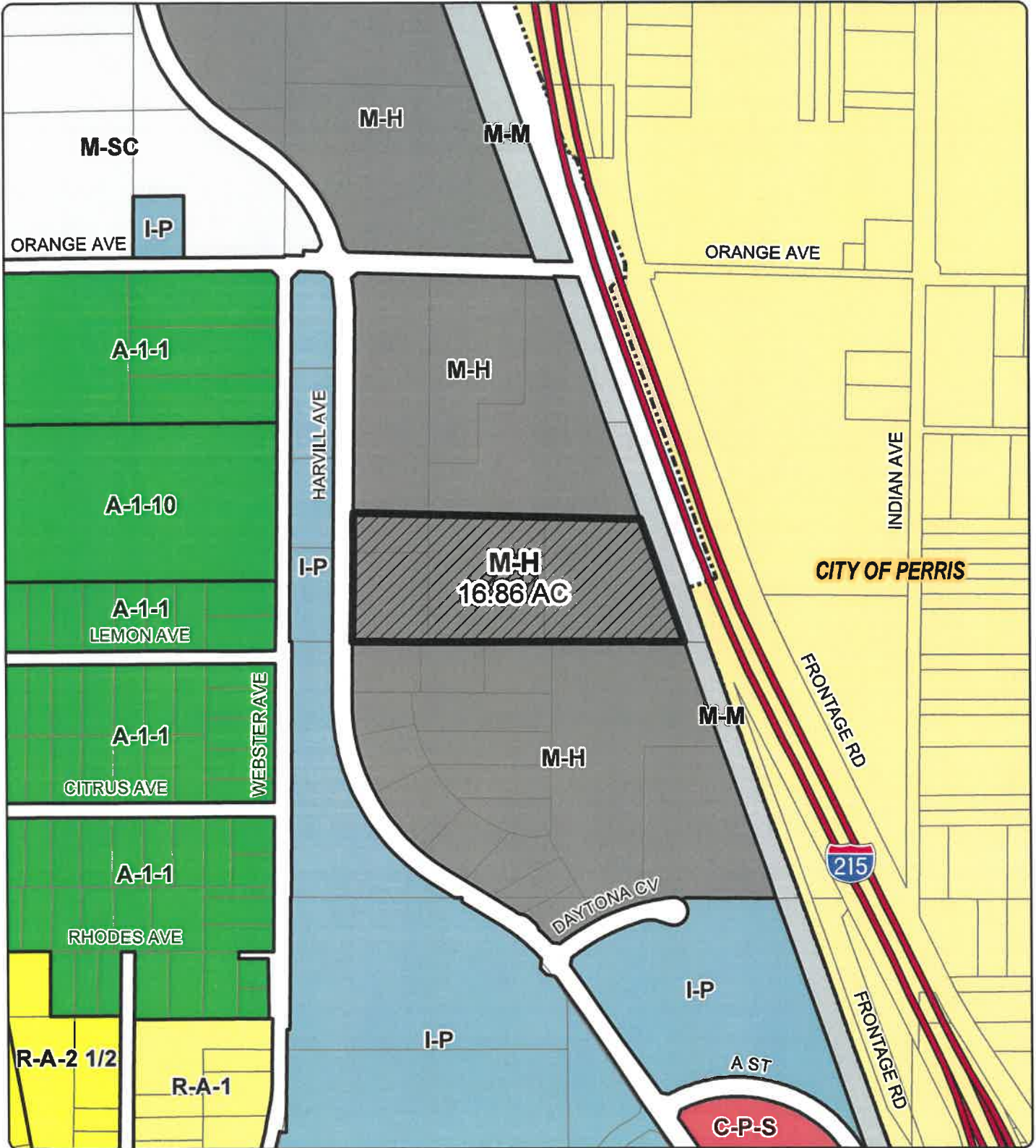
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190005

EXISTING ZONING

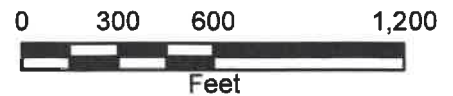
Supervisor: Jeffries  
District 1

Date Drawn: 02/14/2020  
Exhibit 2



Zoning Area: North Perris

Author: Vinnie Nguyen



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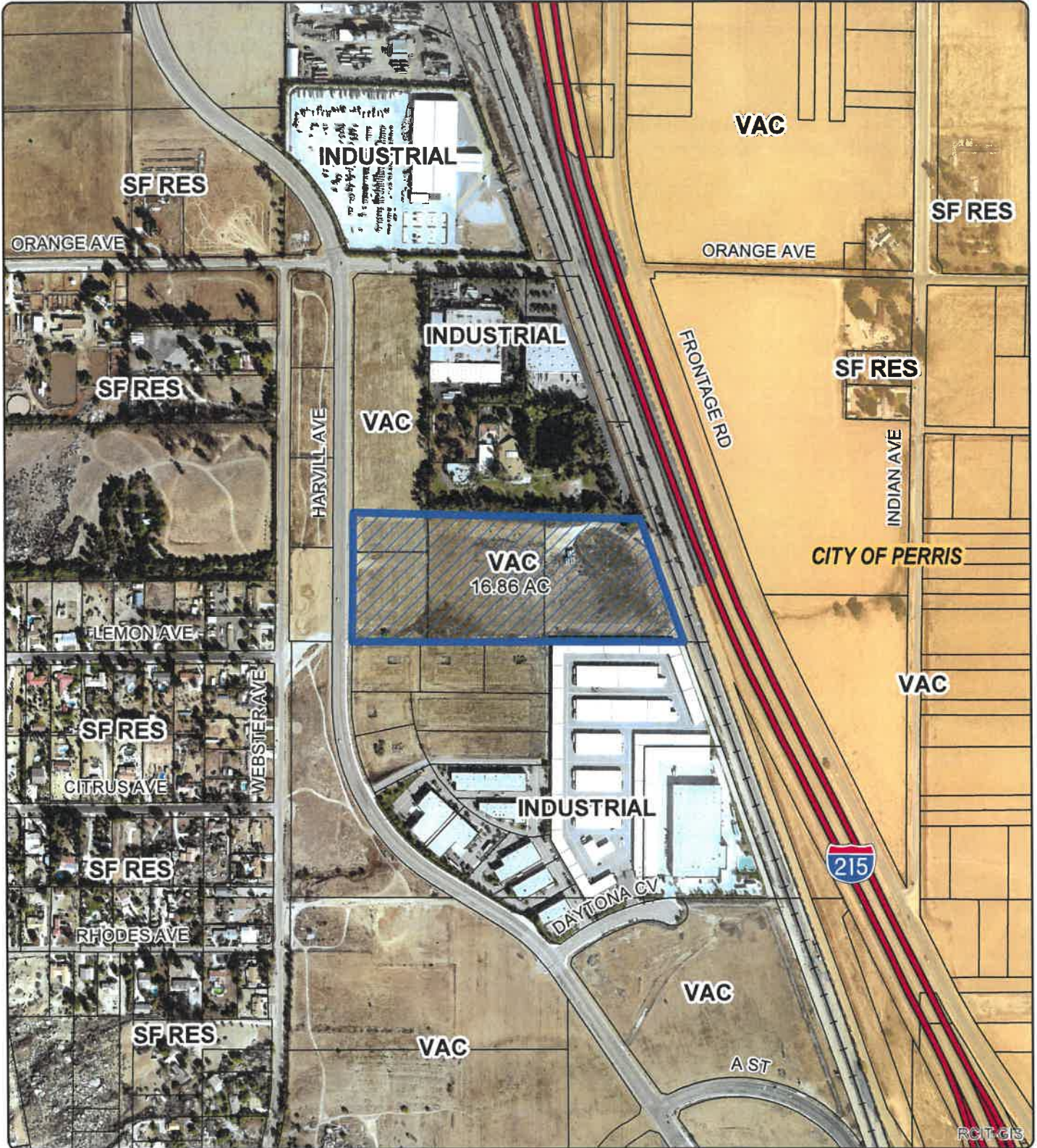
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190005

LAND USE

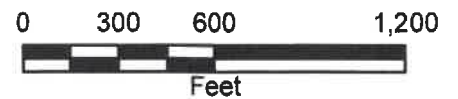
Supervisor: Jeffries  
District 1

Date Drawn: 02/14/2020  
Exhibit 1



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)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rcplma.org>











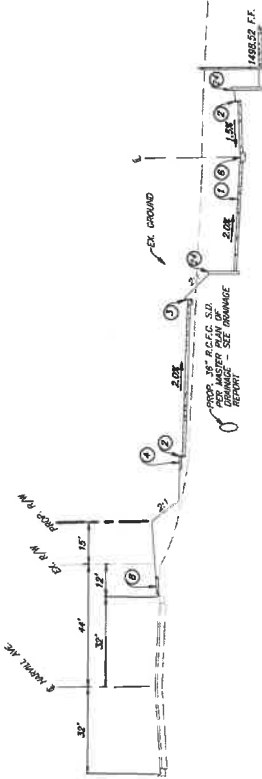






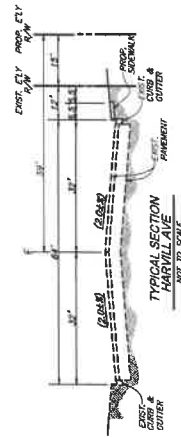






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  - 52. CONSTRUCT 300\"/>

**SECTION C-C**  
1/8\"/>



**NEWCASTLE DEVELOPMENT**  
**PLOT PLAN**  
**HARVILL INDUSTRIAL**  
**PPT 190005**

**ENGINEERING COMPANY**  
**SUN ENGINEERS**  
1000 W. 10th Street  
Tulsa, Oklahoma 74103  
Tel: (918) 438-2000 Fax: (918) 438-2314

**PREPARED BY:** JAMES SOMAKERS  
**R.C.E. NO.:** 20433  
**DATE:** 9-20-19

**SHEET NO. 4**  
**4 OF 4 SHEETS**

**COUNTY:** W.O.  
**FILE NO.:**

**SCALE:** AS SHOWN  
**DATE:** 9-20-19

**APPROVED:** [Signature]  
**DATE:** [Date]  
**COUNTY:** [County]

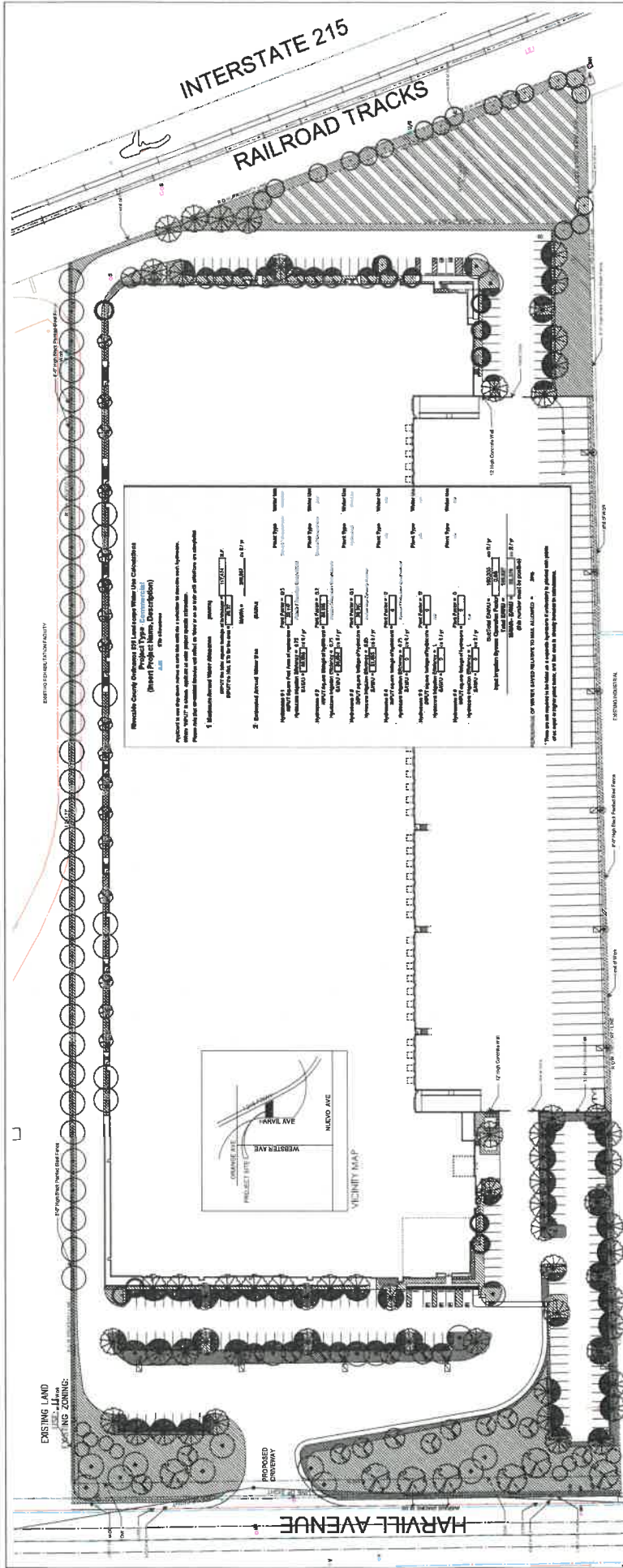
**NOTED:** WORK CONTAINED WITHIN THESE PLANS IS THE PROPERTY OF SUN ENGINEERS AND SHALL BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY REUSE OR MODIFICATION OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF SUN ENGINEERS IS STRICTLY PROHIBITED.

**UNDERGROUND SERVICE ALERT**  
1-800-527-2500  
TOLL FREE  
TOTAL BEFORE YOU DIG









**PLANTING LEGEND**

SYMBOL	BOTANICAL COMMON NAME	SIZE	CITY	INVOICES	REMARKS
	Arroyo Willow	24" Box	12	M	Standard
	Arroyo Willow	24" Box	18	L	Male
	Arroyo Willow	24" Box	20	L	Male
	Arroyo Willow	24" Box	24	L	Standard
	Arroyo Willow	15" Cal	18	L	Male
	Arroyo Willow	24" Box	43	M	Standard
	Arroyo Willow	24" Box	3	L	Standard
	Arroyo Willow	24" Box	7	L	Male
	Arroyo Willow	15" Cal	17	M	Standard

**PLANTING SCHEDULE**

SYMBOL	BOTANICAL COMMON NAME	SIZE	SPACING	INVOICES	REMARKS
	Arroyo Willow	5 Gal	3'	M	
	Arroyo Willow	5 Gal	4'	M	
	Arroyo Willow	5 Gal	4'	L	
	Arroyo Willow	5 Gal	3'	M	
	Arroyo Willow	5 Gal	4'	L	
	Arroyo Willow	5 Gal	3'	L	
	Arroyo Willow	5 Gal	4'	L	
	Arroyo Willow	5 Gal	4'	L	
	Arroyo Willow	5 Gal	4'	L	
	Arroyo Willow	1 Gal	5'	L	

**GROUND COVER**

SYMBOL	BOTANICAL COMMON NAME	SIZE	SPACING	INVOICES	REMARKS
	Arroyo Willow	1 Gal	4" O.C.	L	
	Arroyo Willow	1 Gal	24" O.C.	M	
	Arroyo Willow	1 Gal	48" O.C.	L	
	Arroyo Willow	1 Gal	30" O.C.	L	
	Arroyo Willow	1 Gal	48" O.C.	L	
	Arroyo Willow	4" Pots	17" O.C.	M	

**WOODS ISLANDS**

SYMBOL	BOTANICAL COMMON NAME	SIZE	INVOICES	REMARKS
	Arroyo Willow	5 Gal	L	
	Arroyo Willow	5 Gal	L	
	Arroyo Willow	1 Gal	L	
	Arroyo Willow	5 Gal	L	
	Arroyo Willow	5 Gal	L	
	Arroyo Willow	5 Gal	L	
	Arroyo Willow	1 Gal	L	

**NOTES**

- ALL TREES WITHIN OF HATCHED AREAS SHALL BE PLANTED WITHIN 10' OF THE CENTER OF THE TREE.
- ROCK MULCH TO BE INSTALLED TO A MINIMUM DEPTH OF 4" WITHIN PLANTING AREAS TO RECEIVE A LAYER OF FRESH ORGANIC MULCH.
- ALL PLANTER AREAS TO RECEIVE A LAYER OF FRESH ORGANIC MULCH.
- PROJECT INCLUDING ON AND OFF SITE TO BE MAINTAINED BY OWNER.
- PER ORDINANCE NO. 546, SECTION 18.12, 50% OF PLANTING AREA SHALL BE PLANTED WITHIN 10' OF THE CENTER OF THE TREE.
- PLANTING AND PLANTING TO BE IN ACCORDANCE WITH REVERSE COUNTY ORDINANCE NO. 688.
- SLOPES OVER 2% TO BE PLANTED WITH GRASS COVER FROM PLANT'S 12" OC.
- PER ORDINANCE NO. 546, SECTION 18.12, 50% OF PLANTING AREA SHALL BE PLANTED WITHIN 10' OF THE CENTER OF THE TREE.
- ALL ABOVE GROUND EQUIPMENT SHALL BE SCREENED WITH PLANT MATERIAL.
- LANDSCAPE PLAN TO CONFORM TO ORDINANCE NO. 583 AND COUNTY OF RIVERSIDE CODE 10-0-1 PRESERVE LANDSCAPE.
- MATERIAL.
- HYDROLOGICAL DESIGN AND METHODS OF IRRIGATION IDENTIFIED.
- NO OVERHEAD IRRIGATION ALLOWED WITHIN 50' OF NON-PERMEABLE SURFACES EXCEPT FOR IRRIGATION OF PLANTING AREAS. IRRIGATION SHALL BE IN PLANTING AREAS UNDER THE LOW VULNERABILITY ZONE. IRRIGATION SHALL USE AT LEAST 25% POINT SOURCE IRRIGATION.
- SUBSISTENCE LOW VOLUME IRRIGATION MUST BE USED FOR IRREGULARLY SHAPED AREAS.
- VINES TO BE PLANTED AT ALL SCREEN WALL LOCATIONS TO PROTECT FROM GROWTH.
- ALL PLANTER AREAS TO BE PLANTED WITHIN 10' OF THE CENTER OF THE TREE.
- PLANT MATERIAL IS RESTRICTED TO A MAXIMUM HEIGHT OF 12' AT MATURITY WITHIN RESTRICTED SCULPTURE AREA FOR COUNTY STANDARD.
- ALL LANDSCAPE PLANTING SUBJECT TO PLANTING SCHEDULES SHALL HAVE A 10' WIDE CONCRETE SETBACK.
- 20' PLANT MATERIAL SHALL BE REQUIRED TO BE PLANTED WITHIN 10' OF THE CONCRETE SETBACK.

**HUNTER LANDSCAPE**  
 711 FEE ANN STREET  
 PLACENTIA, CA 92670  
 714.986.4400  
 FAX 714.986.2408

**Newcastle Partners**  
 4740 Green River Road  
 Jackson Smith 951-580-9800

**Harvill Avenue Industrial**  
 19-003 16.07.18 10.15.19  
 04.25.19 02.31.19  
 04.20.19 10.24.19





CONTRACTORS  
ENGINEERS  
Lic. No. 201042



1641 M. EMERSON ST.  
CHICO, CA 95926  
(916) 933-1794



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PROJECT:  
HARVILL

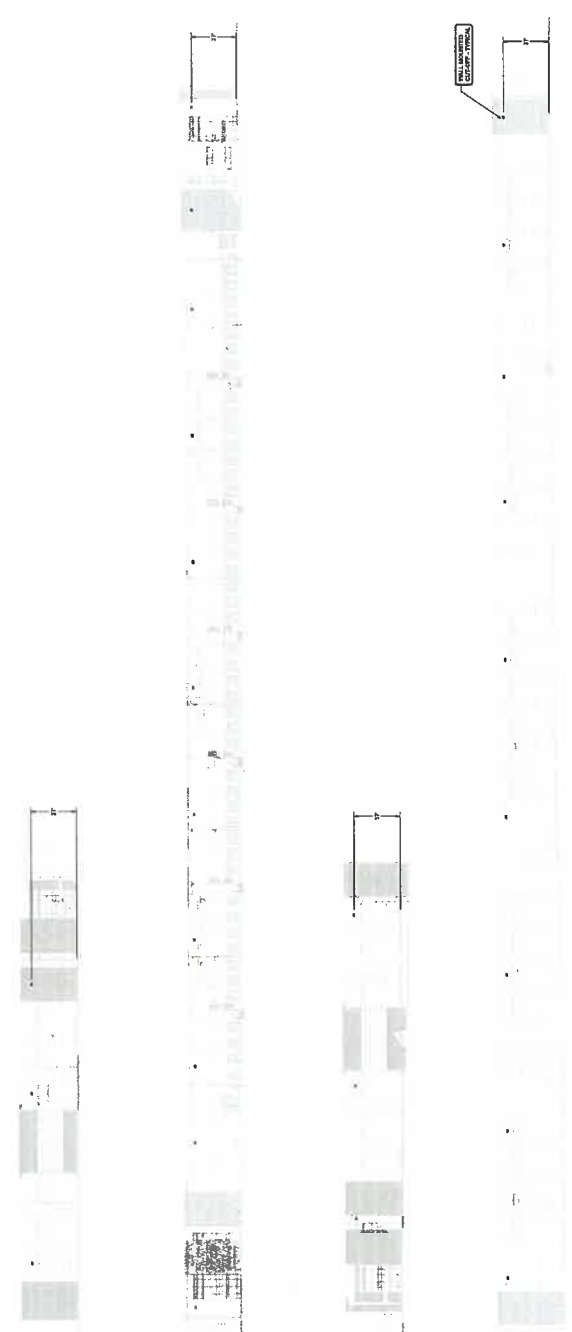
NOBLE, WA  
COUNTY OF SPOKANE

TITLE:  
BUILDING ELEVATIONS  
LIGHTING

DRAWN BY:  
DATE:  
SCALE:  
1/8"=1'-0"

REVISION	DATE	BY	DESCRIPTION
1			
2			
3			
4			
5			
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8			
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10			

ESL2



BUILDING ELEVATIONS LIGHTING  
PAGE 1 OF 2

NOTE: LUMINAIRES TO BE 2700K DUE TO PROXIMITY TO MT. PALOMAR

**Product Specifications**

**Product Information:**

- 100% LED
- 100% Dimmable
- 100% Energy Efficient
- 100% Eco-Friendly
- 100% Recyclable
- 100% RoHS Compliant
- 100% UL Listed
- 100% ETL Listed
- 100% FCC Class B Compliant
- 100% CE Marked
- 100% CE Marked with RoHS
- 100% CE Marked with EMC
- 100% CE Marked with LVD
- 100% CE Marked with REDD
- 100% CE Marked with EN60598-1
- 100% CE Marked with EN60598-2-1
- 100% CE Marked with EN60598-2-2
- 100% CE Marked with EN60598-2-3
- 100% CE Marked with EN60598-2-4
- 100% CE Marked with EN60598-2-5
- 100% CE Marked with EN60598-2-6
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- 100% CE Marked with EN60598-2-49
- 100% CE Marked with EN60598-2-50

**Product Dimensions:**

Product Dimensions: 100mm x 100mm x 100mm

**Product Features:**

Product Features: 100% LED, 100% Dimmable, 100% Energy Efficient, 100% Eco-Friendly, 100% Recyclable, 100% RoHS Compliant, 100% UL Listed, 100% ETL Listed, 100% FCC Class B Compliant, 100% CE Marked, 100% CE Marked with RoHS, 100% CE Marked with EMC, 100% CE Marked with LVD, 100% CE Marked with REDD, 100% CE Marked with EN60598-1, 100% CE Marked with EN60598-2-1, 100% CE Marked with EN60598-2-2, 100% CE Marked with EN60598-2-3, 100% CE Marked with EN60598-2-4, 100% CE Marked with EN60598-2-5, 100% CE Marked with EN60598-2-6, 100% CE Marked with EN60598-2-7, 100% CE Marked with EN60598-2-8, 100% CE Marked with EN60598-2-9, 100% CE Marked with EN60598-2-10, 100% CE Marked with EN60598-2-11, 100% CE Marked with EN60598-2-12, 100% CE Marked with EN60598-2-13, 100% CE Marked with EN60598-2-14, 100% CE Marked with EN60598-2-15, 100% CE Marked with EN60598-2-16, 100% CE Marked with EN60598-2-17, 100% CE Marked with EN60598-2-18, 100% CE Marked with EN60598-2-19, 100% CE Marked with EN60598-2-20, 100% CE Marked with EN60598-2-21, 100% CE Marked with EN60598-2-22, 100% CE Marked with EN60598-2-23, 100% CE Marked with EN60598-2-24, 100% CE Marked with EN60598-2-25, 100% CE Marked with EN60598-2-26, 100% CE Marked with EN60598-2-27, 100% CE Marked with EN60598-2-28, 100% CE Marked with EN60598-2-29, 100% CE Marked with EN60598-2-30, 100% CE Marked with EN60598-2-31, 100% CE Marked with EN60598-2-32, 100% CE Marked with EN60598-2-33, 100% CE Marked with EN60598-2-34, 100% CE Marked with EN60598-2-35, 100% CE Marked with EN60598-2-36, 100% CE Marked with EN60598-2-37, 100% CE Marked with EN60598-2-38, 100% CE Marked with EN60598-2-39, 100% CE Marked with EN60598-2-40, 100% CE Marked with EN60598-2-41, 100% CE Marked with EN60598-2-42, 100% CE Marked with EN60598-2-43, 100% CE Marked with EN60598-2-44, 100% CE Marked with EN60598-2-45, 100% CE Marked with EN60598-2-46, 100% CE Marked with EN60598-2-47, 100% CE Marked with EN60598-2-48, 100% CE Marked with EN60598-2-49, 100% CE Marked with EN60598-2-50.

**Performance Data**

**Outdoor Lighting**

Performance Data: 100% LED, 100% Dimmable, 100% Energy Efficient, 100% Eco-Friendly, 100% Recyclable, 100% RoHS Compliant, 100% UL Listed, 100% ETL Listed, 100% FCC Class B Compliant, 100% CE Marked, 100% CE Marked with RoHS, 100% CE Marked with EMC, 100% CE Marked with LVD, 100% CE Marked with REDD, 100% CE Marked with EN60598-1, 100% CE Marked with EN60598-2-1, 100% CE Marked with EN60598-2-2, 100% CE Marked with EN60598-2-3, 100% CE Marked with EN60598-2-4, 100% CE Marked with EN60598-2-5, 100% CE Marked with EN60598-2-6, 100% CE Marked with EN60598-2-7, 100% CE Marked with EN60598-2-8, 100% CE Marked with EN60598-2-9, 100% CE Marked with EN60598-2-10, 100% CE Marked with EN60598-2-11, 100% CE Marked with EN60598-2-12, 100% CE Marked with EN60598-2-13, 100% CE Marked with EN60598-2-14, 100% CE Marked with EN60598-2-15, 100% CE Marked with EN60598-2-16, 100% CE Marked with EN60598-2-17, 100% CE Marked with EN60598-2-18, 100% CE Marked with EN60598-2-19, 100% CE Marked with EN60598-2-20, 100% CE Marked with EN60598-2-21, 100% CE Marked with EN60598-2-22, 100% CE Marked with EN60598-2-23, 100% CE Marked with EN60598-2-24, 100% CE Marked with EN60598-2-25, 100% CE Marked with EN60598-2-26, 100% CE Marked with EN60598-2-27, 100% CE Marked with EN60598-2-28, 100% CE Marked with EN60598-2-29, 100% CE Marked with EN60598-2-30, 100% CE Marked with EN60598-2-31, 100% CE Marked with EN60598-2-32, 100% CE Marked with EN60598-2-33, 100% CE Marked with EN60598-2-34, 100% CE Marked with EN60598-2-35, 100% CE Marked with EN60598-2-36, 100% CE Marked with EN60598-2-37, 100% CE Marked with EN60598-2-38, 100% CE Marked with EN60598-2-39, 100% CE Marked with EN60598-2-40, 100% CE Marked with EN60598-2-41, 100% CE Marked with EN60598-2-42, 100% CE Marked with EN60598-2-43, 100% CE Marked with EN60598-2-44, 100% CE Marked with EN60598-2-45, 100% CE Marked with EN60598-2-46, 100% CE Marked with EN60598-2-47, 100% CE Marked with EN60598-2-48, 100% CE Marked with EN60598-2-49, 100% CE Marked with EN60598-2-50.



Catalog # :

Project :

Prepared By :

Date :



# Slice Medium - SLM Outdoor LED Area Light



The Slice's sleek design makes it perfectly-suited for Commercial & Industrial applications, while its cost-effective die-cast aluminum housing makes its acquisition cost very competitive. The Slice offers high performance silicone optics, die cast aluminum housing, 42,000+ lumens and is available with integral Airlink Synapse controls.

## Features & Specifications

### Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, 5W, FT and FTA.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, 3000K, 2700K and Amber color temperatures per ANSI C78.377.
- Minimum CRI of 70. Optional 80 CRI available, consult factory for lead time.
- Integral Louver (IL) option available for improved back-light control without sacrificing street side performance. See page 5 for more details.

### Electrical

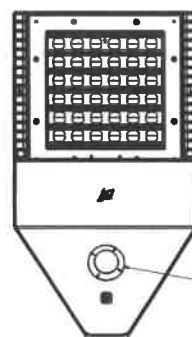
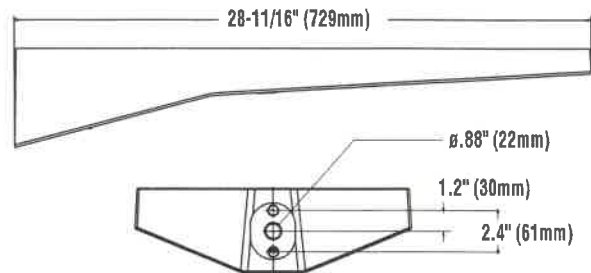
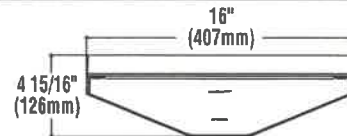
- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 3)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L lumen package rated to +40°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Terminal block provided accepts up to 10ga wire.
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.



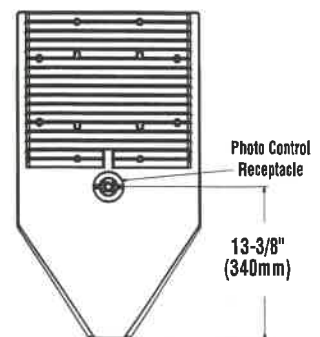
IP66



## Product Dimensions



Bottom View



Top View





# Slice Medium - SLM Outdoor LED Area Light

## Features & Specifications (Cont.)

### Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Designed to mount to square poles.
- Luminaire is proudly manufactured in the U.S. of U.S. and imported parts.
- IP66 rated luminaire protects integral components from harsh environments.
- 3G rated for ANSI C136.31 high vibration applications
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 30 lbs in carton.

### Controls

- Optional integral passive infrared motion and daylight sensor activates switching of luminaire light levels (see page 6 for more details).
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7. (see page 6 for more details)

### Installation

- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment for installing/ servicing.
- Included terminal block provides quick and easy on-site wiring.
- Utilizes LSI's traditional 3" drill pattern for easy fastening of LSI products. (See drawing on page 1)

### Warranty

- LSI LED Fixtures carry a 5-year warranty.

### Listings

- Listed to UL 1598 and UL 8750.
- RoHS Compliant.
- American Recovery and Reinvestment Act Funding Compliant.
- IDA compliant; with 3000K color temperature selection.
- Suitable For wet Locations.
- IP66 rated Luminaire. IP66 rated optical chamber.
- 3G rated for ANSI C136.31 high vibration applications

Specifications and dimensions subject to change without notice.

## Performance

ELECTRICAL DATA*							
Lumens	Watts	120V	208V	240V	277V	347V	480V
9L	68.2	0.6A	0.3A	0.3A	0.2A	0.2A	0.1A
12L	93.1	0.8A	0.4A	0.4A	0.3A	0.3A	0.2A
18L	148.5	1.2A	0.7A	0.6A	0.5A	0.4A	0.3A
24L	188.8	1.6A	0.9A	0.8A	0.7A	0.5A	0.4A
30L	248.6	2.1A	1.2A	1.0A	0.9A	0.7A	0.5A
36L	317.8	2.6A	1.5A	1.3A	1.1A	0.9A	0.7A
42L	393.4	3.3A	1.9A	1.6A	1.4A	1.1A	0.8A

\*Electrical data at 25C (77F). Actual wattage may differ by +/-10%

RECOMMENDED LUMEN MAINTENANCE <sup>1</sup> (24-42L)					
Ambient	Initial <sup>2</sup>	25 hr <sup>2</sup>	50 hr <sup>2</sup>	75 hr <sup>2</sup>	100 hr <sup>2</sup>
0-40 C	100%	100%	97%	94%	92%

RECOMMENDED LUMEN MAINTENANCE <sup>1</sup> (9-18L)					
Ambient	Initial <sup>2</sup>	25 hr <sup>2</sup>	50 hr <sup>2</sup>	75 hr <sup>2</sup>	100 hr <sup>2</sup>
0-50 C	100%	96%	91%	87%	83%

- 1- Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing.
- 2- In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.
- 3- In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times the IESNA LM-80-08 total test duration for the device under testing

Slice ALSCH Satellite #														
VAC	Input Current (Amps)								Satellites Supported					
	42L	36L	30L	24L	18L	12L	9L	42L	36L	30L	24L	18L	12L	9L
110	3.6	2.9	2.3	1.7	1.4	0.8	0.6	0	0	1	1	2	4	4
120	3.4	2.6	2.1	1.6	1.2	0.8	0.6	0	0	1	2	2	4	4
208	1.9	1.5	1.2	0.9	0.7	0.4	0.3	1	2	3	4	4	4	4
240	1.6	1.3	1.0	0.8	0.6	0.4	0.3	1	2	3	4	4	4	4
277	1.4	1.1	0.9	0.7	0.5	0.3	0.2	2	3	4	4	4	4	4
347	1.1	0.9	0.7	0.5	0.4	0.3	0.2	3	4	4	4	4	4	4
480	0.8	0.7	0.5	0.4	0.3	0.2	0.1	4	4	4	4	4	4	4

LUMINAIRE EPA CHART - SLM	
	Single 0.6
	D180° 1.1
	D90° 0.9
	T90° 1.9
	TN120° 1.9
	Q90° 2.1



# Slice Medium - SLM Outdoor LED Area Light

DELIVERED LUMENS*												
Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
09L	2	70	8956	131	B2-U0-G2	9427	138	B2-U0-G2	9838	144	B2-U0-G2	68.2
	2 - IL	70	5632	81	B1-U0-G1	5928	86	B1-U0-G1	6186	89	B1-U0-G1	
	3	70	9088	133	B2-U0-G2	9566	140	B2-U0-G2	9983	146	B2-U0-G2	
	3 - IL	70	6608	95	B0-U0-G2	6956	101	B0-U0-G2	7259	105	B0-U0-G2	
	5W	70	8431	123	B3-U0-G2	8875	130	B3-U0-G2	9262	135	B3-U0-G2	
	FT	70	9046	133	B2-U0-G2	9522	140	B2-U0-G2	9937	146	B2-U0-G2	
	FT-IL	70	5782	84	B0-U0-G2	6086	88	B0-U0-G2	6351	92	B0-U0-G2	
	FTA	70	8993	131	B2-U0-G2	9466	138	B2-U0-G2	9879	144	B2-U0-G2	
FTA - IL	70	6847	99	B1-U0-G1	7207	104	B1-U0-G1	7521	109	B1-U0-G1		
12L	2	70	11842	127	B3-U0-G2	12465	134	B3-U0-G2	13009	140	B3-U0-G2	93.1
	2 - IL	70	7447	80	B1-U0-G2	7839	84	B1-U0-G1	8180	88	B1-U0-G1	
	3	70	12017	129	B2-U0-G2	12649	136	B2-U0-G2	13200	142	B2-U0-G2	
	3 - IL	70	8738	94	B0-U0-G2	9198	99	B0-U0-G2	9599	103	B0-U0-G2	
	5W	70	11149	120	B4-U0-G2	11735	126	B4-U0-G2	12247	132	B4-U0-G2	
	FT	70	11962	128	B2-U0-G2	12591	135	B2-U0-G2	13140	141	B2-U0-G3	
	FT-IL	70	7645	82	B0-U0-G2	8048	86	B1-U0-G2	8398	90	B1-U0-G2	
	FTA	70	11891	128	B3-U0-G3	12517	134	B3-U0-G3	13062	140	B3-U0-G3	
FTA - IL	70	9053	97	B1-U0-G1	9530	102	B1-U0-G1	9945	107	B1-U0-G1		
18L	2	70	17722	119	B3-U0-G3	18655	126	B3-U0-G3	19468	131	B3-U0-G3	148.5
	2 - IL	70	11144	75	B1-U0-G2	11731	79	B1-U0-G2	12242	82	B1-U0-G2	
	3	70	17984	121	B2-U0-G3	18930	127	B3-U0-G3	19755	133	B3-U0-G3	
	3 - IL	70	13077	88	B1-U0-G2	13765	93	B1-U0-G2	14365	97	B1-U0-G3	
	5W	70	16685	112	B4-U0-G2	17563	118	B4-U0-G2	18328	123	B4-U0-G2	
	FT	70	17901	121	B3-U0-G3	18843	127	B3-U0-G3	19664	132	B3-U0-G4	
	FT-IL	70	11441	77	B1-U0-G3	12044	81	B1-U0-G3	12568	85	B1-U0-G3	
	FTA	70	17796	120	B3-U0-G3	18732	126	B3-U0-G3	19549	132	B3-U0-G3	
FTA - IL	70	13549	91	B1-U0-G2	14262	96	B1-U0-G2	14883	100	B1-U0-G2		
24L	2	70	24122	128	B4-U0-G3	24851	132	B4-U0-G3	25119	133	B4-U0-G3	188.8
	2 - IL	70	14595	78	B1-U0-G2	15036	80	B1-U0-G2	15198	81	B1-U0-G2	
	3	70	24945	132	B3-U0-G3	25699	136	B3-U0-G4	25976	138	B3-U0-G4	
	3 - IL	70	17364	92	B1-U0-G3	17889	95	B1-U0-G3	18082	96	B1-U0-G3	
	5W	70	22673	122	B5-U0-G3	23667	125	B5-U0-G3	23823	127	B5-U0-G3	
	FT	70	24276	129	B3-U0-G4	25010	132	B3-U0-G4	25280	134	B3-U0-G4	
	FT-IL	70	15254	81	B1-U0-G3	15715	84	B1-U0-G3	15885	85	B1-U0-G3	
	FTA	70	24715	131	B3-U0-G3	25462	135	B3-U0-G3	25737	136	B3-U0-G3	
FTA - IL	70	16738	89	B1-U0-G2	17244	92	B1-U0-G2	17430	93	B1-U0-G2		
30L	2	70	30286	122	B4-U0-G3	31201	126	B4-U0-G3	31538	127	B1-U0-G2	248.6
	2 - IL	70	18324	74	B1-U0-G2	18878	76	B1-U0-G2	19082	77	B1-U0-G2	
	3	70	31319	126	B3-U0-G4	32266	130	B3-U0-G4	32614	131	B3-U0-G4	
	3 - IL	70	21801	88	B1-U0-G4	22460	90	B1-U0-G4	22703	91	B1-U0-G4	
	5W	70	28843	116	B5-U0-G3	29715	120	B5-U0-G3	30036	121	B5-U0-G4	
	FT	70	30479	123	B3-U0-G4	31401	126	B3-U0-G4	31740	128	B3-U0-G5	
	FT-IL	70	19152	77	B1-U0-G3	19731	79	B1-U0-G3	19944	80	B1-U0-G4	
	FTA	70	31030	125	B3-U0-G3	31969	129	B4-U0-G3	32314	130	B4-U0-G3	
FTA - IL	70	21015	85	B1-U0-G2	21650	87	B1-U0-G2	21884	88	B1-U0-G2		
36L	2	70	36082	114	B4-U0-G4	37173	117	B4-U0-G4	37574	118	B4-U0-G4	317.8
	2 - IL	70	21831	69	B2-U0-G3	22491	71	B2-U0-G3	22734	72	B2-U0-G3	
	3	70	37313	117	B3-U0-G4	38442	121	B3-U0-G4	38857	122	B4-U0-G4	
	3 - IL	70	25974	82	B1-U0-G4	26759	84	B1-U0-G4	27048	85	B1-U0-G4	
	5W	70	34363	108	B5-U0-G4	35402	111	B5-U0-G4	35784	113	B5-U0-G4	
	FT	70	36313	114	B3-U0-G5	37411	118	B4-U0-G5	37815	119	B4-U0-G5	
	FT-IL	70	22817	72	B1-U0-G4	23507	74	B1-U0-G4	23761	75	B1-U0-G4	
	FTA	70	36969	116	B4-U0-G4	38087	120	B4-U0-G4	38498	121	B4-U0-G4	
FTA - IL	70	25037	79	B1-U0-G2	25794	81	B1-U0-G2	26073	82	B1-U0-G2		
42L	2	70	41060	104	B5-U0-G4	42301	108	B5-U0-G4	42758	109	B5-U0-G4	393.4
	2 - IL	70	24843	63	B2-U0-G3	25594	65	B2-U0-G3	25871	66	B2-U0-G3	
	3	70	42461	108	B4-U0-G5	43745	111	B4-U0-G5	44217	112	B4-U0-G5	
	3 - IL	70	29557	75	B1-U0-G4	30451	77	B1-U0-G4	30779	78	B1-U0-G4	
	5W	70	39104	99	B5-U0-G4	40286	102	B5-U0-G4	40721	104	B5-U0-G4	
	FT	70	41323	105	B4-U0-G5	42572	108	B4-U0-G5	43032	109	B4-U0-G5	
	FT-IL	70	25965	66	B1-U0-G4	26750	68	B1-U0-G4	27039	69	B1-U0-G4	
	FTA	70	42069	107	B4-U0-G4	43341	110	B4-U0-G4	43809	111	B4-U0-G4	
FTA - IL	70	28491	72	B1-U0-G2	29353	75	B1-U0-G3	29670	75	B1-U0-G3		

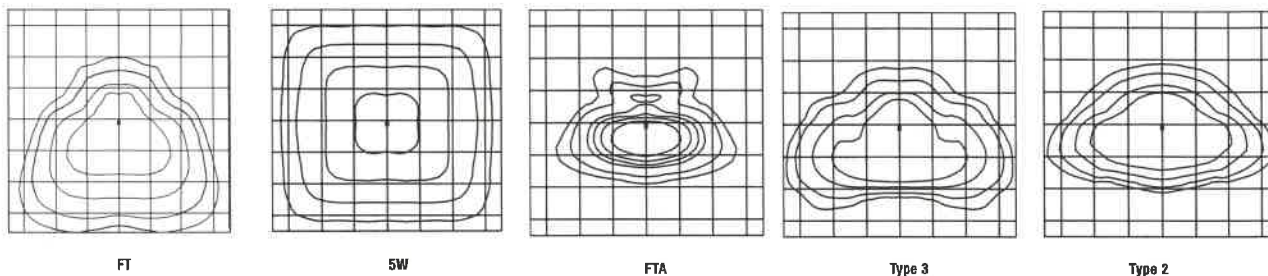
\*LED Chips are frequently updated therefore values are nominal



# Slice Medium - SLM Outdoor LED Area Light

## Performance (Cont.)

All published luminaire photometric testing performed to IESNA LM-79 standards. ISO footcandle plots below demonstrate the Slice (SLM) light patterns only. Not for total fixture output. For complete specifications and IES files, see website.



## Ordering Guide

TYPICAL ORDER EXAMPLE: **SLM LED 36L SIL FTA UNV DIM 50 ALSC BRZ IL**

Luminaire Prefix	Light Source	Lumen Package	Light Output	Distribution	Orientation <sup>11</sup>	Voltage	Driver
SLM (Slice)	LED	9L - 9,000 lms 12L - 12,000 lms 18L - 18,000 lms 24L - 24,000 lms 30L - 30,000 lms 36L - 36,000 lms 42L - 42,000 lms  *Consult factory for program- mable wattages and lumen packages	SIL - Silicone	2 - Type 2 3 - Type 3 5W - Type 5 Wide <sup>11</sup> FT - Type Forward Throw FTA - Forward Throw Automotive	(blank) - standard L - Optics rotated left 90 R - Optics rotated right 90	UNV - Universal Voltage (120-277V) HV - High Voltage (347- 480V)	DIM - 0-10v Dimming (0-10%)

Color Temp	Color Rendering	Controls	Finish	Options
50 - 5,000 CCT 40 - 4,000 CCT 30 - 3,000 CCT 27 - 2,700 CCT <sup>1</sup> AMB - Amber <sup>1</sup>	70 - 70 CRI 80 - 80 CRI <sup>1</sup>	(Blank) - None <b>Wireless Controls System</b> ALSC - AirLink Synapse Control System <sup>2,3</sup> ALSCH - AirLink Synapse Control System <sup>3,4,10</sup> Host / Satellite IMSS - Integral motion & Daylight Sensor 24V (for use with ALSC/ALSCH) <sup>6,7,14</sup>  <b>Stand-Alone Controls</b> EXT - 0-10v Dimming <sup>5</sup> IMS - Integral Motion & Daylight Sensor <sup>6,7</sup>	BRZ - Bronze BLK - Black GPT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus SVG - Satin Verde Green	(Blank) - None Button Type Photocells <sup>8</sup> PCI120 - 120V PCI208 - 208V PCI240 - 240V PCI277 - 277V PCI347 - 347V PCR7P <sup>9</sup> - 7 Pin Photoelectric Control Receptacle IL - Integral Louver HSS





# Slice Medium - SLM Outdoor LED Area Light

## Accessory Ordering Information

Description	Order Number	Description	Order Number
PC 120 Photocell for use with PCR option (120v) <sup>14</sup>	122514	PMOS24 - 24V Pole-Mount Occupancy Sensor <sup>15</sup>	663284CLR
PC208-277 Photocell for use with PCR option (208V, 240V, 277V) <sup>14</sup>	122515	FK120 Single Fusing (120V) <sup>13</sup>	FK120
PC347 Photocell for use with PCR option (347V) <sup>14</sup>	122516	FK277 Single Fusing (277V) <sup>13</sup>	FK277
PC480 Photocell for use with PCR option (480V) <sup>14</sup>	1225180	DFK480 Double Fusing (480V) <sup>13</sup>	DFK480
ALSC UNV TL5 - AirLink 5 <sup>12</sup>	661409	BLS XBO WM CLR Wall Mount Bracket <sup>15</sup>	382132CLR
ALSC UNV TL7 - AirLink 7 <sup>12</sup>	661410	IMS/PC Remote Configurator Tool	5849929
		IL - Integral louver HSS	684612

### FOOTNOTES:

- 1 - Consult Factory for availability & Lead Time.
- 2 - Not available with ALSCH, PCR7P, EXT and Button Type Photocells.
- 3 - Not available in HV.
- 4 - Not available with ALSC, PCR7P, EXT and Button Type Photocells.
- 5 - Not compatible with IMS, Wireless Controls System, Button Type Photocells and PCR7P
- 6 - Not available with EXT and Button Type Photocells.
- 7 - IMS is a Dual Sensor (Daylight & Motion) which is field adjustable, via a hand held Remote Configurator Tool, which must be ordered separately. See Accessory Ordering Information.
- 8 - Not available with EXT, IMS, Wireless Controls Systems and PCR7P.

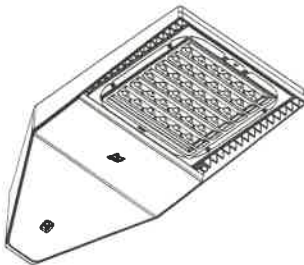
- 9 - Not available with ALSC, ALSCH, Button Type Photocells, IMS. Photocell must be ordered separately. 7 pin standard. See Accessory Ordering Information.
- 10 - See ALSCH configuration support table on page 2.
- 11 - 90L & 90R option not available on "Type 5W" distribution. See Options.
- 12 - Factory installed PCR7P option required. See Accessories.
- 13 - Fusing must be located in hand hole of pole.
- 14 - Not available with Wireless Control systems and IMS.
- 15 - "CLR" denotes finish. See Finish options.
- 16 - Must be used with ALSC or ALSCH controls.

## Accessories/Options

### Integral Louver (IL)

Accessory Integral Louver available for improved back-light control without sacrificing street side performance.

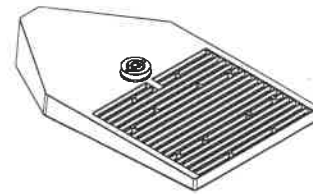
Luminaire shown with Integral Louver (IL)



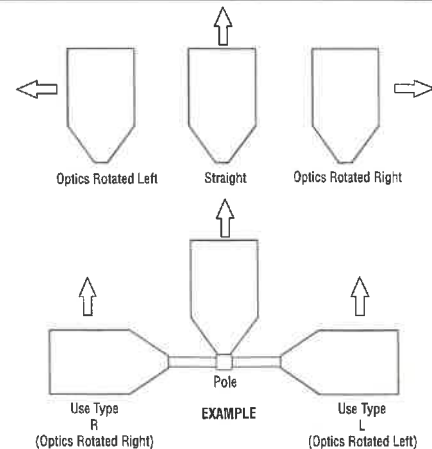
### 7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Fixture Shown with PCR 7P



## Optics Rotation







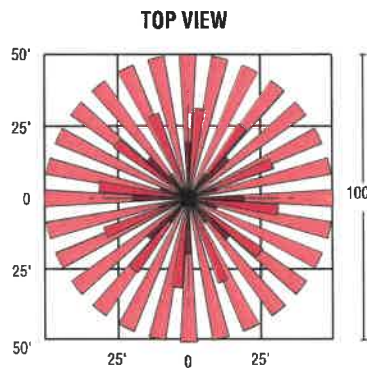
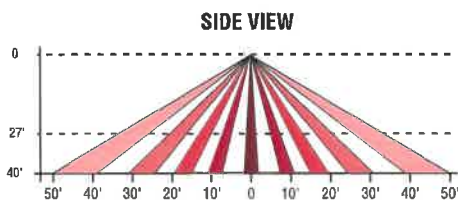
# Slice Medium - SLM Outdoor LED Area Light

LSI offers a variety of integrated controls options which are compatible with the Slice Area Light and factory-installed for your convenience.

## 1 Stand-alone Controls: Occupancy/Daylight Sensor (IMS/IMSS)

Optional integral passive infrared motion and daylight sensor activates switching of luminaire light levels. Standard Factory settings: High level light is activated and increased to full bright upon detection of motion; photocell is disabled, use Remote Configurator Tool to program. Lowlight level (10% maximum drive current) is activated when target zone is absent of motion activity for ~5 minutes. See coverage diagram for detection cone. Optional configurator tool allows for easy and safe programming of each luminaire from ground level.

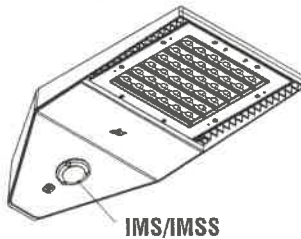
### IMS/IMSS Coverage Diagram



### Remote Configurator Tool



### Luminaire Shown With IMS/IMSS



## 2 Wireless Lighting Control System: AirLink™ enabled by Synapse®

AirLink is perfect for sites that require more functionality, customization and site-wide connectivity & control. LSI offers two options for this specific feature: the factory-integrated AirLink Wireless Lighting Controller or Photoelectric Control Receptacle with AirLink Twist Lock Controller (accessory). Both options provide seamless integration into the AirLink system and its self-healing mesh network. Other features of this system include: utility grade power monitoring (~2% accuracy); remote control and scheduling; flexible 0–10V dimming control; on/off switching; secure, over-the-air upgrades to support future enhancements, status monitoring of your lighting fixtures; and 5 year limited warranty.

The AirLink system radio: SNAP 2.4 GHz; 802.15.4; +20 dBm Transmit Power; -105 dBm Receive Sensitivity; excellent RF Range — 1,000ft LoS between controllers.

See next page for more info. For full product and system specifications visit [www.lsi-airlink.com/airlink-synapse/](http://www.lsi-airlink.com/airlink-synapse/)

## Contact LSI Controls



**Sales**  
[controls.sales@lsi-industries.com](mailto:controls.sales@lsi-industries.com)



**Support**  
[controls.support@lsi-industries.com](mailto:controls.support@lsi-industries.com)  
1 (800) 436-7800 (support, option 8)



**More information**  
For more information on AirLink, visit our website at [www.lsi-airlink.com/airlink](http://www.lsi-airlink.com/airlink)



# Slice Medium - SLM Outdoor LED Area Light



**AirLink™**  
enabled by Synapse®

## 1 Integrated Wireless Lighting Controller



### Features

- True On/Off functionality via switched relay
- Relay closes on power loss
- Supports a wide range of LED drivers and fixtures
- Direct Connect up to two (2) to 24V Occupancy Sensors and Photocells (consult sales for compatible list)
- Available in a metal cased version with quick connect terminal blocks
- Lights default to on for safety
- Dimensions: 8.2" L x 2.3" W x 1.3" H (209mm L x 59mm W x 33mm H) without antennas

### Regulatory Approvals

- FCC, IC, CE certified
- cULus and DLC Listed
- California Title 24 compliant

### Power and Performance

- Operating environmental: -40°F to 131°F (-40°C to 55°C)
- Input power: 100–277 VAC +/- 10% (Max 305V) 47/64 Hz
- Switched output: Default ON; Zero Cross Switching
- Load rating: 5A @ 100V to 277V (+/- 10%)
- Dimming: 0–10V control; Output: Class 1/2 - 20mA Source Max / 50mA Sink Max
- Sensors inputs: 0–10V (photocell sensors), 0–24V (all other sensors); Sensor power supply: 24VDC @ 50mA

## 2 Wireless Lighting Controller 5 Pin & 7 Pin Twist Lock (accessory with Photoelectric Control Receptacle)



### Features

- Integrated Photocell
- ANSI C136.41 Dimming Receptacle Support
- Digital sensor input for motion sensing (ALSC UNV TL7 only)
- Dimensions: 4.53" W x 2.68" H (115mm W x 68mm H)

### Regulatory Approvals

- FCC, IC certified
- UL and DLC Listed

### Power and Performance

- Operating environmental: -40°F to 158°F (-40°C to 70°C); 20% to 90% RH non-condensing; IP66
- Input power: 100–277 VAC +/- 10% (Max 305V) 50/60 Hz
- Switched output: Default ON
- Load rating: 5A @ 100V to 277V (+/- 10%)
- Dimming output: maximum current 10mA
- Sensor input: One digital input that can be used for motion-based lighting controls (ALSC UNV TL7 only)
- Power readings: Voltage, Watts



# RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach, P.E.  
Assistant TLMA Director*

## MITIGATED NEGATIVE DECLARATION

Project/Case Number: Plot Plan No. 190005

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment and Conditions of Approval)

**COMPLETED/REVIEWED BY:**

By: Russell Brady Title: Project Planner Date: February 13, 2020

Applicant/Project Sponsor: Newcastle Partners, Inc. Date Submitted: February 26, 2019

**ADOPTED BY:** Planning Commission

Person Verifying Adoption: \_\_\_\_\_ Date: \_\_\_\_\_

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

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

For additional information, please contact Russell Brady at (951) 955-3025.

\\agency\AgencyDFS\Plan\FILES\Planning Case Files-Riverside office\PPT190005\Studies\IS-MND\Final for Public\Mitigated Negative Declaration.docx

Please charge deposit fee case#: ZCEQ190012

**FOR COUNTY CLERK'S USE ONLY**



**HARVILL DISTRIBUTION CENTER**

**PLOT PLAN No. 190005**

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

**CEQA CASE No: CEQ190012**

***LEAD AGENCY:***

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

***PROJECT APPLICANT:***

**NEWCASTLE PARTNERS  
4740 GREEN RIVER ROAD, SUITE 110  
CORONA, CA 92880**

***CEQA CONSULTANT:***

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

**February 13, 2020**

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**LIST OF TECHNICAL APPENDICES**

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<b><u>Appendix</u></b>	<b><u>Document Title</u></b>
A1	Air Quality Impact Analysis
A2	Mobile Source Health Risk Assessment
B	Habitat Assessment
C	Phase I Cultural Resources Assessment
D	Energy Analysis
E1	Geotechnical and Infiltration Evaluation
F	Greenhouse Gas Analysis
G1	Phase I Environmental Site Assessment
G2	Limited Phase II Environmental Site Assessment
H1	Drainage Study
H2	Project Specific Preliminary Water Quality Management Plan
I	Noise Impact Analysis
J	Paleontological Resource and Mitigation Monitoring Assessment
K1	Traffic Impact Analysis
K2	Vehicle Miles Travelled Assessment

**LIST OF ABBREVIATED TERMS**

<u>Acronym</u>	<u>Definition</u>
A-1-1	Light Agriculture
AB 341	Assembly Bill 341
AC	Asphalt Concrete
ADP	Area Drainage Plan
ADT	Average Daily Traffic
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor Parcel Number
AMSL	above mean sea level
APE	Area of Potential Effect
ASTM	American Society for Testing and Materials
BLM	Bureau of Land Management
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CAP	Climate Action Plan
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
cy	cubic yard
CIWMP	Countywide Integrated Waste Management Plan
CGC	California Government Code
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CRDR	County Regulations and Design Requirement
CSA	Community Service Area
CWA	Clean Water Act
dBA	A-weighted decibels
DEH	Department of Environmental Health
DIF	Development Impact Fee
DTSC	Department of Toxic Substances Control

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**LIST OF ABBREVIATED TERMS**


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<u>Acronym</u>	<u>Definition</u>
DWR	Department of Water Resources
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
e.g.	exempli gratia meaning "for example"
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EMWD	Eastern Municipal Water District
FAR	floor-to-area ratio
FEMA	Federal Emergency Management Agency
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
GLO	Government Land Office
HCP	Habitat Conservation Plan
HPD	Historic Properties Data File
HMBEP	Hazardous Materials Business Emergency Plan
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
JPA	Joint Powers Authority



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**LIST OF ABBREVIATED TERMS**


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<u>Acronym</u>	<u>Definition</u>
kWh	kilowatts per hour
$L_{eq}$	Equivalent continuous (average) sound level
LAFCO	Local Agency Formation Commission
LI	Light Industrial
LOS	Level of Service
M-SC	Manufacturing – Service Commercial
MARB	March Air Reserve Base
MDP	Master Drainage Plan
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
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
PCE	Passenger Car Equivalent
PM	Parcel Map
PP	Plot Plan
PPV	Peak Particle Velocity
PRC	Public Resources Code
R-R-1/2	Rural-Residential ½-Acre Lot Size
RC-VLDR	Rural Community – Very Low Density Residential
RCALUC	Riverside County Airport Land Use Commission
RCIT	Riverside County Information Technology

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**LIST OF ABBREVIATED TERMS**

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<b><u>Acronym</u></b>	<b><u>Definition</u></b>
RCFD	Riverside County Fire Department
REMAP	Riverside Extended Mountain Area Plan
RMS	root-mean-square
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
SCH	State Clearinghouse
SF	Square foot/square feet
SKR	San Diego Kangaroo Rat
SOI	Sphere of Influence
SWPPP	Storm Water Pollution Prevention Plan
TIA	Traffic Impact Analysis
TLMA	Transportation and Land Management Agency
UCR	University of California, Riverside
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VVUSD	VVUSD District
WQMP	Water Quality Management Plan

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## 1.0 Introduction

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### 1.1 DOCUMENT PURPOSE

This document is a Mitigated Negative Declaration (MND) prepared in accordance with the California Environmental Quality Act (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 Distribution Center 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 CEQA 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.

The construction and operation of the proposed Project is considered to be a “project” under CEQA and, as a result, the Project is subject to the County of Riverside’s environmental review process. The primary purpose of CEQA is to ensure that decision-makers and the public are aware of the environmental implications of a specific action or project and to determine whether the proposed project will have the potential to cause significant adverse impacts on the environment. As part of the proposed Project’s environmental review process, the County of Riverside prepared an Environmental Assessment (Initial Study), which is included herein in Sections 4.0 and 5.0.

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.

### 1.2 PROJECT SUMMARY

The proposed Project consists of an application for a Plot Plan (Plot Plan No. 190005) to develop an approximately 16.86 gross-acre (16.64 net-acre) property located between Harvill Avenue and Interstate 215 (I-215) and approximately 0.2 miles south of the intersection of Harvill Avenue and Orange Avenue on Assessor Parcel Numbers (APNs) 305-100-048, -049, -061, and -064 in the unincorporated community of Mead Valley in western Riverside County, California. The proposed Project involves the construction and operation of one (1) approximately 333,553 square foot (SF) warehouse building with associated improvements.



### **1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

#### **1.3.1 CEQA Objectives**

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21177, 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. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an Environmental Impact Report (EIR) and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations. If significant adverse impacts can be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare a Negative Declaration (ND) or Mitigated Negative Declaration (MND).

#### **1.3.2 CEQA Requirements for a Mitigated Negative Declaration**

An MND is a written statement by the Lead Agency that briefly describes the reasons why a project that is not exempt from the requirements of CEQA will not have a significant effect on the environment and, therefore, does not require preparation of an EIR (CEQA Guidelines § 15371). The CEQA Guidelines require the preparation of an MND if the Initial Study prepared for a project identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the project applicant before a proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a significant effect on the environment. (CEQA Guidelines § 15070(b))

#### **1.3.3 Format and Content of Mitigated Negative Declaration**

The following components comprise this MND in its entirety:

- 1) This document, including all sections. Section 1.0 includes the *Introduction*. Section 2.0 includes the *Environmental Setting*. Section 3.0 includes the *Project Description*. Sections 4.0 and 5.0 comprise the completed *Environmental Assessment - Initial Study* and its associated analysis that document the reasons to support the findings and conclusions of the Initial Study. Section 6.0 includes the *References* used in preparation of this MND, and which are part of the Project's administrative record on file with the County of Riverside. A Mitigation Monitoring and Reporting Program (MMRP), which includes all mitigation measures imposed on the proposed Project by the County of Riverside to ensure that effects to the environment are reduced to less-than-significant levels, is attached to this MND. The MMRP also indicates the required timing for the implementation of each mitigation measure and identifies the parties responsible for implementing and monitoring each mitigation measure.

- 2) Fifteen (15) technical reports that evaluate the environmental effects of the proposed Project are attached to this MND as Technical Appendices A1-K2. Each of the appendices listed below are available for review at the Riverside County Planning Department, located at 4080 Lemon Street, 12<sup>th</sup> Floor, Riverside, California, 92502 and are hereby incorporated by reference pursuant to CEQA Guidelines § 15150.
- A1 Air Quality Impact Analysis, dated January 16, 2020 and prepared by Urban Crossroads Inc. (Urban Crossroads, Inc., 2020a)
  - A2 Mobile Source Health Risk Assessment, January 16, 2020 and prepared by Urban Crossroads Inc. (Urban Crossroads, Inc., 2020b)
  - B Habitat Assessment, dated May 7, 2019 and prepared by Gonzales Environmental Consulting, LLC. (Gonzales, 2019)
  - C Phase I Cultural Resources Assessment, dated April 8, 2019 and prepared by Brian F. Smith and Associates (BFSA, 2019a)
  - D Energy Analysis, dated September 20, 2019 and prepared by Urban Crossroads. Inc. (Urban Crossroads, Inc., 2019a)
  - E Geotechnical and Infiltration Evaluation, dated April 5, 2019 and prepared by GeoTek, Inc. (GeoTek, 2019a)
  - F Greenhouse Gas Analysis, dated January 16, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020a)
  - G1 Phase I Environmental Site Assessment, dated February 22, 2018 and prepared by Professional Service Industries, Inc. (PSI, 2018)
  - G2 Limited Phase II Environmental Site Assessment, dated July 30, 2019 and prepared by GeoTek, Inc. (Geotek, Inc., 2019c)
  - H1 Drainage Study, dated May, 2019 and prepared by REC Consultants, Inc. (REC Consultants, Inc., 2019a)
  - H2 Project Specific Preliminary Water Quality Management Plan, dated January 2019 and prepared by REC Consultants, Inc. (REC Consultants, Inc., 2019b)
  - I Noise Impact Analysis, dated January 6, 2020 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2020d)
  - J1 Paleontological Resource and Mitigation Monitoring Assessment, dated April 2, 2019 and prepared by Brian F. Smith and Associates, Inc. (BFSA, 2019b)
  - K1 Traffic Impact Analysis, dated June 17, 2019 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2019b)
  - K2 Vehicle Miles Travelled (VMT) Assessment, dated July 17, 2019 and prepared by Urban Crossroads, Inc. (Urban Crossroads, Inc., 2019c)

- 3) All plans, policies, regulatory requirements, and other documentation that is incorporated by reference in this document pursuant to CEQA Guidelines Section 15150. Refer to Section 6.0, *References*, of this MND.

### 1.3.4 Initial Study Conclusions

Section 4.0 of this document contains the Initial Study that was prepared for the proposed Project pursuant to CEQA and County of Riverside requirements. The Initial Study determined that implementation of the proposed Project would result in no impacts or less-than-significant environmental effects under the issue areas of: Aesthetics; Agriculture & Forest Resources; Air Quality; Cultural Resources; Energy; Geology / Soils; Hazards & Hazardous Materials; Hydrology / Water Quality; Mineral Resources; Population / Housing; Public Services; Recreation; Transportation; Tribal Cultural Resources; Utilities / Service Systems, and Wildfire. The Initial Study determined that the proposed Project would result in potentially significant effects to the issue areas of Biological Resources; Greenhouse Gas Emissions; Land Use / Planning; Noise; and Paleontological Resources but the Project Applicant has agreed to mitigation measures that would avoid or reduce the effects to less than significant. The Initial Study determined that, with the implementation of mitigation measures, there is no substantial evidence in light of the whole record before the Lead Agency (County of Riverside) that the Project may have a significant effect on the environment. 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 § 15070(b).

### 1.3.5 Mitigated Negative Declaration Processing

The County of Riverside Planning Department directed and supervised the preparation of this MND. Although prepared with the assistance of the consulting firm T&B Planning, Inc., all of the content, analyses, determinations, and conclusions contained within this MND reflect the sole independent judgment of the County of Riverside, acting as Lead Agency under CEQA.

A Notice of Intent (NOI) to adopt the MND will be distributed to the following entities for a 20-day public review period: 1) organizations and individuals who have previously requested such notice in writing to the County of Riverside; 2) owners of contiguous property shown on the latest equalized assessment roll; 3) Responsible and Trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and 4) the Riverside County Clerk. The NOI identifies the location(s) where the MND, Initial Study, MMRP, and associated Technical Appendices 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 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.



### **1.3.6 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.

Russell Brady, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12th Floor  
P.O. Box 1409  
Riverside CA 92502-1409  
Email: [rbrady@rivco.org](mailto:rbrady@rivco.org)  
Phone: 951-955-3025

## 2.0 Environmental Setting

### 2.1 PROJECT LOCATION

As shown on Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, the 16.86 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 south. The BNSF/Metrolink railway are located to the immediate east with Interstate 215 (I-215) approximately 200 feet beyond. The Project site is located approximately 3.4 miles (18,220 feet) southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base (MARB).

### 2.2 CEQA REQUIREMENTS FOR THE ENVIRONMENTAL SETTING

CEQA Guidelines Section 15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

*§ 15125(a) (1) Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record.*

In the case of the proposed Project, the Initial Study determined that an MND is the appropriate form of CEQA compliance document, which does not require publication of a Notice of Preparation (NOP) (refer to Subsection 1.3.4, *Initial Study Conclusions*). Therefore, 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 February 25, 2019 and the environmental review commenced at that time. As such, the environmental baseline for the proposed Project is established as of approximately February 25, 2019.

### 2.3 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*. Refer to Section 2.4, *Planning Context*, for information about the surrounding properties' land use and zoning designations.

North: North of the Project site is vacant, undeveloped land and commercial uses (i.e., The Salvation Army Adult Rehabilitation (24201 Orange Avenue) and north of the commercial uses is Orange Avenue. (PSI, 2018, p. 19) (Google Earth, 2019)

South: Abutting the Project site on the south is a commercial storage facility (i.e., Daytona RV & Boat Storage (24194 Daytona) and vacant undeveloped land, south of which are commercial uses (Athletics United) a fitness gym (22424 Harvill Avenue) and All-Star Skills Facility Inc. (batting cages) (21366 Harvill Avenue)). (PSI, 2018, p. 19) (Google Earth, 2019)

East: Abutting the Project site on the east is the BNSF/Metrolink railway, I-215 Freeway frontage road, and the I-215 Freeway. (PSI, 2018, p. 19) (Google Earth, 2019)

West: Abutting the Project site on the west is Harvill Avenue and west of Harvill Avenue is vacant land and Webster Avenue. (PSI, 2018, p. 19) (Google Earth, 2019)

## **2.4 EXISTING SITE AND AREA CHARACTERISTICS**

As discussed previously in Section 1.0, pursuant to the 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 County of Riverside on February 25, 2019 and the environmental review commenced at that time. As such, the environmental baseline for the proposed Project is established as of approximately February 25, 2019, Therefore, pursuant to CEQA Guidelines Section 15125, the following subsections describe the Project site's physical environmental setting.

### **2.4.1 Site Access and Circulation**

Regional access to the site is available from the I-215 Freeway via Nuevo Road. Under existing conditions, there are no paved roads on the Project site. Although Harvill Avenue is an improved roadway that abuts the Project site on the west, under existing conditions, there are no driveways or access points on the Project site that connect the site to Harvill Avenue. (Urban Crossroads, Inc., 2019b, p. 1) (Google Earth, 2019)

### **2.4.2 Land Use**

Based on historical aerial photography, since from at least 1938 to 1951, the subject property was vacant, undeveloped land. Circa 1961, the property was utilized for agricultural purposes, specifically the property was used for two years to grow melons. Circa 1967, the property was vacant, undeveloped land that resembled the current layout of the property. (PSI, 2018, p. 18) According to Riverside County GIS, the Project site is mapped as "Urban Built Up Land" and "Farmland of Local Importance" (RCIT, 2019).

As shown on Figure 2-4, *Aerial Photograph*, the Project site consists of primarily vacant land with a small undeveloped portion of the site in the north central portion of the site being utilized for truck/trailer storage. Refer to Section 2.5, *Planning Context*, for information about the property's land use and zoning designations.

### 2.4.3 Aesthetics 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, pp. 6-7). As shown on Figure 2-5, *USGS Topographical Map*, the Project site is relatively flat and situated at an elevation of approximately 1,484 to 1,520 feet above mean sea level (AMSL) (BFSA, 2019a, pp. 2.0-5). The site slopes from west to east with about 30 feet of elevation differential across the site. (GeoTek, 2019a, p. 2)

The aesthetic character of the Project site is defined by disturbed undeveloped land located in an area of Mead Valley in close proximity to the I-215 Freeway that is transitioning to an employment-generating industrial corridor. West of Harvill Avenue and west of Webster Avenue, the character of the area transitions to residential uses, west of which is the Motte Rimrock Reserve.

The Project site is routinely disced (soil turned over) for weed abatement purposes with tilling tracks visible throughout the site. The existing aesthetic conditions of the Project site are shown on Figure 2-7, *Site Photos 1 and 2*, and Figure 2-8, *Site Photos 3 and 4*.

No sources of artificial light are located on the property. A few street lights are present adjacent to the site along Harvill Avenue. The Project site is located approximately 38 miles northwest 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, 2019; Google Earth Pro, 2019)

### 2.4.4 Air Quality and Climate

Other than airborne particulate matter (dust) and maintenance equipment exhaust that is emitted during periodic tilling of the site for weed abatement purposes, the Project site is not a current source of air pollutant emissions. 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 bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. 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). The SCAQMD conducts in-depth analysis of toxic air contaminants and their resulting health risks for all of Southern California. Also, air pollutants are known to adversely affect human health and the SCAQMD's MATES-IV study represents the baseline health risk by reporting calculated cancer risks based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are within the local area of the Project site. However, MATES-IV has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. MATES-IV modeling predicted an excess cancer risk of 479.64 in one million persons for the Project area, with diesel particulate matter (DPM) accounting for 68% of the total risk shown in MATES-IV. (Urban Crossroads, Inc., 2020a, p. 34)

#### **2.4.5 Vegetation and Wildlife**

The Project site is regularly tilled for weed abatement purposes and thus contains disturbed land, with no sensitive habitat communities present. Onsite vegetation includes minor brush and weeds. There are no sensitive vegetation communities within the Project area and there are no sensitive species on the site. The Project site is devoid of streambed or wetland resources. (Gonzales, 2019, p. 6). The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (herein, MSHCP) but is not located within a criteria area. However, the site is located within an area of the Mead Valley Area Plan requiring habitat assessments for burrowing owl. No burrowing owl observations or signs of burrowing owl were recorded on the site during a field survey conducted in 2018. The site is also within the Stephens' Kangaroo Rat (SKR) Fee Area., (RCIT, 2019) (Gonzales, 2019, Appendix E)

#### **2.4.6 Geology**

The 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. The Project site is located in the central part of the Perris block, a generally stable area situated roughly midway between two of major faults – the Elsinore and San Jacinto fault zones. (GeoTek, 2019a, p. 4)

As with most of southern California, the Project site is located in a seismically active region. No active or potentially active fault is presently known to exist on the site and the site is not situated within an Alquist-Priolo Earthquake Fault Zone. The nearest known active faults are the San Jacinto Fault Zone and the Elsinore Fault Zone, located approximately 9.2 miles to the northeast and approximately 11.2 miles to the southwest, respectively, from the site. (GeoTek, 2019a, p. 5)

The USGS Geological Survey 7.5-minute Perris, California topographic quadrangle map shows that the Project site is underlain by lower Pleistocene very old alluvial fan deposits. According to Riverside County GIS, the entire Project area 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. (BFSA, 2019b, pp. 1-2) (RCIT, 2019)

### 2.4.7 Soils

The Soil Conservation Service maps the following soil types as occurring in the general vicinity of the site (see Figure 2-9, *Soils Map*):

- Greenfield Sandy Loam, 2 to 8 Percent Slopes (GyC2). The Greenfield series consists of well-drained soils developed in alluvium consisting mainly of granitic materials. Slopes are 0 to 25 percent. Elevations range from 600-3,500 feet. (Gonzales, 2019, p. 38)
- Hanford Coarse Sandy Loam, 2 to 8 Percent Slopes (HcC). The Hanford series consists of well-drained and somewhat excessively drained soils on alluvial fans. Slopes are 0 to 15 percent. These soils developed in alluvium made up of granitic materials. Typically, the upper 18 inches of the profile is grayish-brown coarse sandy loam 10YR 3/2 when moist). Underlying this is brown, stratified coarse sandy loam and loamy sand 10YR 3/3 when moist). (Gonzales, 2019, p. 38)

### 2.4.8 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 20.8 miles northeast of the Project site, and flows southwesterly for approximately 96 miles across San Bernardino, Riverside, and Orange counties before spilling into the Pacific Ocean.

In the pre-developed condition, the property sheet flows from west to east to an existing off-site drainage channel that runs along the eastern edge of the site. There are two (2) locations where offsite flows drain to the site. These offsite flows outlet onto the site along the western edge of the property then confluence with the onsite flows. The runoff outlets the drainage ditch at two locations via concrete culverts located on the northeast and southeast corner of the site. Off-site flows also drain onto the site from two (2) locations. All flows run ultimately into the Perris Valley Storm Drain. (REC Consultants, Inc., 2019a, p. 1)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate (FIRM) Panels 06065C1430H and 06065C1440H, the Project site is located in Flood Zone X, an area of minimal flood hazard (FEMA, 2014). Based upon information from the California Department of Water Resources, historic high groundwater in the vicinity of the Project site has been recorded deeper than 50 feet below grade (GeoTek, 2019a, p. 5). No water wells are located on the property (PSI, 2018, p. 17).

### 2.4.9 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.

There is an existing storm drain beneath Harvill Avenue and the I-215 Frontage Road, and there are existing water and dry utilities adjacent to the site.

## **2.5 PLANNING CONTEXT**

### **2.5.1 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 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).

The MVAP is a policy document that guides the physical development of property in the unincorporated community of Mead Valley. The MVAP is not a stand-alone document, but rather an extension of the County of Riverside General Plan. The County of Riverside General Plan establishes standards and policies for development within the entire unincorporated County territory. The MVAP, on the other hand, provides customized direction specifically for the Mead Valley area by establishing local Policy Areas. Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. The Project site is located within the MARB Influence Area which provides for the orderly development of the MARB and the surrounding areas in compliance with the Riverside County Airport Land Use Compatibility Plan (RCALUCP). (RCIT, 2019) (Riverside County, 2016a, p. 22)

### **2.5.2 Zoning Classifications**

The Project site is within the North Perris Zoning Area/District of unincorporated Riverside County. As shown on Figure 2-11, *Existing Zoning Classifications*, the Project site is zoned as Manufacturing - Heavy (M-H) (RCIT, 2019). According to the Riverside County Land Development Ordinance (Ordinance No. 348), the primary purpose of the M-H Zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the County's economic base. Development is subject to area site improvement, landscaping, and performance standards specified in the County's Land Development Ordinance. (Riverside County, 2019b)

### **2.5.3 Surrounding Land Use and Zoning Classifications**

The existing land uses of surrounding properties were previously described in Section 2.3, *Surrounding Land Uses and Development*.

Adjacent and surrounding land is comprised of Harvill Avenue on the west and the BNSF/Metrolink railway, I-215 Freeway Frontage Road and the I-215 Freeway on the east. As shown on Figure 2-10, the Riverside County General Plan and the MVAP designate surrounding properties on the north, south and

east as Light Industrial (LI). West of the Project site, between Harvill Avenue and Webster Avenue is land designated as Business Park (BP) and west of the Project site and west of Webster Avenue are lands designated as Rural Community – Very Low Residential (RC-VLDR). (Riverside County, 2016a, Figure 3)

As shown on Figure 2-11, lands north and south of the site are zoned Manufacturing – Heavy (M-H). Land east of the site between the Project site and the BNSF/Metrolink railway is zoned Manufacturing-Medium (M-M). West of the project site, between Harvill Avenue and Webster Avenue, is land zoned Industrial Park (I-P) and west of the Project site and west of Webster Avenue are lands zoned Light Agriculture (A-1-10). (RCIT, 2019)

#### **2.5.4 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, 2019). 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).

#### **2.5.5 Riverside County Airport Land Use Compatibility Plan**

The March Air Reserve Base (MARB)/Inland Port Airport 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 3.4 miles (18,220 feet), 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)

#### **2.5.6 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. The Project site is not located within a Cell Group or Criteria Cell and is not targeted for conservation. However, the Project site is located in the western burrowing owl survey area and within the Stephens’ Kangaroo Rat (SKR) Fee Area. (RCIT, 2019; Gonzales, 2019, p. 16)

#### **2.5.7 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 *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* includes 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 and warehousing 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, 2018a, p. ES-1) The *RTP/SCS* is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods. The draft *2020-2045 RTP/SCS* (also referred to as "Connect SoCal") has not yet been adopted at the time of preparing this MND; therefore, the *2016-2040 RTP/SCS* would be the applicable adopted plan for the Project as evaluated herein.

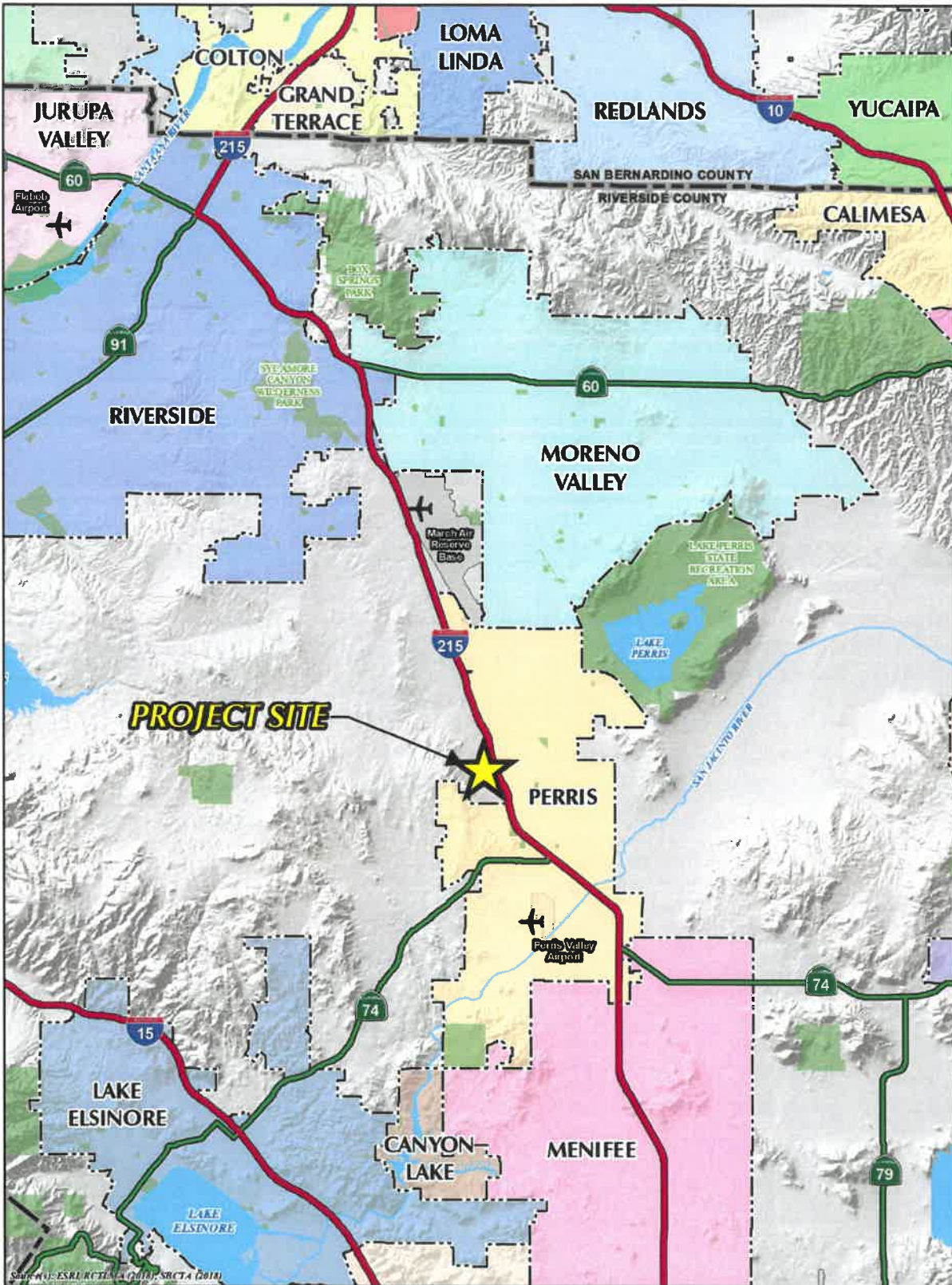
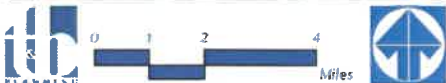


Figure 2-1

REGIONAL MAP



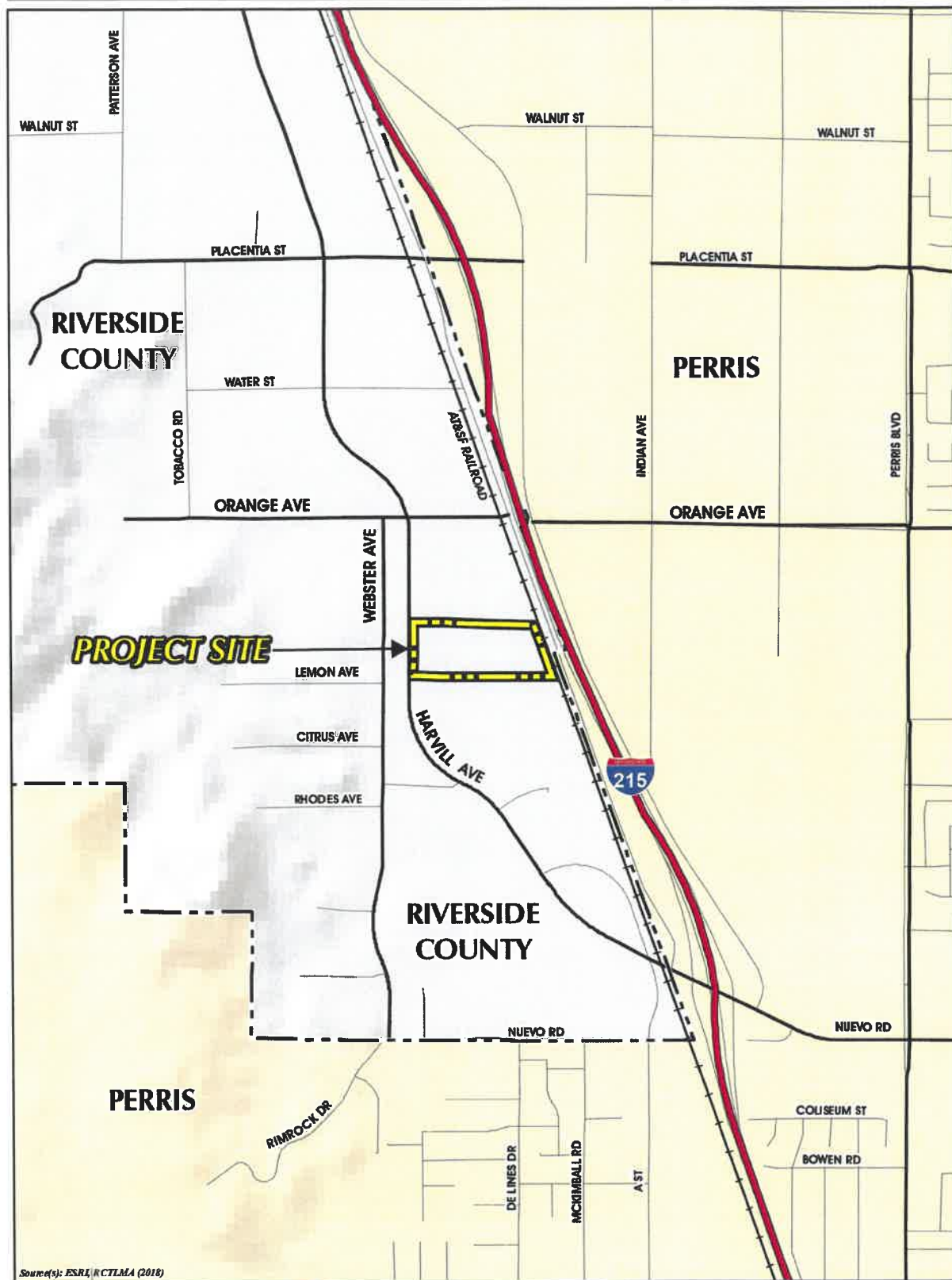


Figure 2-2

VICINITY MAP

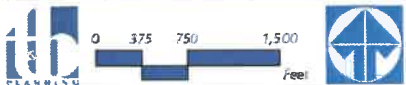
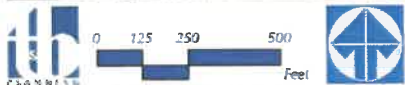






Figure 2-3



**SURROUNDING LAND USES AND DEVELOPMENT**







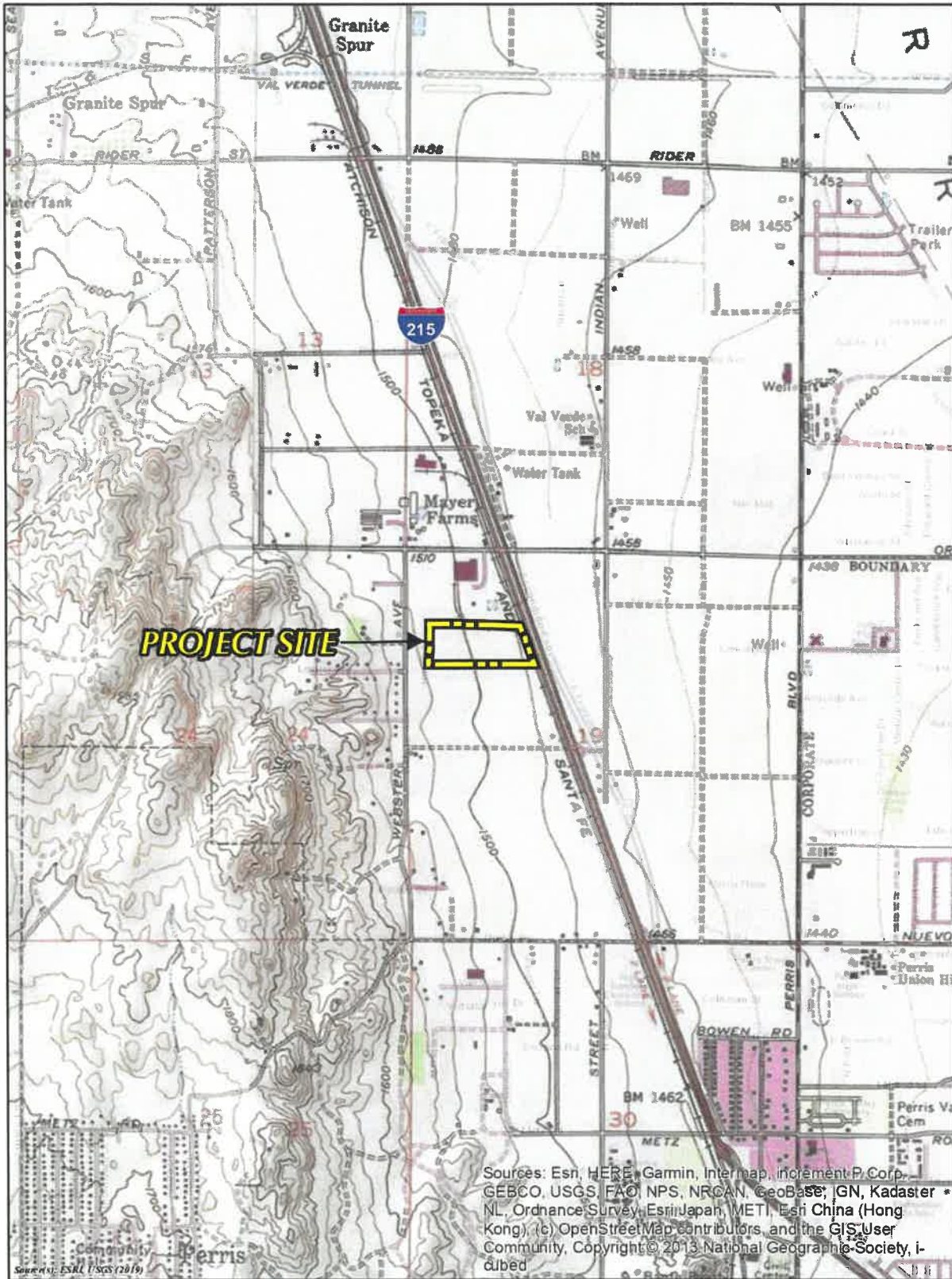


Figure 2-5

USGS TOPOGRAPHICAL MAP

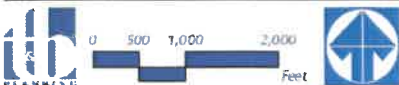
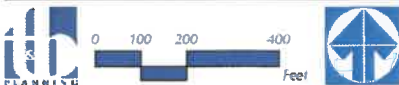






Figure 2-6

**SITE PHOTO KEY MAP**





Site Photo 1: From northwest corner of the Project Site, along Harvill Ave, facing southeast and looking east to south.



Site Photo 2: From western edge of the Project Site, along Harvill Ave, facing east and looking north to south.





Site Photo 3: From southwest corner of the Project Site, along Harvill Ave, facing northeast and looking north to east.



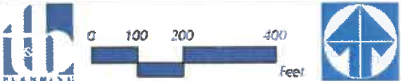
Site Photo 4: From southeast corner of the Project Site, along Frontage Rd, facing northwest west to north.



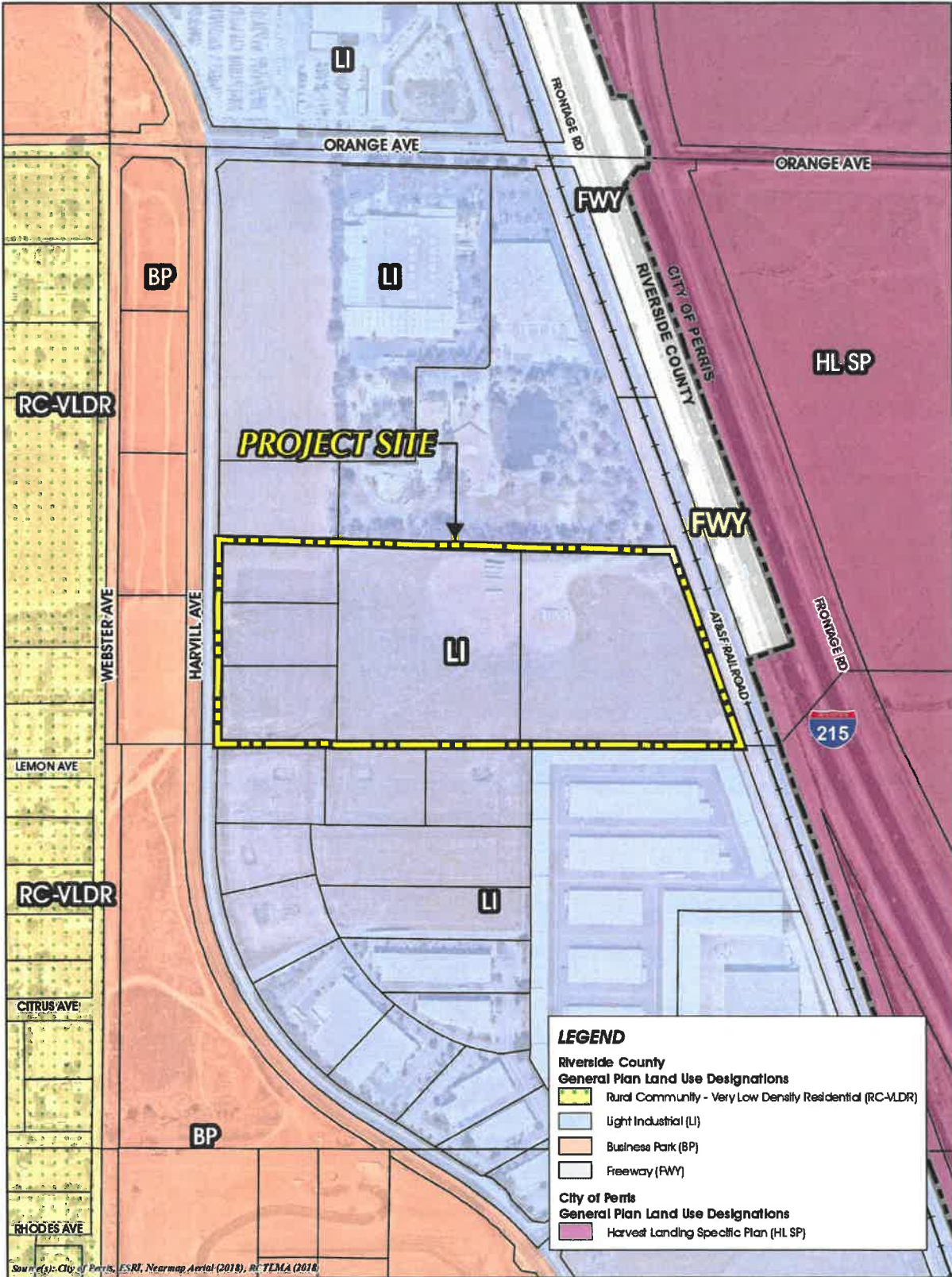


Figure 2-9

**SOILS MAP**

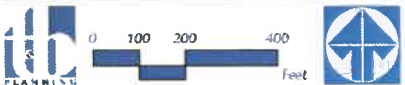






Source(s): City of Perris, ESRI, Nearmap, Aerial (2018), RC TLMA (2018)

Figure 2-10



**EXISTING GENERAL PLAN LAND USE DESIGNATIONS**

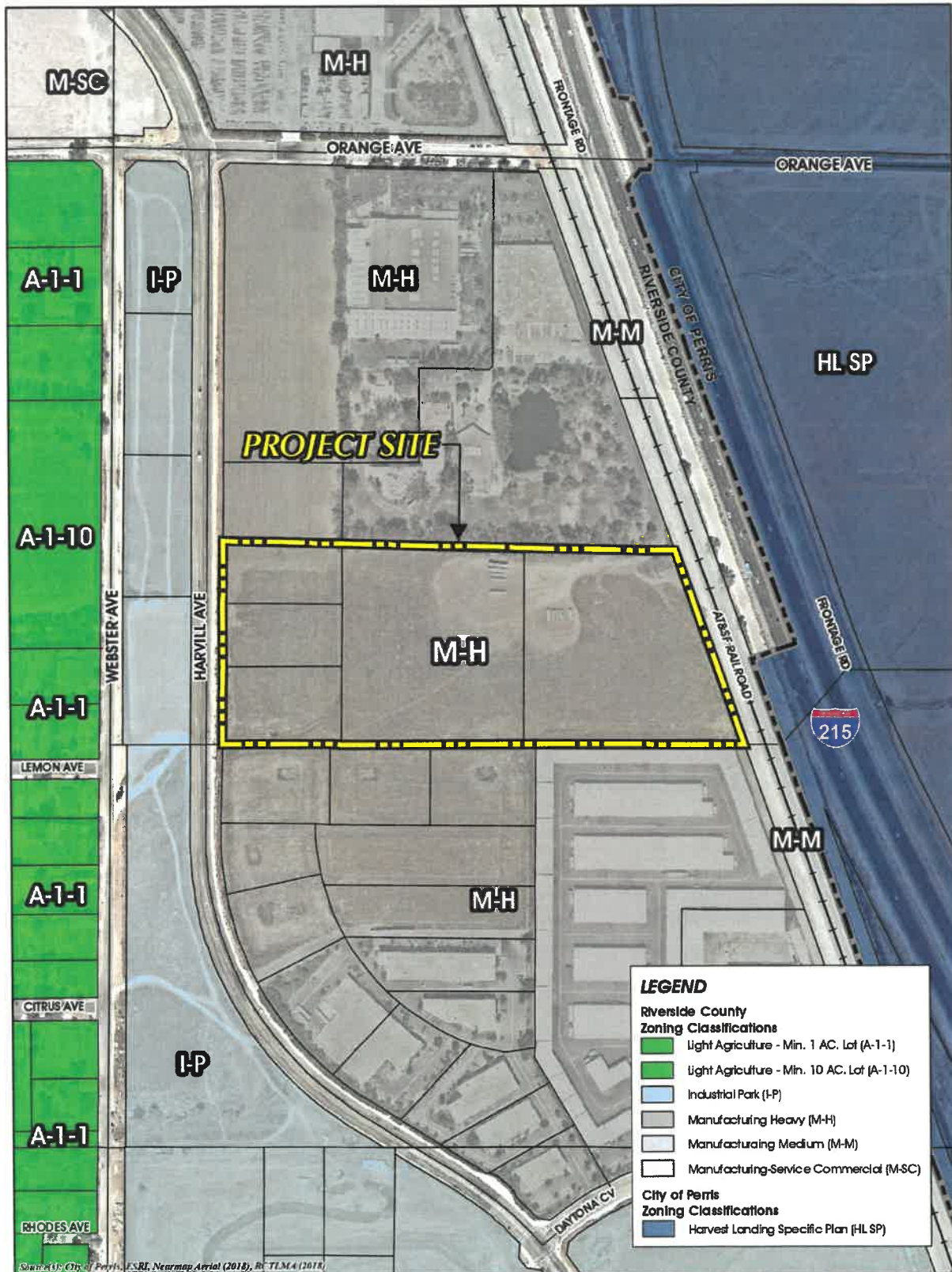


Figure 2-11

**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) 305-100-048, -049, -061, and -064. The proposed Project consists of an application for a Plot Plan. A copy of the entitlement application for the proposed Project is herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available for review at the Riverside County Planning Department, 4080 Lemon Street, 12th 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 Plot Plan No. 190005

A plot plan is required prior to the development of any permitted use pursuant to the requirements of the site's underlying zoning classification of Manufacturing – Heavy (M-H). Accordingly, Plot Plan No. 190005 is proposed to allow for development of the Project site with one industrial warehouse building. Major components of Plot Plan No. 190006 are described in the following subsections.

#### A. *General Description*

As shown on Figure 3-1, *Site Plan – Plot Plan No. 190005*, the Project Applicant proposes to construct one (1) approximately 333,553 SF warehouse building comprised of 325,553 SF of warehouse space, 4,000 SF of first floor office and 4,000 SF of second floor office on an approximately 16.86-gross acre (16.64 net acre) site. The Project is designed to provide 46 loading docks on the building's south-facing elevation secured by a fenced and gated truck court. The office and mezzanine area are planned for the southeast and southwest corners of the building. As shown on Figure 3-2, *Exterior Elevations*, the maximum building height is designed to be approximately 46 feet from finished floor. The proposed building is planned to be constructed with concrete tilt-up panels supported by structural steel columns, and the office components of the building are designed to emulate a typical storefront with glazing (tempered glass).

Associated improvements to the site include auto and truck trailer parking, vehicle drive aisles, steel fencing and gates, trash enclosures, exterior ancillary lighting, signage, landscaping, patio, a bioretention basin, and utility improvements. Truck trailer dock doors for loading and unloading purposes would be provided exclusively on the south side of the building behind an 8-foot high painted tubular steel picket fence with landscaping and facing vacant undeveloped land and a storage facility. Other than the driveway aprons, the perimeter of the site would be landscaped and a bioretention basin would be located along the southeasterly portion of the site facing the I-215 Freeway.



**B. Circulation**

Vehicular and truck traffic access would be provided via a single, full access driveway serving both passenger cars and trucks, located near the west central portion of the Project site along Harvill Avenue (Urban Crossroads, Inc., 2019b, p. 1). 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 driveway is designed to accommodate the wide turning radius of heavy trucks (Urban Crossroads, Inc., 2019b, p. 10). Refer to the Truck Access exhibit provided and discussed under the topic of Transportation in *Section 5.0* of this MND.

**C. Parking**

The future occupant(s) of the Project's building is unknown at this time. 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 of office area for office area (Riverside County, 2019b, Section 8.12). Therefore, pursuant to Ordinance No. 348, the Project would be required to provide 163 stalls for warehouse space ( $325,553 \text{ SF} \div 2,000 \text{ SF} = 162.77$  stalls) and 32 parking stalls for office space ( $8,000 \text{ SF} \div 250 \text{ SF} = 32$ ) for a combined number of 195 ( $163 + 32 = 195$ ) parking spaces. 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) and County Ordinance No 348 (Riverside County, 2019b, Section 18.12). 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 3-1, the site plan accommodates approximately 195 parking stalls (175 standard stalls, 7 American with Disabilities Act (ADA) stalls, and 13 electric vehicle (EV) stalls), which includes 64 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). The Site Plan also provides for ten (10) bicycle parking positions.

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

Figure 3-2, *Exterior Elevations*, depicts the conceptual architectural elevations for the proposed building. The building would be constructed to a height of 46 feet from the finish 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 3-3, *Fence Plan*, an 8-foot high black painted tubular steel picket fence would be provided on the northern and southern perimeter of the Project site. The truck court will be enclosed and secured on the east and west by a 12-foot high painted concrete screen wall with access gates. The

bioretention basin will be surrounded by a 5-foot high black painted tubular steel picket fence. A 3 to 5-foot retaining wall with 42-inch high guardrail will be provided interior to the site and adjacent to the driveway and to the south of the driveway, as well as along the western façade and a portion of the northwestern facade of the building.

### **E. Conceptual Landscaping Plan**

As noted on Figure 3-1, the Project site will be comprised of 15.21% landscaped area. As shown on Figure 3-4, *Landscape Plan*, landscaping will be ornamental in nature and include trees, shrubs, and groundcover along the perimeter and surrounding the parking areas interior to the site. 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, storm water/water quality treatment facilities, sewer lines, water lines, and dry utility systems. Onsite drainage shall be conveyed through the site via overland flow, gutter flow and a proposed, private storm drain system. The onsite flows will be directed to a bioretention basin, located in the southeast corner of the site, for water quality treatment prior to entering the public storm drain system via Perris Valley MDP Lateral J-9. In proposed conditions, the offsite flows, indicated as DMA-O-1 through DMA-O-3, in the Project's Drainage Study (*Technical Appendix H1*) will be conveyed through the site via Lateral J-9.1, which will be built as part of the proposed Project in accordance with the MDP. These offsite flows will bypass the proposed bioretention basin and flow directly to Lateral J-9. (REC Consultants, Inc., 2019a, pp. 1-4)

### **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 Harvill Avenue.

- The Project would construct Harvill Avenue at its ultimate half-section width as a Major Highway (118-foot right-of-way) between the Project's northern and southern boundary consistent with applicable Caltrans and County of Riverside standards (Urban Crossroads, Inc., 2019b, p. 10).
- On-site traffic signing and striping will be implemented in conjunction with detailed construction plans for the Project site (Urban Crossroads, Inc., 2019b, p. 10).

### **A. Earthwork and Grading**

Grading would occur over the entire Project site with no portion of the site left undisturbed. A 2:1 landscaped manufactured slope would be positioned interior to the Project site around the perimeter of the bioretention basin and east of the truck court on the southern side of the parking stalls. Proposed

earthwork activities would result in approximately 130,000 cubic yards of cut and 130,000 cubic yards of fill. Based on the expected shrinkage and compaction of on-site soils, earthwork activities are expected to balance on site and no import or export of soils would be required

### 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 anticipates that the proposed Project would be constructed in one phase over the course of approximately 14 to 16 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. 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.

Construction equipment is expected to operate on the Project site eight (8) hours per day during the days and time periods allowed by County Code and Ordinances. Although the County's Noise Ordinance (Riverside County Ordinance No. 847) allows construction equipment to operate for 12 hours a day between the hours of 6:00 AM to 6:00 PM during the months of June through September and 11 hours a day between 7:00 AM and 6:00 PM during the months of October through May, the typical working hours for most construction contractors are 7:00 AM to 4:00 PM, and 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, and likely overstates the actual amount of time that each piece of construction equipment will operate on a daily basis. Should construction activities need to occur outside of the hours permitted by Ordinance No. 847, the Project Applicant would be required to obtain authorization from the County of Riverside. 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 of Construction Activity
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	Number	Operating 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 Coatings	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 Project Applicant expects the building to be occupied by a high cube warehouse user. The proposed building is not designed to accommodate an occupant that requires cold storage (i.e., refrigeration); therefore, the analysis in this MND assumes that the proposed building would not house a tenant that requires chilled, cold, or freezer warehouse space.

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 46 loading docks 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 470 two-way trips per day (actual vehicles) inclusive of 152 two-way truck trips per day (Urban Crossroads, Inc., 2019b, 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 ( $333,553 \text{ SF} \div 1,030 \text{ SF} = 323.83$ ) (Riverside County, 2017b, Table



E-5) Based on this employment generation rate, the Project is expected to create up to approximately 324 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 CEQA Guidelines Section 15050. The County's decision-making body will consider the Project Applicant's requested Plot Plan application as part of a publicly-noticed hearing and will have the authority to approve, conditionally approve, or deny the proposed Project. Should the Plot Plan and this MND 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**

<b>PUBLIC AGENCY</b>	<b>APPROVALS AND DECISIONS</b>
<b>RIVERSIDE COUNTY</b>	
<b>PROPOSED PROJECT – RIVERSIDE COUNTY DISCRETIONARY APPROVALS</b>	
Riverside County Planning Commission	<ul style="list-style-type: none"> <li>• Approve, conditionally approve, or deny proposed Plot Plan No. 190005.</li> </ul>
<b>Subsequent Riverside County Ministerial Approvals</b>	
Riverside County Transportation and Land Management Agency	<ul style="list-style-type: none"> <li>• Lot Merger</li> </ul>
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>• 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 (RCFC & WCD)	<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 (SCE)	<ul style="list-style-type: none"> <li>• Approvals for utility infrastructure.</li> </ul>



**FINISH SCHEDULE:**

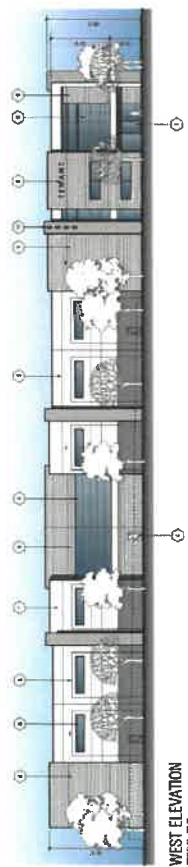
1	FLUORESCENT LIGHT FIXTURES - 2'x4' - 40W - 4000K
2	FLUORESCENT LIGHT FIXTURES - 2'x4' - 40W - 5000K
3	FLUORESCENT LIGHT FIXTURES - 2'x4' - 40W - 6500K
4	FLUORESCENT LIGHT FIXTURES - 2'x4' - 40W - 8000K
5	FLUORESCENT LIGHT FIXTURES - 2'x4' - 40W - 9500K
6	FLUORESCENT LIGHT FIXTURES - 2'x4' - 40W - 10000K
7	FLUORESCENT LIGHT FIXTURES - 2'x4' - 40W - 11000K

**GENERAL NOTES:**  
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE ORDINANCES.  
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.  
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY UTILITIES INFORMATION.  
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SURVEY INFORMATION.  
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY GEOTECHNICAL INFORMATION.  
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ENVIRONMENTAL INFORMATION.  
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY HISTORICAL INFORMATION.  
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ARCHITECTURAL INFORMATION.  
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ELECTRICAL INFORMATION.  
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY MECHANICAL INFORMATION.  
 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PLUMBING INFORMATION.  
 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY STRUCTURAL INFORMATION.  
 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CIVIL INFORMATION.  
 14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LANDSCAPE INFORMATION.  
 15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SIGNAGE INFORMATION.  
 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SECURITY INFORMATION.  
 17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCESSIBILITY INFORMATION.  
 18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ENERGY EFFICIENCY INFORMATION.  
 19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SUSTAINABILITY INFORMATION.  
 20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY OTHER INFORMATION.

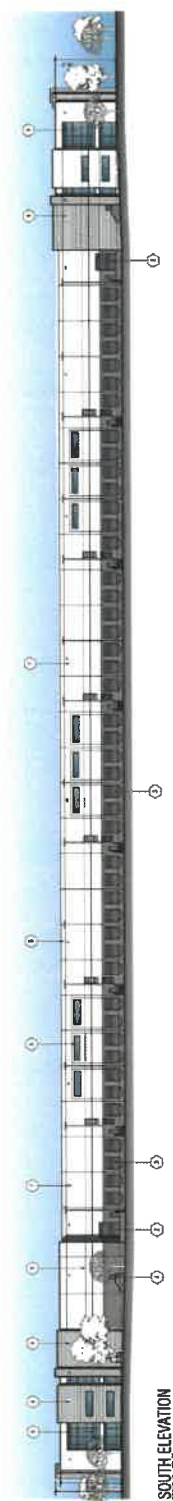


SQUARE SITE LIGHTING STYLE  
1

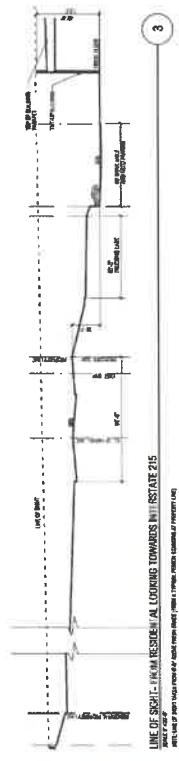
**KEYNOTES:**  
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE ORDINANCES.  
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.  
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY UTILITIES INFORMATION.  
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 20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY OTHER INFORMATION.



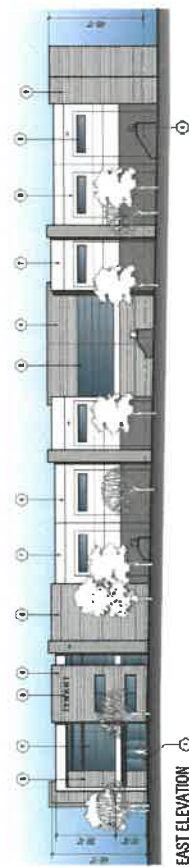
WEST ELEVATION  
SCALE: 1/8" = 1'-0"



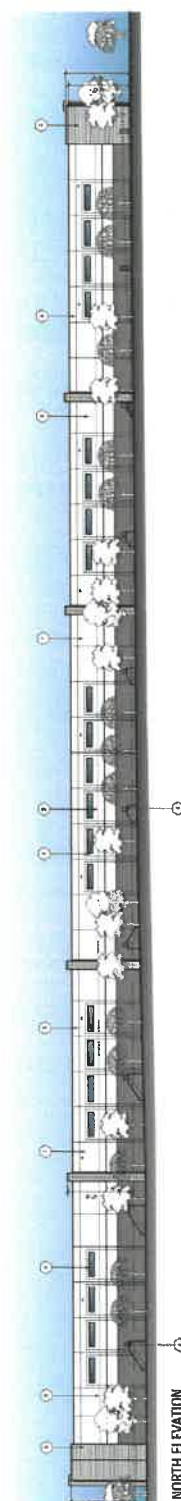
SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"



LINE OF SIGHT FROM RESIDENTIAL LOOKING TOWARDS THE SITE  
SCALE: 1/8" = 1'-0"



EAST ELEVATION  
SCALE: 1/8" = 1'-0"



NORTH ELEVATION  
SCALE: 1/8" = 1'-0"

Figure 3-2

**EXTERIOR ELEVATIONS**







## 4.0 Environmental Assessment

**Environmental Assessment (CEQ/EA) Number:** CEQ190012

**Project Case Type(s) and Number(s):** Plot Plan No. 190005

**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:** Russell Brady, Project Planner

**Telephone Number:** 951-955-3025

**Applicant's Name:** Newcastle Partners

**Applicant's Address:** 4740 Green River Road, Suite 110, Corona, CA. 92880

### 4.1 PROJECT INFORMATION

#### Project Description:

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

B. **Total Project Area:** 16.86 Gross Acres

Residential Acres: 0	Lots: 0	Units: 0	Projected No. of Residents: 0
Commercial Acres: 0	Lots: 0	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0
Industrial Acres: 16.86 acres	Lots: 5	Sq. Ft. of Bldg. Area: 333,553 SF	Est. No. of Employees: 324
Other:	Lots: XX	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0

C. **Assessor's Parcel No(s):** 305-100-048, -049, -061, and -064

**Street References:** East of Harvill Avenue, west of I-215, and approximately 0.2 miles south of the intersection of Harvill Avenue and Orange Avenue.

D. **Section, Township & Range Description or reference/attach a Legal Description:** T4SR3W Sec 19 San Bernardino Base and Meridian

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:

- 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 zoned Manufacturing - Heavy (M-H). According to the Riverside County Land Development Ordinance (Ordinance No. 348), the intent of the M-H Zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the county's economic base and support the necessary improvements to support industrial growth. Development is subject to area site improvement, landscaping, and performance standards. (Riverside County, 2019b, Article XII)

2. **Circulation:** The proposed Project was reviewed for conformance with Riverside County Ordinance No. 461, "Road Improvement 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, mandatory compliance with CALGreen 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. The Project has been reviewed by the Riverside County Airport Land Use Commission (ALUC) for air hazard safety and was found consistent with the March Air Reserve Base Airport Land Use Compatibility Plan subject to conditions of approval issued by the ALUC which the County will impose as conditions of approval on Plot Plan No. 190005.
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 is designed such that the truck loading docks are located on the south-facing elevation of the building and away from sensitive receptors. In addition, the Project is designed to

provide a minimum of a 35-foot landscape buffer which abuts to the parking area in the southwest corner of the site which abuts a 12-foot high screen wall to obscure the truck court, trailer parking, and dock doors from public view. A landscaped water basin area that buffers the truck court, trailer parking, and dock doors, is provided on the western portion of the site adjacent to I-215. The Project's construction and operational activities are required to comply with the Riverside County Noise Ordinance No. 847.

6. **Housing:** No housing is proposed by this Project. The Project would not displace any existing housing. There are no 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 Project construction activities in accordance with 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 increase 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 Project is designed such that the truck loading docks are located on the south-facing elevation of the building and away from sensitive receptors. In addition, the Project is designed to provide a minimum of a 35-foot landscape buffer which abuts to the parking area in the southwest corner of the site which abuts a 12-foot high screen wall to obscure the truck court, trailer parking, and dock doors from public view. A landscaped water basin area that buffers the truck court, trailer parking, and dock doors, is provided on the western portion of the site adjacent to I-215. 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 proposed Project which determined that the Project would not result in any localized air quality impacts affecting nearby sensitive receptors (i.e., residential uses). The Project accommodates sidewalk connections along the Project site's frontage with Harvill Avenue, in conformance with the MVAP, which would encourage walking and physical activity. The Project is designed such that the truck loading docks are located on the south-facing elevation of the building and away from sensitive receptors. In addition, the Project is designed to provide a minimum of a 35-foot landscape buffer which abuts to the parking area in the southwest corner of the site which abuts a 12-foot high screen wall to obscure the truck court, trailer parking, and dock doors from public view. A landscaped water basin area that buffers the truck court, trailer parking, and dock doors, is provided on the western portion of the site adjacent to I-21. The Project site is not subject to severe natural hazards. The Project also would provide for 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:** None
- F. **Policy Area(s), if any:** None
- G. **Adjacent and Surrounding:**
  - 1. **General Plan Area Plan(s):** Mead Valley Area Plan
  - 2. **Foundation Component(s):** Community Development and Rural Community
  - 3. **Land Use Designation(s):** L-I, B-P, RC-VLDR
  - 4. **Overlay(s) if any:** None
  - 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:** None
- I. **Existing Zoning:** Manufacturing – Heavy (M-H).
- J. **Proposed Zoning, if any:** N/A
- K. **Adjacent and Surrounding Zoning:** Manufacturing - Heavy (M-H), Manufacturing -Medium (M-M), Industrial Park (I-P), Light Agriculture - Min. 1 Ac. Lot (A-1-1), Light Agriculture - Min. 10 AC. Lot (A-1-10).

**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 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 checked="" type="checkbox"/>	Land Use /Planning	<input type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Utilities / Service Systems
<input type="checkbox"/>	Cultural Resources	<input checked="" 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.

  
Signature

8/13/20  
Date

Russell Brady  
Printed Name

For: Charissa Leach, P.E.  
Assistant 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 (IS) 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 CEQA Guidelines §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 sent out 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 (RGA, 2019a) (SDH, 2019a); California Department of Transportation (Caltrans) Scenic Highways and Designated and Eligible Routes (Caltrans, 2017); Google Earth Pro (Google Earth Pro, 2019); Riverside County General Plan Figure C-8 "Scenic Highways" (Riverside County, 2015a);



Caltrans California Scenic Highway Mapping System (Caltrans, n.d.); Viewshed Analysis performed by T&B Planning, Inc. (T&B Planning, Inc., 2018); 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)

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

According to the Riverside County General Plan Figure C-8, "Scenic Highways," the Project site is located approximately 2.4 miles northeast of the portion of the I-215 designated as a "State Eligible Scenic Highway" and approximately 2.0 miles north of SR-74, which is designated as a "State Eligible Scenic Highway." (Riverside County, 2015a, Figure C-8; Google Earth Pro, 2019; Caltrans, 2017) 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., 2018; Google Earth Pro, 2019). 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.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The existing conditions of the site are shown on Figure 2-7, *Site Photos 1 and 2* and Figure 2-8, *Site Photos 3 and 4*. Under existing conditions, the Project site consists of primarily vacant land with a small undeveloped portion of the site in the north central portion of the site being utilized for truck/trailer storage. The site is nearly devoid of trees with the exception of a few scattered trees along the western boundary and trees encroaching the site from the property located to the north of the site. There are no rock outcroppings on the site. (Google Earth Pro, 2019)

As discussed in Section 2.0, the Project site is in the Mead Valley Area Plan (MVAP). The Mead Valley planning area lies entirely within the Perris Valley which is 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 planning area's western boundary. Located in the southwest portion of the planning area in the Gavilan Hills is Steele Peak which is the tallest peak in the planning area at 2,529 feet. (Riverside County, 2016a, pp. 6,7)

As shown on Figure 2-7 and Figure 2-8, the only possible public viewpoints containing prominent scenic vistas or views open to the public are along Harvill Avenue. However, due to the existing regional topography of the Perris Valley, existing ornamental landscaping in the surrounding area, including street trees along Harvill Avenue, and existing development along the I-215 corridor and the Project site's low profile setting in the Perris Valley, scenic views beyond the Project site are minimal to the north, east, west, and south. The Riverside County General Plan EIR determined that a "major visible aesthetic effect... would mean affecting open views of local foothills or mountains" (Riverside County, 2015b, p. 4.4-25) Therefore, the Project would result in aesthetic impacts if it were to substantially block open views of mountains or foothills from Harvill Avenue. The Motte Rimrock Reserve is located approximately 0.5-mile west of the site; however, views of Motte Rimrock Reserve are obscured along Harvill Avenue by existing landscaping and intervening development. Therefore, because no prominent views of Motte Rimrock Reserve are provided from Harvill Avenue, the Project would not obstruct any prominent scenic vista or view open to the public (Google Earth Pro, 2019)

As identified in Table 3-1, the Project would be constructed over a period of approximately 14 to 16 months. Heavy equipment would be used, which would be visible to the immediately 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.

Because the Project site would be developed from a primarily vacant undeveloped site to a warehouse building, the aesthetic changes to the Project site would be noticeable and obvious upon Project completion. Mead Valley's scenic vistas, notably, the Motte Rimrock Reserve is located approximately 0.5-mile west of the Project site. Because of intervening development and topography between the site and the Motte Rimrock Reserve, the Project would not obstruct the view or create an aesthetically offensive site open to public view as seen from a scenic vista.

The Project will incorporate a number of features intended to soften the visual prominence of the building and loading docks, including enhanced architectural treatments and landscaping. The truck court would be located in the southern portion of site and would not be located adjacent to public viewing areas. In addition, the Project would incorporate tube steel fencing around the perimeter of the site and a screen wall on the east and west sides of the truck court. Therefore, because development of the Project would not substantially damage scenic resources, 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.

Findings of Fact: Impacts will be less than significant.

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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- c) **In non-urbanized areas, would the project 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?**

According to mapping information provided from the Southern California Association of Governments (SCAG), which is based on U.S. Census data for urbanized areas, the Project site is located within an urbanized area (SCAG, 2017).

As shown previously on Figure 2-11, *Existing Zoning* the entire Project site is zoned as Manufacturing-Heavy (M-H) and the proposed Project is consistent with the zoning designation. According to the Riverside County Land Development Ordinance, the intent of the M-H Zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the County's economic base and support the necessary improvements to support industrial growth. Development is subject to area site improvement, landscaping, and performance standards applicable to the M-H zone. (Riverside County, 2019b) With the Project's 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.

Findings of Fact: Impacts will 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); and Riverside County General Plan Draft EIR No. 512 Section 4.4 “Aesthetics and Visual Resources” (Riverside County, 2015b)

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

According to the Riverside County General Plan Draft EIR No. 512, 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 (Riverside County, 1988). The Project’s Conditions of Approval imposed by Riverside County require compliance with all such 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

**Applicable Regulatory Requirements:** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- 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 38 miles southeast of the Project site in northern San Diego County).

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

**Source:** Project Application Materials (RGA, 2019a) (SDH, 2019a); Riverside County Airport Land Use Commission (RCALUC, 2019a); Riverside County Ordinance No. 655 (Riverside County, 1988); Riverside County Ordinance No. 915 (Riverside County, 2012); and Viewshed Analysis performed by T&B Planning, Inc. (T&B Planning, Inc., 2018).

- a) **Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**
- b) **Would the Project expose residential property to unacceptable light levels?**

Under existing conditions, the Project site is generally vacant and undeveloped and generates no day or nighttime light or glare. The Project Applicant’s Site Lighting Plan was submitted as part of the Project’s Plot Plan application materials. 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. Areas proposed for window glazing would be limited, as shown on the Project’s application materials (RGA, 2019a). 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 – they are not expected to result in substantial adverse glare effects. In addition, any solar panels installed on the site in 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).

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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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- 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.

Monitoring: No monitoring is required.

**5.1.2 Agriculture and Forest 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>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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 “Right-to-Farm”)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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 (RGA, 2019a) (SDH, 2019a); Riverside County General Plan Figure OS-2 “Agricultural Resources” (Riverside County, 2015a); Riverside County GIS Database (RCIT, 2019); California Department of Conservation California Important Farmland Finder (CDC, 2016a); 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) (DOC, 1997); PSI, Inc., Phase I Environmental Site Assessment (PSI, 2018); University of California, Davis California Resource Lab (UC Davis Soil Resource Lab, 2019); University of California Division of Agriculture and Natural Resources, A Revised Storie Index for Use with Digital Soils Information (UCANR, 2008)

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

According to the Farmland Mapping & Monitoring Program (FMMP) California Important Farmland Finder, and as reported by Riverside County GIS database, the Project site contains lands defined by the FMMP as Farmland of Local Importance and Urban-Built Up Land (Riverside County, 2015a, Figure OS-2; CDC, 2016a). 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 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 (Farmland), the Project has no potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The Project site is zoned M-H and is not zoned for agricultural use. As shown on Riverside County GIS, the Project site is surrounded on the east, north, and south of APN 305-100-048 by "Urban-Built-Up Land" on the north of APN 305-100-049 by "Urban Built-Up Land", and on a portion of APN 305-100-064 by Urban Built-Up Land." The Project site is surrounded by "Farmland of Local Importance" on the south of APN 305-100-049 and -061 and 064 and by "Farmland of Local Importance" and on the north of APN 305-100-064. 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, 2019). 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.

According to historical aerial photography, circa 1961, the property was utilized for two years to grow melons and has not been used for agricultural resources since that time. (Arcadis, 2018a, p. 18). The site is currently vacant undeveloped land.

The agricultural value of the Project site was evaluated using the California Department of Conservation's (DOC) Land Evaluation & Site Assessment (LESA) Model (DOC, 1997). 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). (DOC, 1997, p. 31)

A Land Evaluation (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).(DOC, 1997, pp. 7-9)

A Site Assessment (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. (DOC, 1997, p. 13).

As summarized Table 5-1, *LESA Score Summary*, the Project site's LESA Model score is 53.83. According to the LESA Model scoring thresholds, a project site that receives a score between 40 and 59 is considered significant only if the Land Evaluation (LE) and the Site Assessment (SA) subscores are each greater than or equal to 20 points (DOC, 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.

**Table 5-1 LESA Score Summary**

	Factor Scores	Factor Weight	Weighted Factor Scores
<b>Land Evaluation (LE) Factors</b>			
Land Capability Classification (LCC) <sup>1</sup>	70.00	0.25	17.50
Storie Index <sup>2</sup>	85.33	0.25	21.33
<i>Land Evaluation (LE) Subtotal</i>		<i>0.50</i>	<i>38.83</i>
<b>Site Assessment (SA) Factors</b>			
Project Size	0	0.15	0
Water Resource Availability <sup>3</sup>	100	0.15	15.00
Surrounding Agricultural Land <sup>4</sup>	0	0.15	0
Protected Resource Land <sup>5</sup>	0	0.05	0
<i>Site Assessment (SA) Subtotal</i>		<i>0.50</i>	<i>15.00</i>
<b>Final LESA Score</b>			<b>53.83</b>

Notes:

<sup>1</sup>The entire Project site has a LCC classification of IIIe, which corresponds to a LESA LCC rating of 70 points. The weighted LCC score for the site is 70.00.

<sup>2</sup>Approximately 11.07 acres of the Project site has a Storie Index rating of 86.9; and approximately 5.73 acres of the Project site has a Storie Index rating of 82.3. The weighted Storie Index rating for the site is 85.33.

<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 (refer to Table 3 of the LESA Instruction 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 (Harvill Avenue and I-215 Frontage Road). 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 or protected resource lands within the Project's zone of influence. The zone of influence is defined pursuant to the LESA Model.

-Factor weights are defined by the LESA Model.

Source: (DOC, 1997; USDA, 1971; UC Davis Soil Resource Lab, 2019)

**Findings of Fact:** There will be no impact.

**Mitigation:** No mitigation is required.

Monitoring: No monitoring is required.

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

Lands north and south of the site are zoned Manufacturing – Heavy (M-H). Land east of the site between the Project site and the BNSF/Metrolink railway is zoned Manufacturing-Medium (M-M). West of the project site, between Harvill Avenue and Webster Avenue, is land zoned Industrial Park (I-P) and west of the Project site and west of Webster Avenue are lands zoned Light Agriculture (A-1-10). (RCIT, 2019) The nearest property containing agriculturally zoned land is located at a minimum of 330 feet west of the Project site and is separated from the Project site by both Harvill Avenue and Webster Avenue. Therefore, because the Project site is not located within 300 feet of agriculturally zoned property and the Project site is separated from lands containing agriculturally zoned land by two roadways, 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”). No impact would occur.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

“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, 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.

Findings of Fact: There will be no impact.

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>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 nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Riverside County General Plan Figure OS-3a “Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas,” (Riverside County, 2015a); Riverside County GIS (RCIT, 2019)

- a) **Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?**
- b) **Would the Project result in the loss of forest land or conversion of forest land to non-forest use?**
- c) **Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?**

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 Govt. Code § 51104(g)). Due to the lack of forest land in the Project area, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use. 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, 2019). Therefore, because implementation of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland,

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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.

Findings of Fact: There will be no impact.

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, Inc., Mobile Health Risk Assessment (Urban Crossroads, Inc., 2020b).

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

The Project site is located within the South Coast Air Basin (SCAB or “Basin”) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD 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 Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. (Urban Crossroads, Inc., 2020a, p. 25) 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 LSTs or regional significance thresholds were exceeded. The Project's regional and localized construction-source emissions would not exceed applicable regional significance thresholds and LST thresholds. Therefore, the Project does not have the potential to conflict with the AQMP according to this criterion and a significant impact would not occur associated with consistency with the AQMP (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 documentation. 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 Mead Valley Area Plan (MVAP). The land use proposed by the Project is consistent with the LI land use designation and the Project does not propose to change the General Plan or MVAP land use designations for the Project site. 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. (Urban Crossroads, Inc., 2020a, pp. 57-58)

In summary, 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. As such, the Project is therefore considered to be consistent with the AQMP. (Urban Crossroads, Inc., 2020a, p. 58)

Findings of Fact: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The proposed Project has the potential to generate air pollutant concentrations during construction activities and operational activities. This analysis assumes that the proposed Project would comply with applicable, mandatory regional air quality standards, including: SCAQMD Rule 403, "Fugitive Dust;" SCAQMD Rule 431.2, "Sulfur Content of Liquid Fuels;" SCAQMD Rule 1113, "Architectural Coatings;" SCAQMD Rule 1186, "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations;" SCAQMD Rule 1186.1, "Less-Polluting Street Sweepers," and Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations "Airborne Toxic Control Measure."

#### Impact Analysis for Construction Emissions

For purposes of this analysis, construction of the Project was assumed to begin in 2020 and last through 2021. Although construction may occur later, the results of the analytical analysis reported herein and in *Technical Appendix A1* would be considered "worst case" and overstated compared to what would occur if construction occurred at a later time due to the retirement of older equipment and replacement of such equipment with newer, less-polluting equipment. The California Emissions Estimator Model (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. The Project's construction characteristics and construction equipment fleet assumptions used in the analysis are described in Section 3.0, *Project Description*. The construction schedule utilized in Urban Crossroads' analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required per CEQA Guidelines. The duration of construction activity was based on CalEEMod defaults and a 2021 opening year. (Urban Crossroads, Inc., 2020a, p. 40) The calculated maximum daily emissions associated with Project construction are presented in Table 5-2, *Overall Construction Emissions Summary (Without Mitigation)*.

The County Noise Regulation Ordinance (Ordinance No. 847) requires that any private construction activity located within one-quarter of a mile from an inhabited dwelling be restricted to the hours of 6:00 a.m. to 6:00 p.m., during the months of June through September, and 7:00 a.m. to 6:00 p.m., during the months of October through May. As such, construction activities are permitted to occur up to twelve (12)

hours per day pursuant to the County’s Noise Regulation Ordinance. However, for analytical purposes herein, it is assumed that each piece of construction equipment operating on the Project site and listed in Table 3-2, *Anticipated Construction Equipment* is assumed to operate up to a total of eight (8) hours per day. Eight (8) hours per day is consistent with industry standards and typical construction practices and CalEEMod defaults. In actuality, most pieces of equipment would likely operate for fewer than eight (8) hours per day. (Urban Crossroads, Inc., 2020a, p. 41) For further substantiation that eight (8) hours of construction equipment use per day is a reasonable assumption, the CalEEMod that was developed by several air districts in California, including the SCAQMD, which is the authority responsible for bringing the South Coast Air Basin’s air quality into attainment with federal and State standards, includes a default assumption of eight (8) hours of construction activity. The eight (8) hours of construction equipment activity assumed in CalEEMod is based on a construction survey conducted by the SCAQMD, referenced in Appendix E1 of CalEEMod’s Appendix E: “Technical Source Documentation” (CAPCOA, 2017)). As such, eight (8) hours per day for equipment use is reasonable, consistent with industry-standard practice, and supports uniform CEQA review for all development projects based on the CalEEMod default value.

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

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2020	5.65	63.84	33.21	0.11	11.48	6.65
2021	46.79	48.00	36.11	0.12	6.50	2.85
Winter						
2020	5.64	63.84	33.05	0.10	11.48	6.65
2021	46.78	47.94	33.87	0.11	6.50	2.85
<b>Maximum Daily Emissions</b>	<b>46.79</b>	<b>63.84</b>	<b>36.11</b>	<b>0.12</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>

lbs/day – Pounds Per Day

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 of *Technical Appendix A1*.

(Urban Crossroads, Inc., 2020a, Table 3-4)

As shown in Table 5-2, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant (Urban Crossroads, Inc., 2020a, p. 42). 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.

**Impact Analysis for Operational Emissions**

Operational activities associated with the Project 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. CalEEMod utilizes summer and winter EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. (Urban Crossroads, Inc., 2020a, pp. 42-46) As such, operational activities for summer and winter scenarios are presented in Table 5-3, *Summary of Peak Operational Emissions - Summer Scenario* and Table 5-4, *Summary of Operational Emissions - Winter Scenario*.

As summarized in Table 5-3 and Table 5-4 Project operation-source emissions would not exceed the SCAQMD regional thresholds of significance for any criteria pollutants (Urban Crossroads, Inc., 2020a, pp. 46-47). Accordingly, the Project would not emit substantial concentrations of these pollutants during operation of the Project and would not contribute to an existing or projected air quality violation, on a direct or cumulatively-considerable basis. Impacts associated with operational-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 5-3 Summary of Peak Operational Emissions -Summer Scenario**

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	7.63	7.90E-04	0.09	1.00E-05	3.10E-04	3.10E-04
Energy Source	0.01	0.13	0.11	7.70E-04	0.01	0.01
Mobile Source (Passenger Cars)	0.88	0.62	10.50	0.03	3.04	0.81
Mobile Source (Trucks)	1.05	35.56	7.07	0.13	5.26	1.89
On-Site Equipment Source	0.27	3.09	1.55	0.01	0.10	0.10
<b>Total Maximum Daily Emissions</b>	<b>9.85</b>	<b>39.40</b>	<b>19.31</b>	<b>0.16</b>	<b>8.41</b>	<b>2.81</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 3-4)

Table 5-4 Summary of Operational Emissions -Winter Scenario

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	7.63	7.90E-04	0.09	1.00E-05	3.10E-04	3.10E-04
Energy Source	0.01	0.13	0.11	7.70E-04	0.01	0.01
Mobile Source (Passenger Cars)	0.78	0.64	8.63	0.03	3.04	0.81
Mobile Source (Trucks)	1.03	37.12	6.83	0.13	5.26	1.89
On-Site Equipment Source	0.27	3.09	1.55	0.01	0.10	0.10
<b>Total Maximum Daily Emissions</b>	<b>9.73</b>	<b>40.98</b>	<b>17.21</b>	<b>0.16</b>	<b>8.41</b>	<b>2.81</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 3-5)

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 emission 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, p. 58).

Findings of Fact: Impacts will be less than significant.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- 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 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.
- 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 VOC emissions by using Low-Volatile Organic Compounds paints (no more than 50 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.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

For a detailed description of the health effects of air pollutants refer to Section 2.4 of the Project's Air Quality Impact Analysis (*Technical Appendix A1*). In general, air pollutants have adverse effects to human health including, but not limited to, respiratory illness and carcinogenic effects. 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.5th 502) (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 of NO<sub>x</sub> and 89,190 pounds per 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 pounds per day of NO<sub>x</sub> or 89,190 pounds per day of VOC emissions. In comparison, the Project would generate only 63.84 pounds per day of NO<sub>x</sub> during construction and only 40.97 pounds per day of NO<sub>x</sub> during operations (0.96 percent and 0.62 percent of 6,620 pounds per day, respectively). The Project would generate 46.79 pounds per day of VOC emissions during construction and only 9.85 pounds per day of VOC emissions during operations (0.05 percent and 0.01 percent of 89,190 pounds per 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 Threshold (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 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 could include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and those who engage in frequent exercise. The six representative sensitive receptor locations used in this analysis include:

- R1: Location R1 represents the existing residential homes located approximately 779 feet northwest of the Project site's property line, west of Harvill Avenue and on the west side of Webster Avenue.
- R2: Location R2 represents Salvation Army Family Store and Donation Center building (with an Adult Rehabilitation Center) located approximately 139 feet north of the Project site's property line.
- R3: Location R3 represents existing residential homes located northeast of the Project site on the west side of I-215 and the west side of Indian Avenue at an approximate distance of 1,087 feet from the northeast corner of the Project site.
- R4: Location R4 represents existing residential homes northwest of the Project site, west of Harvill Avenue, on Webster Avenue at roughly 718 feet from the southwest corner of the Project site.
- R5: Location R5 represents the existing residential homes located approximately 330 feet west of the Project site's western property line. The homes are located west of Harvill Avenue and on the west of the side of Webster Avenue.
- R6: Location R6 represents the Dayton RV and Self-Storage facility, with the nearest structure located approximately 24 feet south of the Project site.

The nearest sensitive receptor to the Project site where an individual can stay for a 24-hour period is labeled R2 above and in *Technical Appendix A1*, which is a Salvation Army Family Store and Donation Center building with an Adult Rehabilitation Center. The Salvation Army parcel's south property line adjoins the Project site's north property line. The closest Salvation Army building containing the Adult Rehabilitation Center use is located approximately 42 meters (approximately 139 feet) north of the Project site's property line. The nearest air-sensitive receptor outdoor living areas associated with this use are located at distances ranging from 139 to 280 feet from the Project site's northern boundary. (Urban Crossroads, Inc., 2020a, pp. 49-50) Therefore, a 42-meter distance was used to evaluate construction and operational air quality impacts for emissions of PM<sub>10</sub> and PM<sub>2.5</sub>(which have a 24-hour averaging time for exposure).

For evaluation of localized NO<sub>2</sub> and CO impacts (which have 1 or 8-hour averaging time for exposure), the nearest receptor location analyzed where an individual can remain for a 1 or 8-hour period is the Dayton RV and Self-Storage facility, with the closest building located approximately 7 meters (approximately 24 feet) south of the Project site's southern property line. It should be noted that the LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, consistent with SCAQMD's LST Methodology, Urban Crossroads used a 25-meter receptor distance for NO<sub>2</sub> and CO which provides for a conservative i.e., "health protective" standard of care. Because the total acreage that would be disturbed on the Project site is less than 5 acres per day for site preparation and grading activities (based on the Project's anticipated construction

equipment fleet and air quality modeling assumptions about how much land area each piece of equipment can disturb in a work day), Urban Crossroads used SCAQMD's screening look-up tables to determine impacts. (Urban Crossroads, Inc., 2019a, p. 49)

**Impact Analysis for Construction Localized Emissions**

As stated above, the nearest receptor utilized to evaluate localized construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> is the Salvation Army Adult Rehabilitation Center building located approximately 42-meters from the Project site's northern boundary line. For evaluation of localized NO<sub>2</sub> and CO impacts, the nearest receptor analyzed is the nearest Dayton RV and Self-Storage facility building to the Project site's southern boundary line. Based on LST Methodology, Urban Crossroads used a 25-meter receptor distance for NO<sub>2</sub> and CO. (Urban Crossroads, Inc., 2020a, p. 51)

As shown in Table 5-5, *Localized Significance Summary of Construction (Without Mitigation)*, the Project would not exceed the SCAQMD's localized significance threshold for NO<sub>x</sub>, CO, PM<sub>10</sub> or PM<sub>2.5</sub> emissions during construction (Urban Crossroads, Inc., 2020a, p. 52). Accordingly, Project construction would not expose sensitive receptors or a substantial number of people to substantial pollutant emissions; impacts associated with construction-related emissions of NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub> would be less than significant and mitigation is not required.

**Impact Analysis for Operational Localized Emissions**

As shown in Table 5-6, *Localized Significance Summary of Operations (Without Mitigation)*, the Project's calculated long-term operational emissions would not exceed, and be far below, the localized thresholds established by the SCAQMD, for the nearest sensitive receptor, R2 (the nearest Salvation Army Adult Rehabilitation Center building). 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 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	11.28	6.59
SCAQMD Localized Threshold	220	1,230	24	7
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	6.47	3.74
SCAQMD Localized Threshold	237	1,346	26	8
Threshold Exceeded?	NO	NO	NO	NO

(Urban Crossroads, Inc., 2020a, Table 3-8)

**Table 5-6 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>
Maximum Daily Emissions	5.09	2.61	0.53	0.24
SCAQMD Localized Threshold	270	1,577	8	3
Threshold Exceeded?	NO	NO	NO	NO

(Urban Crossroads, Inc., 2020a, Table 3-9)

**Impact Analysis for CO “Hot Spots”**

Localized areas where ambient CO concentrations exceed the CAAQS and/or NAAQS are termed CO “hot spots.” Emissions of CO are produced in greatest quantities from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations. For purposes of providing a conservative, worst-case impact analysis, the Project’s potential to cause or contribute to CO hotspots was evaluated by comparing the study area intersections that would receive Project traffic (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs. In the 2003 AQMP, the SCAQMD evaluated CO concentrations at four (4) busy intersections in the City of Los Angeles that were determined to be the most congested intersections in the SCAB. Each of the evaluated intersections were primary thoroughfares, some of which were located near major freeway on/off ramps, and experienced traffic volumes of approximately 100,000 vehicles per day. The SCAQMD’s analysis at these busy intersections did not identify any CO hotspots. Based on an analysis of the intersections in the Project’s study area, Urban Crossroads determined that none of the intersections in the Project’s study area would be subject to the extreme traffic volumes and vehicle congestion of the intersections modeled by the SCAQMD in the 2003 AQMP.



(Urban Crossroads, Inc., 2020a, pp. 54-56) Therefore, Project-related vehicular emissions would not create a CO hot spot and would not substantially contribute to an existing or projected CO hot spot. Impacts would be less than significant.

### **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 ¼-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 was prepared for the proposed Project (*Technical Appendix A2*). One-quarter mile is evaluated because this is the distance in which a majority of DPM emissions settle out of the air. Project-related DPM health risks were evaluated under the residential, worker, and school child receptor scenarios, which are summarized below. Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 and 2.2, respectively, of *Technical Appendix A2*.

The residential land use with the greatest potential exposure to Project DPM source emissions is located approximately 139 feet north of the Project site's northern boundary line at the Salvation Army Family Store and Donation Center building, which contains an Adult Rehabilitation Center. The Adult Rehabilitation Center associated with the Salvation Army is considered a residential receptor because an individual could remain there for 24 hours per day. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is calculated at 3.36 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 calculated to be 0.001, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are located at a greater distance from the Project site than the scenario analyzed, and DPM dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residential receptors. The nearest modeled receptors for operational activity are illustrated on Exhibit 2-C of *Technical Appendix A2*. Accordingly, 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. Therefore, the Project would result in a less-than-significant impact. (Urban Crossroads, Inc., 2020b, p. 19)

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is located approximately 24 feet south of the Project site's southern boundary at the nearest Dayton RV and Self-Storage facility building. At the maximally exposed individual worker receptor (MEIW), located at the nearest Dayton RV and Self-Storage facility building, the maximum incremental cancer risk impact at this location is calculated as 0.70 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 calculated to be 0.002, 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, 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. The nearest modeled receptors for operational activity are illustrated on Exhibit 2-C. of *Technical Appendix A2*. Accordingly, 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. Therefore, the Project would result in a less-than-significant impact (Urban Crossroads, Inc., 2020b, p. 19)

The school site land use with the greatest potential exposure to Project DPM source emissions is at the Val Verde Elementary School located at 2656 Indian Avenue in the City of Perris more than 2,500 feet northeast of the Project site's eastern boundary line on the east side of I-215. At the MEISC, located at the Val Verde Elementary School, the maximum incremental cancer risk impact attributable to the Project at this location is calculated to be an estimated 0.04 in one million which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be 0.00006, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors are located at a greater distance than the scenario analyzed, and DPM dissipates with distance from the source, all other school receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby school children. The nearest modeled receptors for operational activity are illustrated on Exhibit 2-C of *Technical Appendix A2*. Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of nearby school children to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact. (Urban Crossroads, Inc., 2020b, pp. 19-20)

Findings of Fact: Impacts will be less than significant.

Mitigation: Mitigation is not required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- 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 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.
- 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 VOC emissions by using Low-Volatile Organic Compounds paints (no more than 50 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.

Monitoring: No monitoring is required.

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

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. 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, pp. 60-61) 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.

Findings of Fact: Impacts will be less than significant.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- 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.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.)	<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:** Habitat Assessment including the Results of a Focused Burrowing Owl Surveys and MSHCP Consistency Analysis (Gonzales, 2019); Riverside County GIS Database, (RCIT, 2019); Western Riverside County Multiple Species Habitat Conservation Plan (TLMA-EPD, 2003); Riverside County Ordinance No. 663, “Establishing the Riverside County Stephens’ Kangaroo Rat Habitat Conservation Plan Fee Assessment Area and Setting Mitigation Fees” (Riverside County, 1996); Riverside County Ordinance No. 810.2, Establish the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee (Riverside County, 2003)

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

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. (RCIT, 2019; Gonzales, 2019, p. 12).

The Riverside County Ordinance No. 663 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, 2019). 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 site also is subject to the Western Riverside County 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 0.2-mile northwest of the Project site (Cell No. 2529). (RCIT, 2019) However, because the Project site is located in 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.

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

concluded below, the Project would not conflict with any provisions of the Western Riverside County MSCHP.

MSHCP Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

Volume 1, Section 6.1.2 of the MSCHP describes the process to protect species associated with riparian/riverine areas and vernal pools. The MSCHP requires focused surveys for sensitive riparian bird species when suitable habitat would be affected and surveys for sensitive fairy shrimp species when vernal pools or other suitable habitat would be affected. (TLMA-EPD, 2003, p. n.p.)

The Project site does not contain wetland/riparian features, or vernal pools on or adjacent to the site regulated by the MSCHP; therefore, the Project would not conflict with Section 6.1.2, Protection of Species Associated with Riparian/Riverine areas and Vernal Pools (Gonzales, 2019, p. 62). Therefore, a Determination of Biological Equivalent or Superior Preservation (DBESP) is not required.

MSHCP Section 6.1.3, Protection of Narrow Endemic Plant Species

Volume 1, Section 6.1.3 of the MSCHP requires that within Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species (NEPS) will be required for all public and private projects where appropriate soils and habitat are present.

The Project is not located within a NEPSSA; nonetheless, the site was generally evaluated for the potential to support NEPS habitat and it was determined that there are no narrow endemic plant species or suitable NEPS habitat present on the site. Therefore, the Project would not conflict with MSCHP Section 6.1.3, Protection of Narrow Endemic Plant Species. (Gonzales, 2019, p. 62).

MSHCP Section 6.3.2, Additional Survey Needs and Procedures

Western Riverside County MSCHP Section 6.3.2 identifies that additional surveys may be needed for other certain plant and wildlife species in conjunction with MSCHP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required for additional plant species if a project site occurs within a designated Criteria Area Species Survey Area (CASSA), or special wildlife species survey area (i.e., burrowing owl, amphibians, and mammals). (TLMA-EPD, 2003, p. n.p.) The Project site is not located within the CASSA but is located within the Burrowing Owl (BUOW) Survey Area (RCIT, 2019). (Gonzales, 2019, p. 62).

Gonzales Environmental Consulting conducted a focused survey for the burrowing owl in 2018 in accordance with the Western Riverside County MSCHP Burrowing Owl Survey Requirements. Although no Burrowing Owls (BUOW), signs or burrows were observed by Gonzales, there is suitable habitat for occupation by BUOW present in the Project area. (Gonzales, 2019, p. 6) Due the presence of suitable BUOW habitat and the potential for this taxon to occur, preconstruction surveys would be required prior to any development activities. If BUOW were recorded during any site survey and preconstruction survey, their presence would impose some degree of constraint (e.g., compliance with MSCHP, CDFW, MBTA) to development depending upon the nature and extent of potential impacts [e.g., number of BUOW pair(s)] and the seasonal timing of proposed construction activities. If it were later determined that active nests

would be lost as a result of site-preparation, it would be in conflict with MSHCP species-specific conservation objectives and impacts would be significant requiring mitigation.

Although Gonzales did not observe any BUOW or signs of the species use of the property (i.e., scat, tracks, pellets, or feathers) because the taxon is well known to occur in the vicinity of the Project site and because the species is migratory and could use/occupy the property prior to ground-disturbing construction activities, mitigation is required to ensure that development of the Project does not result in a substantial adverse effect to the BUOW in the event the species occupies the Project site at the time of construction. Also, although no sensitive bird species were reported on the Project site during the field surveys conducted by Gonzales, the site contains trees which could provide suitable habitat for migratory birds. Impacts to nesting birds are prohibited by the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG). If active nests are present at the time that nesting habitat is removed, impacts would be considered a direct and cumulatively considerable impact. With the Project's mandatory compliance with the MBTA, impacts would be less than significant.

Findings of Fact: Impacts will be less than significant with mitigation.

Mitigation: Mitigation is required.

#### **Biological Resources MM-1: Pre-Construction Surveys for Western Burrowing Owl**

Pursuant to Objectives 5, 6, and 7 of the Species Account for the Burrowing Owl in the Western Riverside County MSHCP, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist who holds a Memorandum of Understanding (MOU) with the County. The survey results shall be provided in writing to the Environmental Programs Department/County Biologist. If the grading permit is not obtained within 30 days of the survey, a new survey shall be required. 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 MBTA. Burrowing Owl relocation shall only be allowed to take place outside of the burrowing owl nesting season (March 1 through August 31) and is required to be performed by a qualified biologist familiar with relocation methods. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and potential translocation sites. Burrowing Owl Protection and Relocation Plans and Biological Monitoring Plans are required to be reviewed and approved by the CDFW.

If it is determined during the 30-day preconstruction survey that burrowing owls have colonized the Project site prior to initiation of construction, the Project Applicant will immediately inform the Riverside County Biologist, CDFW, and the Regional Conservation Authority (RCA), and would need to retain a biologist that holds a MOU with the County of Riverside to prepare a Burrowing Owl Protection and Relocation Plan for approval by the County of Riverside and Wildlife Agencies prior to initiating ground disturbance. The relocation plan will include the following:

- The locations of the nests and owls proposed for relocation.
- The locations of the proposed relocation sites.

- The numbers of adult owls and juveniles proposed for relocation.
- The time of year when relocation is proposed to take place.
- The name of the biologist proposed to supervise the relocation, and the details of his/her previous experience capturing, handling, and relocating burrowing owls, including the outcomes of the previous relocation efforts (survival/mortality rates and site-fidelity rates of the relocated owls), and relevant permits held.
- A detailed description of the proposed method of capture, transport, and acclimation of the current project's owls on the proposed relocation site.
- A detailed description of relocation site preparations (e.g., the design and dimensions of the artificial release burrows and hacking cage, duration of hacking activities (including food and water provision).
- Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.

**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.

**Biological Resources MM-2:** Vegetation Clearing Outside of the Migratory Bird Nesting Season (the nesting bird 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.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- The Project Applicant shall 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 Applicant shall 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 Applicant shall comply with the MBTA (Refer to Biological Resources MM-2 for more detail).
- b) **Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?**
- c) **Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service?**

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. Threatened, Endangered, or Candidate Species includes all species listed by the California Fish and Game Commission (see Title 14 CCR§ 670.5), and by the federal government under the Endangered Species Act (ESA). Title 50 Code of Federal Regulations Section 17.11 covers endangered and Threatened Wildlife and Sections 17.11 and 17.12 of Title 50 Code of Federal Regulations covers federally Endangered and Threatened Plants.

As discussed in Threshold 7(a), based on habitat assessment conducted on the Project site, Gonzales concluded that 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, 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 thus required.

Findings of Fact: Impacts will be less than significant with mitigation.

Mitigation: Mitigation is required. Biological Resources MM-1 and MM-2 are required to reduce impacts to less than significant.

Monitoring: Monitoring is required as specified above for Biological Resources MM-1 and MM-2.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- The Project Applicant shall comply with Riverside County Ordinance No. 810 (Western Riverside County 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 Applicant shall 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 applicant shall comply with the MBTA (Refer to Biological Resources MM-2 for more detail).

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

According to the field surveys conducted by Gonzales, the Project site does not support a diversity of native vegetation or wildlife. In addition, there are no natural water bodies on the Project site; therefore, there is no potential for the Project to interfere with the movement of fish. There are also no native wildlife nurseries on-site; therefore, there is no potential for the Project to impede the use of a native wildlife nursery site.

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.

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 and

Biological Resources MM-1 and MM-2, a less than significant impact would occur associated with the Project's impacts on migratory birds.

Findings of Fact: Impacts will be less than significant with mitigation.

Mitigation: Mitigation is required. Biological Resources MM-1 and MM-2 are required to reduce impacts to less than significant.

Monitoring: Monitoring is required as specified above for Biological Resources MM-1 and MM-2.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- The Project applicant shall comply with the MBTA (Refer to Biological Resources MM-2 for more detail).

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

According to the field survey conducted by Gonzales, no riparian habitats or other sensitive natural biological communities were found on or adjacent to the Project site (Gonzales, 2019, pp. 38-48). Accordingly, there is no potential for the Project to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

According to the field survey conducted by Gonzales, the Project site does not contain any protected wetlands (Gonzales, 2019, p. 27). Therefore, the Project would not result in a substantial adverse effect on state or federally protected wetlands.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Other than the SKR HCP and the Western Riverside County MSHCP, which are 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.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.5 Cultural 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>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 (RGA, 2019a) (SDH, 2019a); Brian F. Smith and Associates, Phase I Cultural Resources Assessment for the Harvill Distribution Center Project (BFSA, 2019a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009); 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)

- a) **Would the Project alter or destroy a historic site?**
- b) **Would the Project cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?**

In order to determine the presence of any previously recorded historic site, Brian F. Smith and Associates (BFSA) conducted a records search at the Eastern Information Center (EIC) at the University of California at 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, 2019a, pp. 3.0-1)

While at the EIC, BFSA reviewed the following historic sources:

- The National Register of Historic Places (NRHP) Index;
- The Office of Historic Preservation (OHP), Archaeological Determinations of Eligibility (ADOE); and
- The Office of Historic Preservation (OHP), Directory of Properties in the Historic Property Data File (HPD)

While two resources located within a one-mile radius of the Project site are listed in the NRHP, no properties listed in the NRHP, the ADOE, or the HPD are located within the boundaries of the Project site. In addition, BLM GLO records, historic aerial photographs dating between 1966 and 2016, the 1901 Elsinore, California 30' USGS quadrangle map, the 1942 Perris, California 15' USGS quadrangle map, and the 1953 Perris, California 7.5-minute USGS quadrangle map were consulted. The GLO records indicate that the Project area was originally part of the 1891 Southern Pacific Railroad Land Grant. However, the historic maps and aerial photographs do not show any structures ever being located within the APE. (BFSA, 2019a, p. 4.0-8) Additionally, the Project site is not identified as containing a historic resource by the Riverside County General Plan EIR, Figure 4.9.2, *Historical Resources*. Accordingly, the Project has no potential to impact a historical resource as defined by CEQA Guidelines 15064.5. Therefore, based on the result of the records search, BFSA determined that no properties listed in the NRHP, the ADOE, or the HPD are located within the boundaries of the Project site (BFSA, 2019a, p. 4.0-8) Because no historic sites exist on the Project site or have the likely potential of being located subsurface of the Project site, implementation of the Project would not alter or destroy a historic site or cause a substantial adverse change in the significance of a historical resource, pursuant to CEQA Guidelines Section 15064.5 and no impact would occur.

Findings of Fact: There will be no impact.

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

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Brian F. Smith and Associates., Phase I Cultural Resources Assessment for the Harvill Distribution Center Project (BFSA, 2019a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009); 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)

- a) **Would the Project alter or destroy an archaeological site?**
- b) **Would the Project cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?**

Note that confidential information has been redacted from MND *Technical Appendix C, Phase I Cultural Resources Assessment* for purposes of public review. In addition, much of the written and oral communication between Native American tribes, the County of Riverside, and Brian F. Smith and Associates (BSFA) is considered confidential in respect to places that have tribal cultural significance (Government Code § 65352.4), and although relied upon in part to inform the preparation of this MND, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (CEQA Guidelines § 15120(d)).

BFSA conducted a cultural resources survey and testing program for the Project site to locate and record any cultural 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, 2009). BFSA’s assessment included an Archaeological Records Search, an intensive pedestrian reconnaissance of the Project site, and outreach to the Native American tribes (BFSA, 2019a, Section 3.0) The County Archaeologist also consulted with the Native American tribes.

The archaeological records search for the Project site and the surrounding area within a one-mile radius identified 31 cultural resources within one-mile of the Project site. The EIC records indicated that none of



the sites are located within the Project's APE. The records search results also indicated that a total of 45 resource studies have been conducted within a one-mile radius, and one of the studies that was conducted in 2005 included the same parcels as the Project site. The 2005 cultural resources survey of the property did not locate any cultural resources and no further archaeological work was recommended (BFSA, 2019a, pp. 4.0-1 through 4.0-8, Table 4.1-1, Table 4.2-2)

During BFSA's survey of the Project site, no archaeological resources were identified. Because no archaeological sites, features, or artifacts were identified during BFSA's field reconnaissance and the potential for subsurface resources is low, there is no reasonable potential for impacts to cultural resources to occur associated with development of the proposed Project. Therefore, based upon the absence of any cultural resources on the Project site, impacts would be less than significant and no mitigation is required. (BFSA, 2019a, p. 5.0-1)

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

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

The Project site does not contain any known human remains. The Project's mass grading and excavation activities would disturb the entire site as identified in Section 3.0. Therefore, although highly unlikely, 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- If human remains are found on the Project site, the developer/permit holder or any successor in interest shall comply with the following codes:
  - 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.

- 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.
- 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:

- The nondestructive removal and analysis of human remains and items associated with Native American human remains.
- Preservation of Native American human remains and associated items in place.
- Relinquishment of Native American human remains and associated items to the descendants for treatment.
- Other culturally appropriate treatment.

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.

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.

Whenever the commission is unable to identify a 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 reinter 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:

- Record the site with the commission or the appropriate Information Center.
- Utilize an open space or conservation zoning designation or easement.

- Record a document with the county in which the property is located. The document shall be titled “Notice of Reinternment 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.

Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist.

Monitoring: Monitoring is required if human remains are encountered on the Project site shall be required pursuant to State Health and Safety Code Section 7050.5 if human remains are encountered during construction activities associated with the Project.

**5.1.6 Energy**

	<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>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., 2019a)

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

Project implementation would result in the conversion of the subject site from its existing vacant 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 154,769 kWh and the total estimated diesel fuel consumption for on-site equipment would be approximately 78,414 gallons. (Urban Crossroads, Inc., 2020c, p. 33)

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, p. 33)

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. (Urban Crossroads, Inc., 2020c, p. 33)

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 44,223 gallons of fuel. Additionally, fuel consumption from construction vendor trips (medium and heavy-duty trucks) is calculated to total approximately 30,422 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, p. 33)

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, p. 27)

**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. Vehicular trips and related 3,296,284 annual VMT generated by the operation of the Project would result in an estimated annual fuel demand of 282,678 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. 32) 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 adjacent to I-215 and the distance from the Project's driveway to I-215 on/off ramps is only approximately 0.80 miles. Sidewalk improvements along the Project site's frontage with Harvill Avenue would encourage 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 476,981 kilo-British thermal units (kBtu) a year of natural gas, and 660,911 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 Mead Valley Area Plan (MVAP) for at least the last 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. 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 conservations goals within the State of California. (Urban Crossroads, Inc., 2020c, p. 36)

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- 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 shall verify that signs are posted in the Project's truck courts specifying the idling restriction requirement.

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

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. 40) In addition, as part of CAP compliance, the Project is required to offset at least 20% of its energy use by renewables. (Urban Crossroads, Inc., 2020c, p. 40)

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. 40)

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- The Project is required to comply with the 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.

**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, 2019); GeoTek, Inc., Geotechnical Investigation (GeoTek, 2019a); GeoTek, Response to County Comments Letter (GeoTek, Inc., 2019b)

- a) **Would the Project 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?**

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone or within an area of a known fault (Riverside County, 2015a, Figure S-2) (RCIT, 2019). Based on GeoTek’s review of historical photos dating from 1966-2014, review of available geologic and topographic maps for the Project site and surrounding area and geologic mapping of the site during their site evaluation, GeoTek concluded that no active faulting is known to or suspected (no suspicious lineaments were identified) to traverse the site. Additionally, the site is not mapped as being in a fault zone (GeoTek, Inc., 2019b, p. 1)

The nearest known active faults are the San Jacinto Fault Zone and the Elsinore Fault Zone, located about 9.2 miles to the northeast and 11.2 miles to the southwest, respectively (GeoTek, 2019a, p. 5). Therefore, the potential for fault rupture associated with being located within an Alquist-Priolo Earthquake Fault Zone or County Hazards Zones, is less than significant.

Findings of Fact: There will be no impact.

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); GeoTek, Geotechnical and Infiltration Evaluation (GeoTek, 2019a); GeoTek, Response to County Comments Letter (GeoTek, Inc., 2019b)

- a) **Would the Project be subject to seismic-related ground failure, including liquefaction?**

The Project site is not located within an area mapped by the State of California for liquefaction potential. The County of Riverside has designated the site as having a “low” liquefaction potential. Due to the presence of generally dense soil and the absence of shallow groundwater, GeoTek determined that the potential for liquefaction to occur on the Project site is very low. (GeoTek, 2019a, pp. 6-7) (Riverside County, 2015a, Figure S-3). 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 any ground-shaking hazards, including, liquefaction hazards that are typical to southern California.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- The Project is required by law to comply with the California Building Standards Code which address 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 report prepared for the Project site, included as *Technical Appendix E*.

	<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>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;” Figures S-13 through S-21 (showing General Ground Shaking Risk) (Riverside County, 2015a); Geotechnical and Infiltration Evaluation (GeoTek, 2019a); GeoTek, Response to County Comments Letter (GeoTek, Inc., 2019b); County of Riverside Building & Safety Department, “Building Codes” (Riverside County, 2019c)

**a) Would the Project be subject to strong seismic ground shaking?**

The Project site is located in a seismically active area of southern California that is expected to experience moderate to severe ground shaking during future seismic events. This risk is not substantially different than the risk experienced by other properties in the southern California area. As discussed in Threshold 11(a), no active or potentially active fault is presently known to exist at this site nor is the site situated within an “Alquist-Priolo” Earthquake Fault Zone and the nearest known active faults are the San Jacinto Fault Zone and the Elsinore Fault Zone, located about 9.2 miles to the northeast and 11.2 miles to the southwest, respectively (GeoTek, 2019a, pp. 5-6).

Because liquefaction is not anticipated to occur on the Project site, lateral spread is not a consideration in the design of the warehouse structure and other site features. GeoTek also evaluated the dry settlement potential that may result from ground shaking and considered the estimated settlements to be within tolerable limits (GeoTek, 2019a, p. 7)

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 E*), 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- The Project is required by law to comply with the California Building Standards Code, which address 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 report prepared for the Project site, included as *Technical Appendix E*. The recommendations cover grading, soil removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring or excavations and trenches, and related topics.



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<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 (RGA, 2019a) (SDH, 2019a); 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); GeoTek, Geotechnical and Infiltration Evaluation(GeoTek, 2019a)

a) **Would the Project 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?**

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 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 (Riverside County, 2016a, Figure 14). GeoTek did not observe any evidence of ancient landslips or slope instability during their geotechnical investigation of the Project site and determined that the site slopes downward from west to east with about 30 feet of elevation differential across the site. (GeoTek, 2019a, pp. 2, 7). In addition, the areas surrounding the Project site are relatively flat, and have no major hillsides that may have the potential for landslide or rockfall hazards.

No manufactured slopes would be constructed as part of the Project, with the exception of small slopes associated with the one bioretention basin to be located in a landscaped pervious area near the southeast corner of the site. The Project would include the construction of a 2:1 (horizontal: vertical) slope in the southwest portion of the site, south of the drive aisle. The Project also would construct a 2:1 slope on the western side of the bioretention basin proposed on the east side of the Project site, and a 2:1 slope on the south side of the parking area near the southeastern corner of the site. The 2:1 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 E*). 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 E*, which would reduce potential impacts to less than significant.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- The Project is required by law to comply with the California Building Standards Code, which address 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 report prepared for the Project site, included as *Technical Appendix E*. The recommendations cover grading, soil removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring or excavations and trenches, and related topics.

	<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>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, 2015a); Riverside County GIS Database (RCIT, 2019); GeoTek, Geotechnical and Infiltration Evaluation (GeoTek, 2019a)

a) **Would the Project 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?**

According to Riverside County General Plan, the Project site is located within an area susceptible to subsidence (Riverside County, 2015a, Figure S-7). Based on the conditions encountered at subsurface testing locations on the Project site, soil shrinkage is expected to be on the order of 3% to 10% due to excavation and re-compaction (GeoTek, 2019a, p. 9). Computations utilizing pressure curves and the recommended allowable soil bearing capacities revealed that the foundation of the building would experience normal (static) settlements on the order of 1-inch and differential settlements of ½ inch (GeoTek, 2019a, p. 11). In addition, the upper on-site soils were determined to be very low in expansion (GeoTek, 2019a, p. 8). Furthermore, the Project site’s geotechnical report (*Technical Appendix E*) indicates that the site’s settlement potential, resulting from seismic ground shaking, is considered to be within tolerable limits with a total and differential dynamic settlement of about 1 inch and ½ inch over a 40-foot span; however, these estimated settlements should be confirmed by the structural engineer (GeoTek, 2019a, p. 7). 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 ground subsidence.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- The Project is required by law to comply with the California Building Standards Code and the Riverside County Building Code, which address 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 report prepared for the Project site, included as *Technical Appendix E*. 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.

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>16. 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 (RGA, 2019a) (SDH, 2019a); 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, 2019); (Google Earth Pro, 2019)

**a) Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?**

No steep hillsides subject to mudflow and no volcanoes are located on or near the Project site (Riverside County, 2015a, Figure S-5, S-9, and S-10; Riverside County, 2016a, Figure 14 and 15). With respect to seiches, the nearest body of water to the Project site is the Perris Reservoir located approximately 3.9 miles northeast of the Project site. 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.

Findings of Fact: There will be no impact.

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>17. Slopes</b>				
a. Change topography or ground surface relief features?	<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>
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 (RGA, 2019a) (SDH, 2019a); GeoTek, Geotechnical and Infiltration Evaluation (GeoTek, 2019a); and Google Earth Pro (Google Earth Pro, 2019)

**a) Would the Project change topography or ground surface relief features?**

**b) Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?**

The Project site is relatively flat and situated at an elevation of approximately 1,484 to 1,520 AMSL (BFSA, 2019a, pp. 2.0-5). Grading would occur over the entire Project site. After grading, the highest point of the property would be near the southwest corner (approximately 1,521 AMSL) and the lowest point of the property would be near the southeast corner (approximately 1,480 AMSL). The Project is designed to have a 2:1 (horizontal: vertical) slope in the southwest portion of the site, south of the drive aisle; a 2:1 slope on the western side of the bioretention basin on the east side of the Project site; and a 2:1 slope on the south side of the parking area near the southeastern corner of the site. 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 E*).

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. (GeoTek, 2019a, pp.7-15) 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.



c) **Would the Project result in grading that affects or negates subsurface sewage disposal systems?**

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 subsurface sewage disposal systems. No impact would occur.

Findings of Fact: There will be no impact.

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>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 1802.3.2 of the California Building Code (2007), 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 (RGA, 2019a; SDH, 2019b); GeoTek, Geotechnical and Infiltration Evaluation (GeoTek, 2019a); REC Consultants, WQMP (REC Consultants, 2019b); Riverside County Code Chapter 5.72 and Chapter 15.12 (Riverside County, 2019a); 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, 2005)

a) **Would the Project result in substantial soil erosion or the loss of topsoil?**

**Impact Analysis for 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 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 [system] permits (MS4 permit) for the Santa Ana, Santa Margarita, and Whitewater watersheds so as to protect water quality in the 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 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 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. The Preliminary WQMP for the Project, prepared by REC Consultants (attached hereto as *Technical Appendix H2*), incorporates Low Impact Development (LID) Principals and BMPs to fully address the Drainage Management Areas (DMAs). Overland flows would be directed by impervious curbs, gutters, and swales. Runoff will be directed to an

onsite BMP (a bioretention basin) designed to address post-development water quality, hydromodification, and flood control. The storm water BMP is designed to utilize the existing concrete culverts to convey treated flows and overflows from the site to the public storm drain system in the same manner as in pre-development conditions. In addition, the outlet structures at the eastern Project boundary are designed such that post-development peak flows will not exceed pre-development peak flow rates. (REC Consultants, 2019b, p. 8) These design features would be effective at removing silt and sediment from storm water 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. The Project's impact would be less than significant.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- Prior to issuance of a grading permit, the Project Applicant shall 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 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.
- Prior to issuance of a grading permit, the Project Applicant shall 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.

**b) Would the Project be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property?**

As determined by GeoTek, the near surface on-site soils possess a very low to low expansion potential (GeoTek, 2019a, p. 10). The minimal expansive characteristics of on-site soils would be further attenuated by implementation of the foundation and floor slab design recommendations included in the Project's geotechnical report. 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 and building plans for the Project. As such, implementation

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of the Project would result in less-than-significant impacts associated with expansive soils and would not create substantial risks to life or property.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- The Project is required by law to comply with the California Building Standards Code and the Riverside County Building Code, which address 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 report prepared for the Project site, included as Technical Appendix E. 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

Monitoring: No monitoring is required.

**c) Would the Project 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?**

The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur.

Findings of Fact: There will be no impact.

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"/>

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

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); SCAQMD Rule 403, “Fugitive Dust” (SCAQMD, 2005)

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

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 (SCAQMD, 2005). The Project also would be required to comply with Riverside County Ordinances Nos. 460 and 484, which identifies control measures to reduce or eliminate soil erosion and/ blowing sand, respectively, generated from the Project site (Riverside County, 2014; Riverside County, 2000). 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 applicable 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- 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 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.
  - 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 report prepared for the Project site by NorCal Engineering and dated January 11, 2019, which is included as Technical Appendix E. 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.

**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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Source: County of Riverside Climate Action Plan (Riverside County, 2018b); Riverside County Ordinance No. 859, The Water Efficient Landscape Requirements (Riverside County, 2015c); Urban Crossroads, Inc., Greenhouse Gas Analysis (Urban Crossroads, Inc., 2020c)

While estimated Project-related GHG emissions can be calculated, the direct impacts of such emissions on global climate change (GCC) and global warming cannot be determined on the basis of available science because GCC is a global phenomenon and not limited to a specific locale such as the Project site and its immediate vicinity. Furthermore, there is no evidence that would indicate that the emissions from a project the size of the proposed Project could directly or indirectly affect the global climate. Because global climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to global climate change; rather, Project-related impacts to global climate change only could be potentially significant on a cumulative basis. Therefore, the analysis below focuses on the Project's potential to contribute to global climate change in a cumulatively-considerable way.

- a) **Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

The County of Riverside adopted a Climate Action Plan (CAP) in December 8, 2015 and subsequently updated the CAP in November 2019. The County of Riverside Climate Action Plan Update, November 2019 establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions by at least 525,511 MT CO<sub>2</sub>e below the Adjusted Business As Usual (ABAU) scenario by 2030 and at least 2,982,948 MT CO<sub>2</sub>e below the ABAU scenario by 2050. (Urban Crossroads, Inc., 2020c, p. 38)

The purpose of the Updated CAP 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 evaluate consistency with the CAP Update, the County has implemented CAP Update Screening Tables (Screening Tables) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. To this end, the Screening Tables establish categories of GHG Implementation Measures. Under each Implementation Measure category, mitigation or project design features (collectively "features") are assigned point values that correspond to the minimum GHG emissions reduction that would result from each feature. Projects that yield at least 100 points are considered to be consistent with the GHG emissions reduction quantities anticipated in the County's GHG Technical Report and support the GHG emissions reduction targets established under the CAP Update. The potential for such projects to generate direct or indirect GHG emissions that would result in a significant impact on the environment, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be considered less-than- significant. (Urban Crossroads, Inc., 2020c, pp. 38-39)

The Project's annual GHG emissions are summarized in Table 5-7, *Total Annual Project Greenhouse Gas Emissions*. The methodology used to calculate the Project's GHG emissions is described in detail in *Technical Appendix F*. As shown in Table 5-7, the Project would result in approximately 3,351.84 MTCO<sub>2</sub>e per year; therefore, the proposed Project would exceed the County's screening threshold of 3,000 MTCO<sub>2</sub>e per year. As such, the Project's level of GHG emissions represent a cumulatively considerable impact that requires mitigation and the Project must demonstrate at least 100 points through the CAP Screening Tables to reduce impacts to less than significant. (Urban Crossroads, Inc., 2020c, p. 50)

Pursuant to CEQA Guidelines Section 15604.4, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with AB 32, SB 32, and the County of Riverside's CAP are discussed below. (Urban Crossroads, Inc., 2020c, p. 51)

**Table 5-7 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	52.48	0.01	0.00	52.68
Area Source	0.02	6.00E-05	0.00	0.02
Energy Source	193.92	7.44E-03	1.91E-03	194.67
Mobile Source (Passenger Car)	401.28	0.01	0.00	401.56
Mobile Source (Truck)	2,015.99	0.02	0.00	2,016.58
On-Site Equipment	101.68	0.03	0.00	102.50
Waste	63.65	3.76	0.00	157.68
Water Usage	344.48	2.53	0.06	426.14
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>3,351.84</b>			

Source: CalEEMod model output, See Appendices 3.1 through 3.3 of *Technical Appendix F* for detailed model outputs.

(Urban Crossroads, Inc., 2020c, Table 3-4)

#### 2008 Scoping Plan Consistency

CARB's Scoping Plan identifies strategies to reduce California's GHG emissions in support of AB32 which requires the State to reduce its GHG emissions to 1990 levels by 2020. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the Project, such as energy efficiency. Finally, while some measures are not directly applicable, the Project would not conflict with their implementation and the Project supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping. The 2008 Scoping Plan Consistency Summary is contained in the Project's GHG Report (*Technical Appendix F*). (Urban Crossroads, Inc., 2020c, pp. 51-54, Table 3-5)

SB 32/2017 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. The Project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories. The 2017 Scoping Plan Consistency Summary is contained in the Project's GHG Report (*Technical Appendix F*). 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., 2020c, pp. 54-59, Table 3-6)

As discussed under Threshold 20(a), because the Project would emit 3,351.84 MTCO<sub>2e</sub> per 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. After a review of the screening tables, Urban Crossroads determined that the Project as designed would garner 106 points. See Table 5-8, *CAP Consistency - Industrial Land 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., 2020c, pp. 2, 39)

**Table 5-8 CAP Consistency - Industrial Land Use**

Feature	Description	Points
EE10.A.1 Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	11
EE10.A.2 Windows	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)	7
EE10.A.3 Cool Roofs	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
EE10.A.4 Air Infiltration	Blower Door HERS Verified Envelope Leakage of equivalent	6
EE10.B.1 Heating/Cooling Distribution System	Model Duct Insulation (R-6)	5
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	10
EE10.B.5 Daylighting	All rooms daylighted	1
EE10.B.6 Artificial Lighting	High Efficiency Lights (50% of in-unit fixtures are high efficiency)	7

Feature	Description	Points
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	6
	Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
T4.B.1 Electric Vehicle Recharging	Install electric vehicle charging stations in garages/parking areas	40
<b>TOTAL POINTS EARNED BY COMMERCIAL/INDUSTRIAL PROJECT</b>		<b>106<sup>1</sup></b>

<sup>1</sup> The Project is anticipated to include 5 electric vehicle charging stations. Per the Screening Tables, each station is 8 points. (Urban Crossroads, Inc., 2020c, Table ES-2)

**Finding:** Less than significant impacts with mitigation.

**Mitigation:** Mitigation is required to ensure compliance with the County of Riverside Climate Action Plan Update. With the implementation of Greenhouse Gas Emissions 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. (Urban Crossroads, Inc., 2020c, p. 59) To verify CAP compliance, Greenhouse Gas Emissions MM-1 is required that will ensure that the County confirms 100 points are obtained through Project design features at the building permit stage of Project implementation. In addition, Greenhouse Gas Emissions MM-2 is required that will ensure compliance with CAP measure R2-CE1, which includes on-site renewable energy production.

**Greenhouse Gas Emissions MM-1.** The Project shall implement Climate Action Plan 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).

**Greenhouse Gas Emissions 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 Climate Action Plan measure R2-CE1, which includes on-site renewable energy production.

**Monitoring:** Monitoring is required.

**Applicable Regulatory Requirements:** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes. The Project would comply with a number of regulations that would further reduce GHG emissions, including

regulations that are particularly applicable to the Project and that would assist in the reduction of GHG emissions. See the Project’s GHG Impact Analysis attached to this MND as *Technical Appendix F*.

- 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, which reduce greenhouse gas emissions.

**5.1.9 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); PSI, Phase I Environmental Site Assessment (PSI, 2018); Limited Phase II Environmental Site Assessment (Geotek, Inc., 2019c);

Department of Substances Control (DTSC, 2018); Google Earth Pro (Google Earth Pro, 2019); 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)

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

The Project has the potential to create a significant hazard to the public or the environment from the handling of materials present on the Project site under existing conditions, and/or from introducing potential hazardous materials onto the site during the Project's short-term construction or long-term operation. Each of these conditions is addressed below.

#### **Historical and Existing Conditions of the Project Site**

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed Project by PSI and is included as *Technical Appendix G1*. Based on reviewed historical information related to the Project site, it was determined that in circa 1961, the property was utilized for agricultural purposes, specifically the property was used for two years to grow melons. Circa 1967, the property was vacant, undeveloped land that resembled the current layout of the property.

PSI observed no structures indicative of pesticide/herbicide/chemical storage/mixing areas in the aerial photographs and no surficial evidence of misuse, misapplication of residual materials from pesticides, herbicides, or fertilizers were observed during the site reconnaissance. PSI determined that due to the lack of evidence that mixing or large-scale storage of pesticides, herbicides, or fertilizers occurred at the subject property and the duration of agricultural use (2 years), PSI does not consider former agricultural use on the property to represent a recognized environmental condition (REC). There are no USTs, ASTs, drain lines, sumps, ponds, pits, lagoons, stressed vegetation, hydraulic equipment, or wells found on the Project site. (PSI, 2018, pp. 17-18)

In addition of PSI's determination that former agricultural use on the property does not represent a recognized environmental condition (REC), in order to address the request by the County of Riverside Department of Environmental Health and per the *Interim Guidance for Sampling Agricultural Properties (Third Revision)* and the California Department of Toxic Substances Control (DTSC), GeoTek obtained soil samples from the Project site. GeoTek's analysis of the soil samples did not detect measurable quantities of the heavy metal arsenic in any of the soil samples collected from the site. Based on their investigation of the Project site, no additional investigation is necessary. (Geotek, Inc., 2019c, pp. 1-2)

The adjoining properties to the north, south, and west were primarily vacant, undeveloped land between 1938 and 1960. By 1961, the southern adjacent property was occupied as agricultural land, and by 1985, a small residential structure was developed. Between 1978 and 2014, commercial development



(Rehabilitation Center and Salvation Army) occurred in the northern adjacent property. The eastern surrounding property resembles the present-day layout of the site, which consists of the I-215 Freeway, followed by vacant, undeveloped land. (PSI, 2018, pp. 20-21) The Salvation Army (located approximately 140 feet north of the Project site) is listed in three (3) regulatory databases; however, due to the subject property being higher in elevation from this site and lack of information indicating violations, spills, or releases occurred, these database listings are not considered to represent an REC to the subject property (PSI, 2018, p. 14). Based on the historical use and operations at adjoining sites, these adjoining properties do not represent evidence of a REC in connection with the Project site (PSI, 2018, p. 21). There are no USTs, ASTs, drain lines, sumps, ponds, pits, lagoons, stressed vegetation, hydraulic equipment, or wells found on the adjoining or surrounding properties of the Project site (PSI, 2018, pp. 19-20).

In summary, no historical recognized environmental conditions (HRECs), recognized environmental conditions (REC) or controlled recognized environmental conditions (CRECs) were identified on the site by PSI during their Phase I ESA. Thus, no impacts would occur associated with the historic and existing conditions of the site.

#### **Temporary Construction-Related Activities**

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.

#### **Long-Term Operational Activities**

The future occupant(s) of the Project's proposed building is unknown at this time; however, the building would be developed with warehouse space. Allowable land uses would be governed by the site's zoning classification of Manufacturing – Heavy (M-H). 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). An 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. Thus, impacts would be less than significant and mitigation is not required.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- Prior to issuance of a grading permit, the Project Applicant shall 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 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.
- Prior to issuance of a grading permit, the Project Applicant shall 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.

Monitoring: No monitoring is required.

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

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.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

There are no existing or planned schools within one-quarter mile of the Project site. The nearest school to the Project site is Val Verde Elementary School located approximately 0.50 miles northeast of the Project site and east of the I-215 Freeway at the physical address of 2656 Indian Avenue, Perris. Accordingly, the Project would not 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 and no impact would occur.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The Project site is not listed on the Hazardous Waste and Substances Sites List produced by the DTSC, which is referred to as "EnviroStor" (DTSC, 2018). 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

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determined that the Project site is not listed on any hazardous materials databases. (PSI, 2018 Section 3.1)

Findings of Fact: There will be no impact.

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, 2019); Project Application Materials (RGA, 2019a) (SDH, 2019a); March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (RCALUC, 2014); County of Riverside Airport Land Use Commission Staff Report dated May 9, 2019, Case Number: ZAP1363MA-19 (RCALUC, 2019a); County of Riverside Airport Land Use Commission (ALUC) Development Review Consistency Letter (RCALUC, 2019b); Determination of No Hazard to Air Navigation. Aeronautical Study No. 2019-AWP-3043-OE, Issue Date 04/16/19 (FAA, 2019a)

- a) **Would the Project result in an inconsistency with an Airport Master Plan?**
- b) **Would the Project require review by the Airport Land Use Commission?**
- c) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

At a distance of approximately 18,220 feet (3.4 miles) from the 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)

The Project was considered and conditionally approved by the Riverside County Airport Land Use Commission (ALUC) on May 9, 2019. The ALUC Staff report for the proposed Project 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, 2019a) With compliance to the ALUC conditions of approval, the Project is consistent with the ALUCP and would not create a hazard.

The elevation of MARB Runway 14-32 at its southerly terminus is 1,488 feet AMSL. At a distance of approximately 18,220 feet from the runway to the Project site, Federal Aviation Administration (FAA) review is required for any structures with top of roof elevation exceeding 1,670 feet AMSL. For the proposed Project, the ALUC analyzed a finished floor elevation of 1,498 feet AMSL and a building height of 51 feet, which accommodates an increase of 5 feet above the Project's plans submitted to the County of Riverside, for a top point elevation of 1,549 feet AMSL. Based on these heights, the ALUC determined that review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is not required. However, the ALUC included the standard condition for the proposed Project that includes the requirement of FAA OES review for any structure with a top elevation exceeding 1,670 feet AMSL. (RCALUC, 2019a)

Although the ALUC did not require review by the FAA, the FAA did conduct 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, for the proposed Project and issued a "Determination of No Hazard to Air Navigation" on April 16, 2019. The aeronautical study revealed that the Project's structure does not exceed obstruction standards and would not be a hazard to air navigation provided condition(s), is met (see Conditions below). Also, the FAA determined that marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, it is recommended that it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2. The FAA's 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 would require separate notice to the FAA (FAA, 2019a)

Findings of Fact: Impacts will be less than significant.

Mitigation: Mitigation is not required.

Monitoring: Monitoring is not required

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements imposed by the Riverside County ALUC and the FAA on the proposed Project. Although these requirements technically do not meet CEQA's definition for mitigation, they are listed below to ensure Project compliance with the ALUC and FAA regulations and design requirements.

Airport Land Use Commission (ALUC) Conditions:

- 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 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 “Notice of Airport in Vicinity” included in the May 9, 2019 County of Riverside Airport Land Use Commission 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.
- Any aboveground 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.
- 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.
- Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 Community Noise Equivalent Level (CNEL).
- The proposed Project has been evaluated for 337,006 square feet of manufacturing area, 8,000 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.
- The applicant/developer shall prepare a solar glare study that analyzes glare impacts from solar panels, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

**Federal Aviation Commission (FAA) Conditions:**

- It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or within 5 days after the construction of the Project’s building reaches its greatest height (7460-2, Part 2).
- Temporary construction equipment such as cranes used during actual construction of the building shall not exceed a height of 55 feet and a maximum top point elevation of 1,573 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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?

There are no private airport facilities or heliports within the vicinity of the Project site (Google Earth Pro, 2019). 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.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.10 Hydrology/Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<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"/>
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	<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>
stormwater drainage systems or provide substantial additional sources of polluted runoff?				
g. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); 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 Ordinance No. 754, Establishing Stormwater/Urban Runoff Management and Discharge Controls (Riverside County, 2006); Regional Water Quality Control Board Santa Ana Region Basin Plan (RWQCB, 2016); Riverside County GIS (RCIT, 2019); (Google Earth, 2019); Riverside County Planning Department PAR Comments (Riverside County Planning Department, 2019); SCAQMD, Rule 403, Fugitive Dust (SCAQMD, 2005); REC Consultants, Inc. Project Specific Water Quality Management Plan (REC Consultants, Inc., 2019b); California Department of Water Resources, Sustainable Groundwater Management Act (DWR, 2016); California Department of Water Resources, Statewide Map of 2018 SGMA Basin Prioritization Results (DWR, 2018); California Department of Water Resources “Groundwater Sustainability Plans” (DWR, 2019); Eastern Municipal Water District, West San Jacinto Groundwater Management Plan 2017 Annual Report (EMWD, 2018)

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

**Construction-Related Water Quality Impacts**

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 Construction General 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 Impacts**

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. As shown in Figure 5-1, *Drainage Map Area*, 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-storm water discharges. The Preliminary WQMP for the Project, prepared by REC Consultants (attached hereto as *Technical Appendix H2*), incorporates LID Principals and BMPs to fully address the Drainage Management Areas (DMAs) (see Figure 5-1, *Drainage Map Area*). Overland flows would be directed by impervious curbs, gutters, and swales. Runoff will be directed to an onsite BMP (a bioretention basin) designed to address post-development water quality, hydromodification, and flood control. The storm water BMP is designed to utilize the off-site existing ditch and concrete culverts along the BNSF/Metrolink railway that parallels the site's existing boundary to convey treated flows and overflows from the site to the public storm drain system in the same manner as in pre-development conditions. In addition, the outlet structures are designed such that post-development peak flows will not exceed pre-development peak flow rates. (see Figure 5-1, *Drainage Map Area*) (REC Consultants, 2019b, p. 8)

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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- Prior to issuance of a grading permit, the Project Applicant shall 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 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.
- Prior to issuance of a grading permit, the Project Applicant shall 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.

Monitoring: No monitoring is required.

- b) **Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?**

The Project would not install any water wells; therefore, the Project would not directly extract groundwater from the Perris North Groundwater Basin. Notwithstanding, the Project would install impervious surfaces on the site and the increase in impervious surface cover which would reduce the amount of water percolating down into the groundwater basin that underlies the Project area. However, the LID Principals and LID BMPs that are incorporated into the site design to fully address all management areas would minimize potential adverse effects related to groundwater recharge.

As discussed under Threshold 23(a), 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. The Preliminary WQMP for the Project, prepared by REC Consultants (attached hereto as *Technical Appendix H2*), incorporates LID Principals and BMPs to fully address the Drainage Management Areas (DMAs) (see Figure 5-1, *Drainage Map Area*). Overland flows would be directed by impervious curbs, gutters, and swales. Runoff will be directed to an onsite BMP (a bioretention basin) designed to address post-development water quality, hydromodification, and flood control. The storm water BMP is designed to utilize the existing off-site ditch and concrete culverts along the BNSF/MetroLink railway that parallels the Project site's eastern boundary to convey treated flows and overflows from the site to the public storm drain system in the same manner as in pre-development conditions. In addition, the outlet structures are designed such that post-development peak flows will not exceed pre-development peak flow rates (see Figure 5-1, *Drainage Map Area*) (REC Consultants, 2019b, p. 8) 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- c) **Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?**

The Project site is located within the bounds of the Perris Valley ADP. Development of the Project site would alter the site's existing drainage patterns; however, the Perris Valley MDP establishes the long-term drainage plan for the Project site and surrounding area. The Perris Valley MDP identifies the drainage system plan for the Perris Valley area that will safely convey storm water runoff to major,



regional drainage facilities (i.e., Perris Valley Storm Drain) in consideration of physical barriers, topography, and ultimate land uses.

In the pre-developed condition, the property sheet flows from west to east to an existing off-site drainage channel that runs along the eastern edge of the site. There are two (2) locations where offsite flows drain to the site. These offsite flows outlet onto the site along the western edge of the property then confluence with the onsite flows. In existing conditions, there are two points of compliance (POC) for the site, POC-A is a concrete culvert located in the southeast corner of the site. POC-B is a concrete culvert located in the northeast corner of the site. Both of the offsite flows drain to POC-A. The site has been divided into two (2) drainage management areas (DMA), DMA-A and DMA-B, which flow to POC-A and POC-B, respectively. See Figure 5-2, *Existing Drainage Map*.

#### Offsite Runoff

The site receives drainage from three (3) offsite DMAs, DMA-O-1 through O-3. DMA-O-1 drains to the site via an existing 35-inch by 24-inch corrugated metal pipe arch (CMPA) that runs under Harvill Avenue. Drainage outlets via a flared-end section located along the western edge of the property near the middle of the site. DMA-O-2 drains to the site via a 48-inch pipe which runs under Harvill Avenue. DMA-O-2 outlets via a headwall located at the southwest corner of the site as shown on Figure 5-2, *Existing Drainage Map*. DMA-O-3 consists of slope drainage that sheet flows onto the site from the development to the south. All of the offsite flows confluence with the onsite flow from DMA-A and drain to POC-A via overland flow. See *Technical Appendix H1* Tables 1, 2 and 3 for the existing condition onsite/offsite peak flows. (REC Consultants, Inc., 2019a, p. 2)

#### Developed Condition

Onsite drainage is proposed to be conveyed through the site via overland flow, gutter flow and a proposed, private storm drain system. The onsite flows would be directed to a bioretention basin, located in the southeast corner of the site, for water quality treatment prior to entering the public storm drain system via MDP Lateral J-9. The proposed private storm drain system is sized in accordance with the Riverside County Flood Control and Water Conservation District standards. The proposed section of Lateral J-9, which was designed as part of the MDP, has sufficient capacity to accept Project flows without requiring on-site detention. Per the aforementioned MDP, Lateral J-9 has a design capacity much greater than the flow that would be generated by the Project. Offsite flows remain unchanged from pre-developed to post-developed conditions. The proposed storm drain lateral, Lateral J-9.1, has a design capacity which is more than sufficient to convey the offsite flow. The offsite flows combined with the onsite flows are below the design capacity for Laterals J-9 and J-9.1. (REC Consultants, Inc., 2019a, pp. 3-4)

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

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- The site is located within the bounds of the Perris Valley 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. The drainage fee is required to be paid prior to the issuance of the grading permits.

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

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/or long-term operation.

**Impact Analysis for 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 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 storm water 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.

**Impact Analysis for 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 storm water and non-storm water discharges). The WQMP for the Project is required to incorporate BMPs, which are effective at removing silt and sediment from storm water 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.

**Findings of Fact:** Impacts will be less than significant.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- Prior to issuance of a grading permit, the Project Applicant shall 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 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.
- Prior to issuance of a grading permit, the Project Applicant shall 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.

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

See the analysis under Thresholds 23 (a) (c) and (d) that describes the potential for storm water runoff and the proposed storm drain system and bioretention basin. As demonstrated in the Project's Drainage Study (*Technical Appendix H1*), the proposed Project does not exceed the allowable flowrate as previously determined and provided in the MDP. In accordance with the MDP, the Project proposes to install a portion of Lateral J-9 which has been determined to have an ultimate Q100 capacity of 290 cfs. Because the proposed Project will drain to the proposed portion of Lateral J-9, the Project does not exceed the design Q100 capacity. (REC Consultants, Inc., 2019a, p. 1) Therefore, because all runoff would be directed to the storm 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, impacts would be less than significant and no mitigation is required.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- The site is located within the bounds of the Perris Valley 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. The drainage fee is required to be paid prior to the issuance of the grading permits.

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

See the analysis under Thresholds 23 (a) (c) and (d), which describe that there is no potential for the Project's storm water to exceed the capacity of available infrastructure or to discharge polluted runoff. All runoff would be filtered in an on-site bioretention basin before it is directed to the off-site storm drain infrastructure. The Perris Valley ADP is a master-planned storm drain system adequately sized to convey all expected flows. As such, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- Prior to issuance of a grading permit, the Project Applicant shall 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 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.
- Prior to issuance of a grading permit, the Project Applicant shall 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 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. The drainage fee is required to be paid prior to the issuance of the grading permits.

**g) Would the Project impede or redirect flood flows?**

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate (FIRM) Panels 06065C1430H and 06065C1440H, the Project site is located in Flood Zone X, an area of minimal flood hazard (FEMA, 2008). Thus, the Project site is not in the path of flood flows. Also, see the analysis under Thresholds 23 (a) (c) and (d), that describe that all of the Project's water runoff would be directed to the storm drain infrastructure that is part of the Perris Valley ADP. The Perris Valley ADP is a master-planned storm drain system adequately sized to convey all expected flows. As such, the Project would not impede or redirect flood flows.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- The site is located within the bounds of the Perris Valley 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. The drainage fee is required to be paid prior to the issuance of the grading permits.

**h) Would the Project in flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?**

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. 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.

Findings of Fact: No impact will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**i) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

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 February 2016). 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, 2016)

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 Canyon Lake (impaired with nutrients and pathogens), Perris Valley Storm Drain (no listed impairments), San Jacinto River Reach 3 (H.U. No. 802.11) (no listed impairments), Canyon Lake (H.U. No. 802.11 (802.12)) (impaired with nutrients and pathogens), San Jacinto River Reach 1 (H.U. No. 802.32) (no listed impairments), and Lake Elsinore (H.U. No. 802.31). (impaired with nutrients, organic enrichment/low dissolved oxygen, polychlorinated biphenyls (PCBs), sediment toxicity, and unknown toxicity). (REC Consultants, Inc., 2019b, Table A.1)



A specific provision of the CWA applicable to the proposed Project is CWA Section 402, 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 storm water under an NPDES construction storm water permit.

**Long-Term Operational Water Quality Impacts**

Receiving waters and impaired waters are noted above. The Project's pollutants of concern include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease (REC Consultants, 2019b, Table E-2). The Project Applicant, successors in interest, and construction contractors would be required to comply with the Project-specific WQMP as a condition of approval. Accordingly, under long-term conditions, the Project would not obstruct implementation of a water quality control plan.

**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. The Project site is located in the Perris North Groundwater Basin Management Zone.

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), is 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, 2018)

The Project would not directly extract groundwater; however, with addition of the proposed Project, an increase in impervious surface cover would occur over 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 storm water 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: Mitigation is not required.

Monitoring: Monitoring is not required.

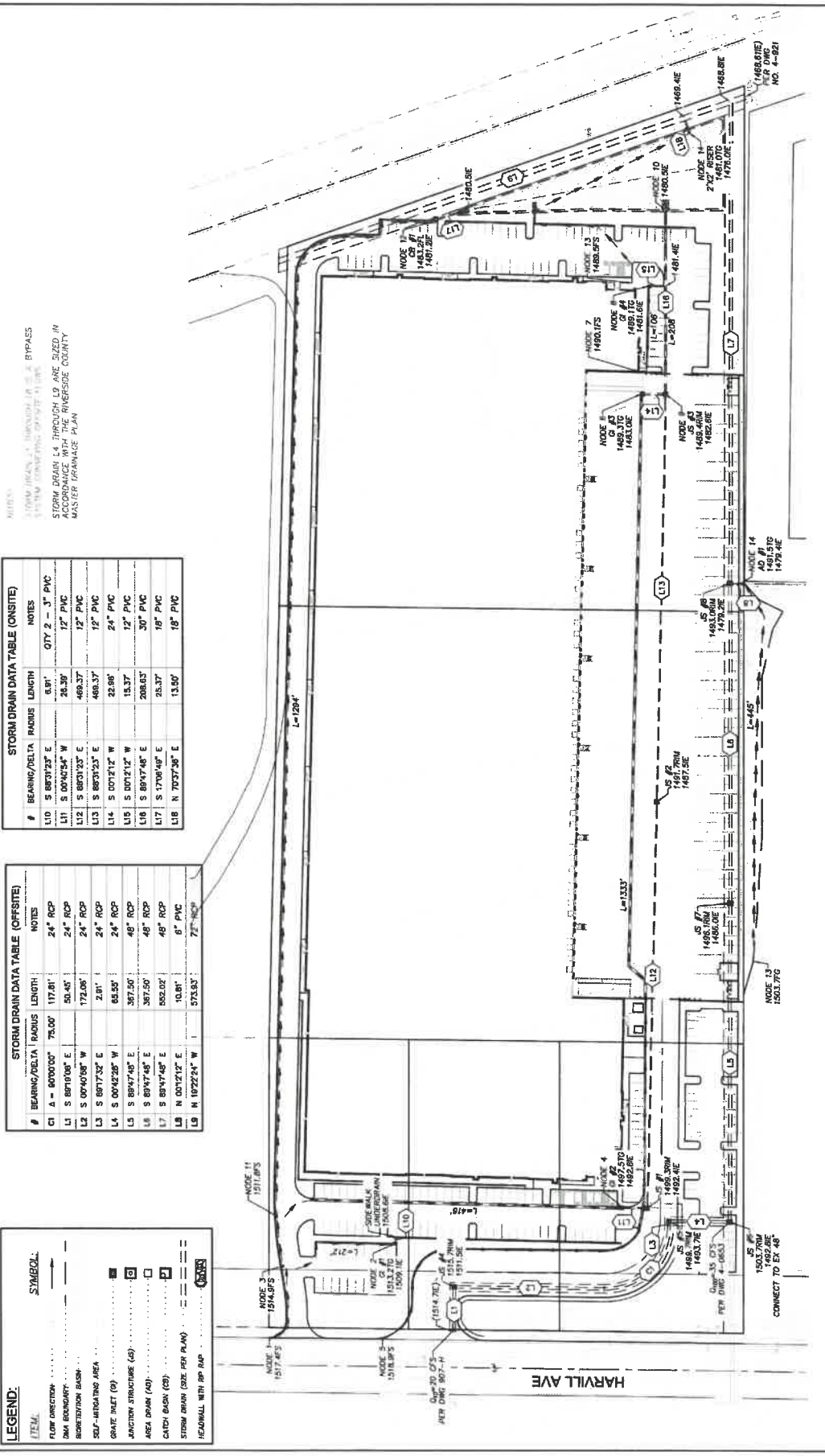


Figure 5-1

**DRAINAGE MAP AREA**

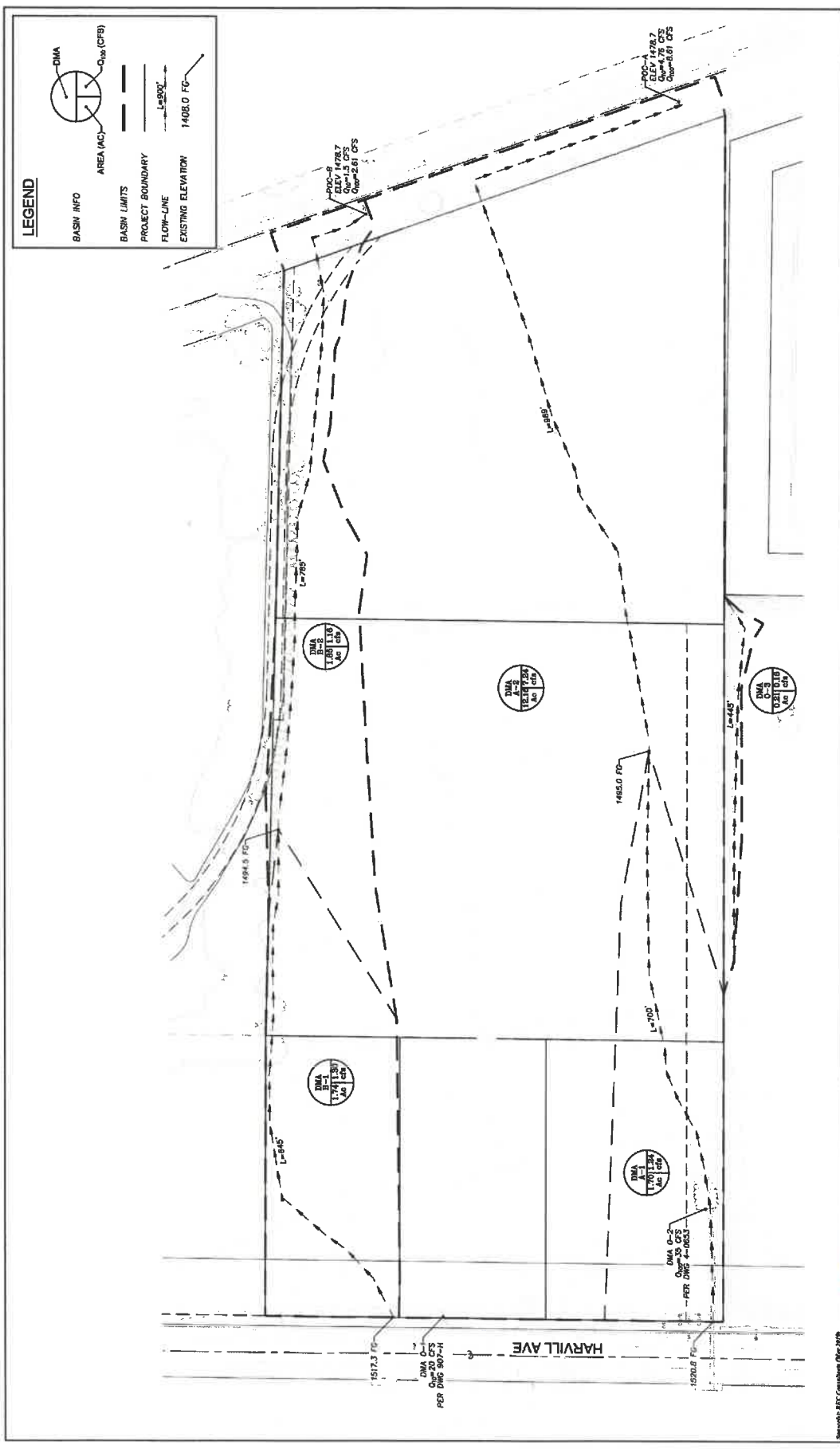
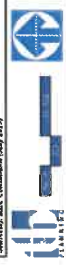


Figure 5-2

EXISTING DRAINAGE MAP





5.1.11 Land Use/Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<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 checked="" type="checkbox"/>	<input 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 (RGA, 2019a) (SDH, 2019a); Riverside County General Plan (Riverside County, 2015a); Riverside County GIS (RCIT, 2019)

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

The environmental effects associated with developing the Project site in accordance with the County's existing General Plan land use designation of LI and zoning of M-H is analyzed throughout this MND.

The Project site is located within the MVAP portion of the Riverside County General Plan. 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 General Plan or MVAP.

As discussed in Section 2.0, the Project site is zoned M-H and the proposed Project is consistent with that zoning classification. The proposed use is allowed, subject to the approval of a Plot Plan (Riverside County Planning Department, 2019).

Refer to Threshold 6(a), *Air Quality*, for a detailed discussion of the Project's consistency with the SCAQMD's 2016 AQMP, which concludes that the Project would be consistent with the 2016 AQMP; therefore, the Project would not conflict with the 2016 AQMP.



Refer to Threshold 7(a), *Biological Resources*, for a detailed discussion of the Project's compliance with the Riverside County MSHCP, which concludes that with implementation of mitigation, the Project would not conflict with the MSHCP.

Refer to Threshold 20(a) for a discussion of Project compliance with the County's Climate Action Plan (CAP). Because the Project would emit 3,351.84 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 CAP Update screening tables, Urban Crossroads determined that the Project as designed would garner 106 points. 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 and comply with the County's CAP. (Urban Crossroads, Inc., 2020c, pp. 2, 39)

Findings of Fact: Impacts will be less than significant with mitigation.

Mitigation: Biological Resources MM-1 and Greenhouse Gas Emissions MM-1 apply.

Monitoring: Monitoring is required.

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

Implementation of the Project will not disrupt or divide the physical arrangement of an established community. As discussed in Section 2.0, adjacent and surrounding land is comprised of Harvill Avenue on the west and the BNSF/MetroLink railway, I-215 Freeway Frontage Road and the I-215 Freeway on the east. As shown on Figure 2-10, the Riverside County General Plan and the MVAP designates surrounding properties on the north, south and east as L). West of the Project site, between Harvill Avenue and Webster Avenue is land designated as BP and west of the Project site and west of Webster Avenue are lands designated as RC-VLDR. (Riverside County, 2016a, Figure 3) As shown on Figure 2-11, lands north and south of the site are zoned M-H. Land east of the site between the Project site and the BNSF/MetroLink railway is zoned M-M. West of the project site, between Harvill Avenue and Webster Avenue, is land zoned I-P and west of the Project site and west of Webster Avenue are lands zoned A-1-10. (RCIT, 2019)

As discussed in Section 2.0, developed land uses surrounding the Project site consists of vacant land, warehouses and storage yards, commercial uses, and the I-215 Freeway. Because several roadways separate the Project site from any lands zoned residential; the proposed Project would have no potential to disrupt or divide the physical arrangement of the established community. In addition, the Project's design orients the truck/trailer dock doors on the southern side of the building facing compatible M-H zoned land and away from any existing residential uses. Therefore, the Project's would not disrupt or divide the physical arrangement of an established community.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.12 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 delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Riverside County General Plan Figure OS-6 “Mineral Resources Area” (Riverside County, 2015a); Riverside County GIS database (RCIT, 2019)

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

Riverside County General Plan Figure OS-6 shows that the Project site and surrounding area is located within a 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.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The Project site is designated by the General Plan as LI and zoned M-H 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.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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 quarries or mines in the immediate vicinity of the Project site. Therefore, no impact would occur.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.13 Noise**

	<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 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"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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, 2019), Riverside County Airport Land Use Commission (RCALUC, 2014), and 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., 2020d); Riverside County Ordinance No. 847 (as Amended Through 847.1). An Ordinance of the County of Riverside Amending Ordinance No. 847 Regulating Noise (Riverside County, 2007)

**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?**

The MARB runway is located approximately 3.4 miles (18,220 feet) northeast of the Project site. The MARB/IPA LUCP includes the policies for determining the land use compatibility of the Project. The MARB/IPA, 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 60 dBA 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 70 dBA CNEL. The noise contour boundaries of the MARB/IPA show that the Project is considered a normally acceptable land use since it is located outside of the 60 dBA CNEL contour. 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., 2020a, p. 22) 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**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?**

There are no private airfields or airstrips in the vicinity of the Project site (Google Earth Pro, 2019). Therefore, the Project would not expose people to excessive noise levels associated with operations at a private airstrip. No impact would occur.

Findings of Fact: There will be no impact.

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 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 checked="" type="checkbox"/>	<input 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 (RGA, 2019a) (SDH, 2019a); 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., 2020d)

**a) Would the Project 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?**

The background ambient noise levels in the Project area studied by Urban Crossroads are dominated by the transportation-related noise associated with I-215, BNSF/Metrolink railway, and the MARB, in addition to background industrial land uses activities. This includes auto and heavy truck activities in the study area roadway segments near the noise level measurement locations. (Urban Crossroads, Inc., 2020d, pp. 32-33)

Under CEQA, consideration must be given to the magnitude of the noise level increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase

represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. There is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called ambient environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. (Urban Crossroads, Inc., 2020d, p. 25)

The average-daily noise level (i.e., CNEL) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. For example, if the ambient noise environment is quiet (< 60 dBA) and a new noise source greatly increases the noise levels, a perceived impact may occur if the noise criteria may be exceeded. For the purpose of this analysis, a readily perceptible 5 dBA or greater Project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. In areas where the without Project noise levels range from 60 to 65 dBA, a 3 DBA barely perceptible noise level increase appears to be appropriate for most people. When the without Project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. (Urban Crossroads, Inc., 2020d, 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 the Land Use Compatibility for Community Noise Exposure. 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 increase thresholds for non-noise-sensitive land uses rely on the County of Riverside General Plan Noise Element, Table N-1, Land Use Compatibility for Community Noise Exposure, which indicates a normally acceptable 70 dBA CNEL exterior noise level criteria. (Urban Crossroads, Inc., 2020d, p. 27)

Noise impacts would be considered significant if as a direct result of the proposed Project, any of the significance criteria summarized in Table 5-9, *Significance Criteria Summary*, is exceeded.



Table 5-9 Significance Criteria Summary

Analysis	Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic Noise	Noise-Sensitive <sup>1</sup>	if ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		if ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project Increase	
		if ambient is > 65 dBA CNEL	≥ 1.5 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 & Vibration	Noise-Sensitive	Exterior Noise Level Standards <sup>3</sup>	55 dBA L <sub>eq</sub>	45 dBA L <sub>eq</sub>
		if ambient is < 60 dBA L <sub>eq</sub> <sup>1</sup>	≥ 5 dBA L <sub>eq</sub> Project increase	
		if ambient is 60 - 65 dBA L <sub>eq</sub> <sup>1</sup>	≥ 3 dBA L <sub>eq</sub> Project increase	
		if ambient is > 65 dBA L <sub>eq</sub> <sup>1</sup>	≥ 1.5 dBA L <sub>eq</sub> Project increase	
	Vibration Level Threshold <sup>4</sup>	0.01 in/sec RMS		
Construction Noise & Vibration	Noise-Sensitive	Noise Level Threshold <sup>5</sup>	85 dBA L <sub>eq</sub>	
		Vibration Level Threshold <sup>4</sup>	0.01 in/sec RMS	

<sup>1</sup> Source: FICON, 1992.

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

<sup>3</sup> Source: Riverside County Code § 9.52.040.

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

<sup>5</sup> 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.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

(Urban Crossroads, Inc., 2020d, Table 4-2)

**Impact Analysis for Construction Phase**

The Project would only have the potential to cause a substantial temporary or periodic increase in ambient noise levels during its construction phase. Construction activities on the Project site, especially those activities involving the use of heavy equipment, would create intermittent, temporary increases in ambient noise levels in the vicinity of the Project site. Noise generated by heavy construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels. However, construction-related noise increases: 1) would be transitory (i.e., varying from day-to-day and throughout the day), 2) would completely cease upon completion of Project construction, and 3) would not represent a recurring, periodic source of noise (although periodic and temporary construction noise has the potential to be substantial compared to existing ambient noise levels).

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 L<sub>eq</sub>) as an acceptable threshold for construction noise at the nearby sensitive receiver locations (Urban Crossroads, Inc., 2020a, p. 65)

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. (Urban Crossroads, Inc., 2020a, p. 57)

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. Tables 10-2 to 10-6 of the Project’s Noise Impact Analysis (*Technical Appendix I*) present the short-term construction noise levels for each stage of construction. Table 5-10, *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. (Urban Crossroads, Inc., 2020d, p. 65)

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

Receiver Location <sup>1</sup>	Construction Noise Level (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Activity Noise Levels <sup>2</sup>
R1	55.5	49.4	44.1	43.4	47.5	55.5
R2	69.6	63.5	58.2	57.5	61.6	69.6
R3	56.2	50.1	44.8	44.1	48.2	56.2
R4	62.7	56.6	51.3	50.6	54.7	62.7

<sup>1</sup> Noise receiver locations are shown on Exhibit 10-A of *Technical Appendix I*.

<sup>2</sup> Estimated construction noise levels during peak operating conditions.  
(Urban Crossroads, Inc., 2020d, Table 10-7)

To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations, a construction-related NIOSH noise level threshold of 85 dBA Leq is used as acceptable thresholds for construction noise at the nearby sensitive receiver locations. 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 55.5 and 69.6 dBA Leq when measured at nearby receptors, which would fall well below the NIOSH 85 dBA Leq significance threshold during temporary Project construction activities. Refer to Figure 5-4, *Sensitive Receiver Locations*, for the sensitive receiver locations analyzed, with distances measured from the Project site boundary. 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., 2020d, p. 65)

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 Riverside County Ordinance No. 847. Ordinance No. 847 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., 2020d, p. 20)

**Table 5-11 Construction Equipment Noise Level Compliance (dBA L<sub>eq</sub>)**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA L <sub>eq</sub> )		
	Highest Construction Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	55.5	85	No
R2	69.6	85	No
R3	56.2	85	No
R4	62.7	85	No

<sup>1</sup> Noise receiver locations are shown on Exhibit 10-A of Technical Appendix I.

<sup>2</sup> Estimated construction noise levels during peak operating conditions, as shown on Table 10-7 of *Technical Appendix I*.

<sup>3</sup> Construction noise thresholds as shown on Table 5-9, *Significance Criteria Summary*.

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

(Urban Crossroads, Inc., 2020d, Table 10-8)

**Impact Analysis for Stationary Noise**

Table 5-12, *Unmitigated Operational Noise Level Compliance*, shows the unmitigated operational exterior noise levels by noise source for each of the studied nearby sensitive receiver locations. As indicated, the Project-only operational noise levels will range from 31.3 to 52.5 dBA L<sub>eq</sub> at the sensitive receiver locations. The unmitigated Project operational noise level calculations do not account for any existing or planned noise barriers. As shown on Table 5-12, operational noise levels associated with the Project would satisfy the County of Riverside 55 dBA L<sub>eq</sub> daytime and 45 dBA L<sub>eq</sub> nighttime exterior noise level standards at nearby receiver locations R1, R3 and R4. However, due to the potential heavy truck activities on the northern Project driveway, the exterior noise levels at the nearest noise sensitive receiver location R2 (the Salvation Army Store and Donation Center Adult Rehabilitation facility building) would exceed County of Riverside 45 dBA L<sub>eq</sub> nighttime exterior noise level standards. Therefore, the Project would result in a potentially significant impact at receiver location R2 for nighttime operations only. Exterior noise mitigation would be required to permit nighttime truck activities on the northern Project driveway. Mitigation options are to either prohibit nighttime truck activity on the northern driveway or to install a noise attenuation barrier along the Project site’s northern property boundary.

Any noise attenuation features used to mitigate noise from nighttime truck activity on the northern Project driveway would need to be capable of reducing the exterior noise levels at receiver location R2 (the Salvation Army Store and Donation Center Adult Rehabilitation facility buildings) in order to satisfy the County of Riverside 45 dBA L<sub>eq</sub> nighttime noise standards. This may include installing a noise-reducing

feature on the proposed fence, or replacing the fence with a solid block wall to separate the truck activities on the northern Project driveway from receiver location R2. (Urban Crossroads, Inc., 2020d, p. 51)

**Table 5-12 Unmitigated Operational Noise Level Compliance**

Receiver Location <sup>1</sup>	Noise Level at Receiver Locations (dBA L <sub>eq</sub> ) <sup>2</sup>	Threshold Exceeded? <sup>3</sup>	
		Daytime (55 dBA L <sub>eq</sub> )	Nighttime (45 dBA L <sub>eq</sub> )
R1	31.3	No	No
R2	52.5	No	Yes
R3	38.1	No	No
R4	41.8	No	No

<sup>1</sup> See Figure 5-4, *Sensitive Receiver Locations* for the sensitive receiver locations, as measured from the nearest Project site property line.

<sup>2</sup> Reference noise sources are shown on Table 9-1 of *Technical Appendix I*. Individual noise source calculations are provided in Appendix 9.1 of Technical Appendix I. (Urban Crossroads, Inc., 2020d, Table 9-3)

Table 5-13, *Mitigated Operational Noise Level Compliance (Nighttime Truck Restriction Option)*, shows the resulting noise levels that would occur at the receiver locations if truck traffic is prohibited on the northern Project driveway during nighttime hours. As shown, with the nighttime truck restriction for the northern driveway, the Project will satisfy the County of Riverside 45 dBA L<sub>eq</sub> nighttime exterior noise level standard at all nearby receiver locations, as well as the 55 dBA L<sub>eq</sub> daytime exterior noise level standard. Therefore, after the implementation of mitigation, the Project-related operational nighttime noise level impacts would be reduced to less than significant. (Urban Crossroads, Inc., 2020d, pp. 51, 54)

**Table 5-13 Mitigated Operational Noise Level Compliance (Nighttime Truck Restriction Option)**

Receiver Location <sup>1</sup>	Noise Level at Receiver Locations (dBA L <sub>eq</sub> )		Threshold Exceeded? <sup>4</sup>	
	Daytime <sup>2</sup>	Nighttime <sup>3</sup>	Daytime (55 dBA L <sub>eq</sub> )	Nighttime (45 dBA L <sub>eq</sub> )
R1	31.3	31.0	No	No
R2	52.5	27.6	No	No
R3	38.1	38.1	No	No
R4	41.8	41.8	No	No

<sup>1</sup> See Figure 5-4, *Sensitive Receiver Locations* for the sensitive receiver locations.

<sup>2</sup> Unmitigated Project Daytime (7:00 a.m. to 10:00 p.m.) operational noise levels as shown on Table 9-2 of Technical Appendix I.

<sup>3</sup> Mitigated Project Nighttime (10:00 p.m. to 7:00 a.m.) operational noise levels as shown on Table 9-4 of Technical Appendix I.

<sup>4</sup> Do the estimated Project operational noise levels meet the operational noise level standards? (Urban Crossroads, Inc., 2020d, Table 9-5)

To describe the Project’s operational noise level contributions to the existing noise environment, the Project operational noise levels were combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. As summarized in Table 5-14, *Project Daytime Noise Level Contributions*, the Project would generate a daytime operational noise level increase up to 3.0 dBA  $L_{eq}$  and a nighttime operational noise level increase up to 1.8 dBA  $L_{eq}$  at the nearby noise receiver locations identified on Figure 5-4, during daytime or nighttime hours. Therefore, because the Project’s noise level increases do not result in an exceedance of the noise criteria thresholds, 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., 2020d, p. 54)

**Table 5-14 Project Daytime Noise Level Contributions**

<b>Receiver Location<sup>1</sup></b>	<b>Total Project Operational Noise Level<sup>2</sup></b>	<b>Measurement Location<sup>3</sup></b>	<b>Reference Ambient Noise Levels<sup>4</sup></b>	<b>Combined Project and Ambient<sup>5</sup></b>	<b>Project Increase<sup>6</sup></b>	<b>Threshold<sup>7</sup></b>	<b>Threshold Exceeded?<sup>7</sup></b>
R1	31.3	L2	63.9	63.9	0.0	3.0	No
R2	52.5	L3	52.6	55.6	3.0	5.0	No
R3	38.1	L4	50.1	50.4	0.3	5.0	No
R4	41.8	L4	50.1	50.7	0.6	5.0	No

<sup>1</sup> See Figure 5-4, *Sensitive Receiver Locations* for the sensitive receiver locations.

<sup>2</sup> Total Project operational noise levels as shown on Table 9-2, Unmitigated Project-Only Operational Noise Levels of *Technical Appendix I*.

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

<sup>4</sup> Observed daytime ambient noise levels as shown on Table 5-1, *24-Hour Ambient Noise Level Measurements of 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 Criteria as defined in Section 4 of *Technical Appendix I*.

(Urban Crossroads, Inc., 2020d, Table 9-6)

Table 5-15 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>	Threshold <sup>7</sup>	Threshold Exceeded? <sup>7</sup>
R1	31.0	L2	59.8	59.8	0.0	5.0	No
R2	27.6	L3	50.8	50.8	0.0	5.0	No
R3	38.1	L4	44.6	45.5	0.9	5.0	No
R4	41.8	L4	44.6	46.4	1.8	5.0	No

<sup>1</sup> See Figure 5-4, *Sensitive Receiver Locations* for the sensitive receiver locations.

<sup>2</sup> Total Project operational noise levels as shown on Table 9-4, Mitigated Project-Only Operational Noise Levels of *Technical Appendix I*.

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

<sup>4</sup> Observed daytime ambient noise levels as shown on Table 5-1, *24-Hour Ambient Noise Level Measurements of 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 Criteria as defined in Section 4 of *Technical Appendix I*.

(Urban Crossroads, Inc., 2020d, 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 future year cumulative conditions. (Urban Crossroads, Inc., 2020d, p. 37)
- **Existing plus Ambient Growth (EA) (2021)**: This scenario refers to the background noise conditions in the year 2021 without and with the Project plus ambient growth. (Urban Crossroads, Inc., 2020d, p. 37)
- **EA plus Cumulative (EAC) (2021)**: This scenario refers to the background noise conditions in the 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., 2020d, p. 37)

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 take into account the



effect of any existing noise barriers or topography that may affect 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., 2020d, p. 39)

An analysis of Existing 2019 traffic noise levels plus traffic noise generated by the proposed Project is included in the Noise Impact Analysis and herein for informational purposes and to fully analyze all the traffic scenarios identified in the Project's Traffic Impact Analysis. This condition is provided solely for informational purposes and will not occur, since the Project will not be fully developed and occupied under Existing (2019) conditions. Therefore, no mitigation measures are considered to reduce the Existing with Project condition traffic noise level increases. The long-range conditions under existing plus ambient plus cumulative scenarios represent the expected cumulative conditions without and with Project traffic, and are therefore, used to determine the significance of the Project off-site traffic noise level increases on the study area roadway segments. As shown on Table 5-16, *Unmitigated Existing 2019 with Project Traffic Noise Level Increases*, shows the Existing 2019 with Project conditions will range from 69.6 to 70.9 dBA CNEL and that Project off-site traffic noise level increases will range from 0.2 to 1.6 dBA CNEL on the study area roadway segments.

**Table 5-16 Unmitigated Existing 2019 with Project Traffic Noise Level Increases**

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) <sup>1</sup>			Noise-Sensitive Land Use?
			No Project	With Project	Project Addition	
1	Harvill Av.	n/o Dwy. 1	69.3	69.6	0.2	Yes
2	Harvill Av.	s/o Dwy. 1	69.3	70.9	1.6	Yes

<sup>1</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. Values rounded to the nearest one-tenth.

(Urban Crossroads, Inc., 2020d, Table 7-7)

Table 5-17, *Unmitigated EA 2021 with Project Traffic Noise Level Increases*, presents the Existing Plus Ambient Growth (EA) noise conditions, without accounting for any noise attenuation features such as noise barriers or topography, along then Project study area roadway segment that would result with the addition of Project-related traffic. Noise levels along the roadway segments within the Project study area would increase between 0.2 and 1.4 dBA CNEL with development of the Project, with the loudest increase in traffic noise occurring on the Project site's frontage with Harvill Avenue, south of the proposed Project driveway; therefore, the Project's noise contributions would not exceed the threshold of significance (see Table 5-9, *Significance Criteria Summary*) to any of the roadway segments within the Project site under the "Existing Plus Ambient Growth (EA) 2021 with Project" traffic scenario. (Urban Crossroads, Inc., 2020d, p. 42) Accordingly, the Project would not result in a substantial permanent increase in noise levels above ambient conditions.

Table 5-17 Unmitigated EA 2021 with Project Traffic Noise Level Increases

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) <sup>1</sup>			Noise-Sensitive Land Use?	Threshold Exceeded? <sup>2</sup>
			No Project	With Project	Project Addition		
1	Harvill Av.	n/o Dwy. 1	69.6	69.8	0.2	Yes	No
2	Harvill Av.	s/o Dwy. 1	69.8	71.2	1.4	Yes	No

<sup>1</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. Values rounded to the nearest one-tenth.

<sup>2</sup> Significance Criteria (see Table 5-9, *Significance Criteria Summary*)  
(Urban Crossroads, Inc., 2020d, Table 7-8)

Table 5-18, *Unmitigated EAC 2021 with Project Traffic Noise Level Impacts*, 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 segment plus ambient growth and reasonably foreseeable cumulative development projects and the noise levels that would result with addition of Project-related traffic. Noise levels studied along the roadway segment of Harvill Avenue within the Project study area would increase between 0.2 to 1.1 dBA CNEL with development of the Project, with the loudest increase in traffic noise occurring on the Project site's frontage with Harvill Avenue, south of the proposed Project driveway; therefore, the Project's noise contributions would not exceed the threshold of significance (see Table 5-9, *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., 2020d, p. 43)

Table 5-18 Unmitigated EAC 2021 with Project Traffic Noise Level Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) <sup>1</sup>			Noise-Sensitive Land Use?	Threshold Exceeded? <sup>2</sup>
			No Project	With Project	Project Addition		
1	Harvill Av.	n/o Dwy. 1	71.0	71.2	0.2	Yes	No
2	Harvill Av.	s/o Dwy. 1	71.0	72.2	1.1	Yes	No

<sup>1</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. Values rounded to the nearest one-tenth.

<sup>2</sup> Significance Criteria (see Table 5-9, *Significance Criteria Summary*)  
(Urban Crossroads, Inc., 2020d, Table 7-9)

Findings of Fact: Impacts will be less than significant with mitigation incorporated.

**Mitigation:** The following mitigation measure (MM) addresses the Project's direct impact to exceed the County of Riverside 45 dBA  $L_{eq}$  nighttime exterior noise level standards at the nearest noise sensitive receiver location R2. With implementation of MM Noise 1, the County of Riverside 45 dBA  $L_{eq}$  nighttime exterior noise level standards would not be exceeded at receiver location R2 or any other receiver location and impacts to generate 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 would be reduced to less than significant.

**MM Noise 1:** Prior to building permit final inspection, the County of Riverside shall review the building plans to ensure that the following note is included. Contractors shall be required to comply with the note and maintain written record of such compliance that can be inspected by the County of Riverside upon request. Additionally, prior to building permit final inspection, the Project's property owner(s) shall provide documentation to the County of Riverside verifying that provisions are made in the building's lease agreement that inform tenants of the following:

- To satisfy the County of Riverside 45 dBA  $L_{eq}$  nighttime noise standards at noise sensitive receiver location R2, all nighttime truck activities shall be restricted on the northern Project driveway between the hours of 10:00 p.m. to 7:00 a.m. This nighttime truck restriction is only required if the Salvation Army Family Store and Donation Center (R2) continues to operate with noise sensitive nighttime uses (such as the existing Adult Rehabilitation Center). If at any time in the future, before the driveway can be used by trucks at night between the hours of 10:00 p.m. and 7:00 a.m. either a noise blanket shall be installed on the fence or the fence shall be replaced by a solid wall, to meet the nighttime performance requirement of 45 dBA  $L_{eq}$  nighttime noise level at the location of the R2 sensitive noise receiver, specifically, the Adult Rehabilitation Center associated with the Salvation Army Family Store and Donation Center.

**Monitoring:** Monitoring is required by the Project's property owner(s) during operational nighttime truck activity on the northern driveway.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- All construction activities shall 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.

**b) Would the Project generation of excessive ground-borne vibration or ground-borne noise levels?**

As indicated above under the analysis of the Project's traffic-related noise impacts (refer to Threshold 27(a) above), the Project would not expose any sensitive receivers to transportation-related noise increases of 1.5 dBA CNEL or above, and therefore would not result in a significant impact due to the Project's transportation-related noise increases. As indicated above under the discussion and analysis of

Threshold 27(a), operational noise associated with the Project would due to the potential heavy truck activities on the northern Project driveway, the exterior noise levels at the nearest noise sensitive receiver location R2 would exceed County of Riverside 45 dBA  $L_{eq}$  nighttime exterior noise level standards. Therefore, the Project would result in a potentially significant impact at receiver location R2 for nighttime operations only. However, the analysis under Threshold 27(a) demonstrates that when combined with existing ambient noise sources in the area, the Project would not result in significant operational noise impacts affecting sensitive receivers, because the Project would not expose any sensitive receivers to noise increases of 5 dBA or above for ambient noise less than 60 dBA CNEL, or noise increases of 3 dBA or above for ambient noise levels ranging from 60 to 65 dBA CNEL. As evaluated under Threshold 27(a), the highest construction noise levels at the potentially impacted receiver locations are expected to approach 70.7 dBA  $L_{eq}$  and would satisfy the NIOSH 85 dBA  $L_{eq}$  significance threshold during temporary Project construction activities. (Urban Crossroads, Inc., 2019b, p. 67)

#### **Impact Analysis for Near-Term Construction Vibration**

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. The results of the vibration analysis for Project-related construction activities are summarized in Table 5-19, *Project Construction Vibration Levels*.

As shown in Table 5-19, Project construction activity vibration velocity levels are expected to approach 0.005 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 or the Salvation Army Rehabilitation Center facility that is considered herein as a residential receptor. 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 5-19, peak Project construction vibration levels approach 0.007 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 will 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 locations, 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., 2020d, p. 68)

Table 5-19 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	779'	0.000	0.000	0.000	0.001	0.001	0.000	0.01	No
R2	139'	0.000	0.003	0.006	0.007	0.007	0.005	0.01	No
R3	718'	0.000	0.000	0.000	0.001	0.001	0.000	0.01	No
R4	330'	0.000	0.001	0.002	0.002	0.002	0.001	0.01	No

<sup>1</sup> Noise receiver locations are shown on Exhibit 10-A of *Technical Appendix I*.

<sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of *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 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., 2020d, Table 10-9)

#### **Impact Analysis for Long-Term Operational Vibration**

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. Trucks would travel to-and-from the Project site during long-term operation; however, according to the Federal Transit Administration (FTA), trucks rarely create vibration that exceeds 70 VdB or 0.003 in/sec RMS ((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 0.01 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 construction activities would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. (Urban Crossroads, Inc., 2020d, p. 58) Accordingly, long-term operational vibration impacts would be less than significant and no mitigation is required.

Based on the preceding analysis, the Project would not cause exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA's definition for mitigation, they are listed below for information purposes.

- All construction activities shall comply with Riverside County Code Section 9.52 (Ordinance No. 847). This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors.





Figure 5-4

**SENSITIVE RECEIVER LOCATIONS**



5.1.14 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”; Brian F. Smith and Associates, Inc., Paleontological Resource and Mitigation Assessment (BFSA, 2019b)

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

Brian F. Smith and Associates, Inc. (BFSA) completed a Paleontological Resource and Mitigation Monitoring Assessment for the Project. A geologic map of the Steele Peak 7.5’ quadrangle, shows that the Project site is underlain by lower Pleistocene (approximately 1.8 million to perhaps 200,000 to 300,000-year old) very old alluvial fan deposits. Geomorphically, the Project site is mostly flat with a gentle eastward gradient, situated along the western edge of the Perris Valley, on the eastern slopes of the northern part of the Peninsular Ranges. A paleontological sensitivity map generated by the Riverside County Land Information System (RCLIS) ranks the entire Project area as having a High Potential/Sensitivity (High B), which is “based on [the presence of] geologic formations or mappable rock units that contain fossilized body elements, and trace fossils such as tracks, nests and eggs. These fossils occur on or below the surface.” The category “High B” indicates that fossils are likely to be encountered at or below a depth of four feet, and may be impacted by excavation work during construction-related activities. The Project site is composed of very old alluvial fan sediments are ranked with a High Potential/Sensitivity (High B) to yield nonrenewable paleontological resources (i.e., fossils). (BFSA, 2019b, pp. 1-2).

Grading and excavation activities that occur deeper than 4 feet in depth on the Project site in areas 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 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). (BFS, 2019b, p. 2)

Findings of Fact: Less than significant with mitigation incorporated.

Mitigation: Mitigation is required.

Implementation of Paleontological Resources 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 in the area of the Project site mapped as older Quaternary sediments. With implementation of Paleontological Resources MM-1, the Project's potential to impact paleontological resources on the Project site would be reduced to less than significant.

**Paleontological Resources MM-1.** Prior to the issuance of grading permits that would involve grading at depths that exceed 4.0 feet in depth and that encompass areas of exposed Quaternary older alluvial fan sediments (Qvofa) on site, the Project 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). 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 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. Description of the proposed site and planned grading operations.
2. Description of the level of monitoring required for all earth-moving activities in the Project area.
3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
8. Procedures and protocol for collecting and processing of samples and specimens.
9. Fossil identification and curation procedures to be employed.
10. Identification of the permanent repository to receive any recovered fossil material. (Pursuant 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.

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

All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g. Project Geologist), 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 Project 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

Monitoring: Monitoring is required. Prior to the issuance of grading permits that involve grading at depths that exceed 4.0 feet in depth and that encompass areas of exposed Quaternary older alluvial fan sediments (Qvofa) on site, a PRIMP shall be prepared and approved by the County Geologist. The PRIMP shall be implemented by the Project paleontologist during all grading activities that exceed 4.0 feet in depth and occur in areas containing exposed Quaternary older alluvial fan sediments (Qvofa).

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

<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Riverside County Riverside County GIS Database (RCIT, 2019); Riverside County General Plan, Chapter 8 - Housing Element 2017-2021 (Riverside County, 2017c); United States Department of Labor Bureau of Labor Statistics (USBLS, 2018)

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

Under existing conditions, the Project site is comprised of vacant undeveloped land with no residential structures. Therefore, development of the Project would not displace substantial numbers of existing housing nor would it displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The Project proposes to develop 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  $333,553 \text{ SF} \div 1,030 \text{ SF} = 323.83$ ). Based on this employment generation rate, the Project is expected to create approximately 324 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 July 2018, the Riverside-San Bernardino-Ontario region’s civilian labor force was 2,042,492 persons with 1,948,971 persons employed and 93,521 persons unemployed for an unemployment rate of 4.6 percent (USBLS, 2018). It is anticipated that 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

As discussed above in Threshold 29(b), the Project proposes to develop 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  $333,553 \text{ SF} \div 1,030 \text{ SF} = 323.83$ ). Based on this employment generation rate, the Project is expected to create approximately 324 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 July 2018, the Riverside-San Bernardino-Ontario region's civilian labor force was 2,042,492 persons with 1,948,971 persons employed and 93,521 persons unemployed for an unemployment rate of 4.6 percent (USBLS, 2018). It is anticipated that the Project's job openings could be filled from the local area. 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. Therefore, the Project is not expected to be a catalyst for any population growth and no impact associated with population projections 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 access would not extend beyond Harvill Avenue to the west, with the exception of proposed utility connections. The Project would not construct 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 General Plan land use designations of LI and BP. The LI and BP land uses designations 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 a less-than-significant impact related to directly or indirectly inducing substantial population growth in the area.

Plot Plan No. 190005

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.16 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 services</u>?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Riverside County General Plan Safety Element (Riverside County, 2016c); 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); Riverside County General Plan Update Draft Environmental Impact Report (EIR) No. 521, Section 4.17, Public Facilities (Riverside County, 2015b) ; (Google Earth Pro, 2019)

- a) **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 fire protection services?**

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 1.3 miles to the southwest of the site at 333 Placentia Avenue, Perris, CA 92571. RCFD Station 1 is located approximately 1.8 miles southeast of the site at 210 West San Jacinto Avenue, Perris, CA 92570. (RCFD, n.d.; Google Earth Pro, 2019)



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; Riverside County, 2015b).

Although the Project’s increased demand on fire services could be impactful to the RCFD’s response times should there be a call to service to the Project site, 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 cause the construction of a new fire station or physical alteration of an existing fire station. In addition, the Project would construct Harvill Avenue at its ultimate half-section width as a Major Highway between the Project’s northern and southern boundary consistent with applicable Caltrans and County of Riverside standards, which would improve emergency vehicle access to the Project site. 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. (Riverside County, 2015d)

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- Prior to building permit inspection, the Project Applicant shall 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.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigated Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impacts</i>
<b>31. 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 new or physically altered governmental facilities, the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigated Incorporated	Less than Significant Impact	No Impacts
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 Update Draft Environmental Impact Report (EIR) No. 521, Section 4.17, Public Facilities (Riverside County, 2015b); Google Earth Pro (Google Earth Pro, 2019).

- a) **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 sheriff services?**

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, approximately 1.9 miles southeast of the Project site, is located at 137 North Perris Boulevard, Suite A, Perris, CA 92570 and would provide sheriff services to the Project site and vicinity of the site (Google Earth Pro, 2019).

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. (Riverside County, 2015b, pp. 4.17-34-35)

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- Prior to building permit inspection, the Project Applicant shall 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 police protection, including the need for police protection services that would be created by the Project.

	<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>32. Schools</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>school</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); California Government Code 65995 (Legislative Counsel Bureau of California, 2016).

- a) **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 school services?**

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).

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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- Prior to building permit inspection, the Project Applicant shall 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.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
<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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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>
service ratios, response times or other performance objectives for <u>library</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).

- a) **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 library services?**

Development of the Project site with a 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 Countywide 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. 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.

Findings of Fact: Impacts will 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>34. Health Services</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>health</u> services?				

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

- a) **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 health services?**

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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- Prior to building permit inspection, the Project Applicant shall 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 health care services.

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

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Riverside County GIS Database (RCIT, 2019); 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, 2016b)



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

The Project does not propose to 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. 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 impacts would be less than significant.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

According to Riverside County GIS, the Project site is not located within a Community Service Area (CSA). Also, the Project site is not located within the boundaries of any adopted Community Parks and Recreation Plan and therefore the Project is not subject to Quimby Fees. (RCIT, 2019) The Project proposes to develop the site with warehouse uses, is not located within the purview of any Community Parks and Recreation Plans, and would not be subject to payment of Quimby fees. Thus, no impact would occur.

Findings of Fact: There will be no impact.

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>36. Recreation Trails</b>				
a. Include the construction or expansion of a trail system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Riverside County General Plan Figure C-6, Riverside County Trails and Bikeway System (Riverside County, 2015a)

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

According to the Riverside County General Plan, there are no planned bike trails adjacent to the Project site. The closest planned bike trail is a Class II Bike Path along Cajalco Expressway located approximately 2.2-mile north of the Project site. The County of Riverside General Plan defines Class II Bikeways as bike lanes intended for preferential use by bicycles, and are provided for within the paved areas of roadways. Such trails are typically maintained and operated by local parks and recreation districts or other governmental entities empowered and funded to maintain trails. There is also a proposed community trail along Nuevo Road and Webster Avenue to the west of the I-215 Freeway. (Riverside County, 2016b, Figure C-6) (Riverside County, 2016b, C-46) (Google Earth, 2019)

Additionally, the Project would generate only a nominal increase in the County’s population as it is expected that the majority of jobs generated by the Project would be filled by existing County residents. Thus, the Project would not result in the use of existing recreational trails that could have a significant environmental effect.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.18 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 with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Riverside County General Plan (Riverside County, 2015a); Riverside County General Plan, Circulation Element (Riverside County, 2016b); Urban Crossroads, Traffic Impact Analysis (Urban Crossroads, Inc., 2019b); Urban Crossroads, Vehicle Miles Travelled (VMT) Assessment (Urban Crossroads, Inc., 2019c)

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

The Project is designed to accommodate pedestrians via sidewalk improvements along its frontage with Harvill Avenue. The Project driveway exit is designed to be stop-sign controlled and sight distance at the Project driveway will be reviewed by the County of Riverside at the time the improvement plans were submitted 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 with Harvill Avenue. The nearest existing transit routes to the Project site are RTA Routes 27 and 208/212, which run along the I-215 Freeway. Route 19 runs along Perris Boulevard and Route 27 also runs along Nuevo Road from the I-215 Freeway to the east onto south on Perris Boulevard. (Urban Crossroads, Inc., 2019b, p. 21)

The nearest transit stops on West Nuevo Road and N. Perris Boulevard are located over one-mile from the Project site and west of the I-215 Freeway (Google Earth Pro, 2019). Because there are no existing or planned public transit facilities along the Project site frontage, the Project has no potential to conflict with a transit service program.

The remaining analysis of Threshold 37(a) focuses on potential impacts to the local circulation network (i.e., roadways and intersections).

On December 28, 2018, updates to the CEQA Guidelines were approved by the Office of Administrative Law. As part of the updates, California Senate Bill (SB) 743 was acknowledged pertaining to an evaluation of transportation impacts based on Vehicle Miles Travelled (VMTs). In comparison, an evaluation based on Level of Service (LOS) has been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades. SB 743 was passed in 2013, which is intended to balance the need for an LOS evaluation for traffic planning purposes with the State's desire to encourage infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes-competing needs. As a component of the State's 2018 CEQA Guidelines revisions, lead agencies will be required to adopt VMT thresholds of significance by July 2020. At the time this MND was prepared, the County of Riverside in its capacity as Lead Agency, as well as surrounding local agencies in which the Project's traffic would circulate, use LOS as the significance criteria for evaluating a project's traffic impacts. Further, VMT studies only automobile trips whereas a LOS evaluation considers all vehicle types, including the trucks and commerce vehicles that would be a considerable component of the Project's traffic mix. For this reason, a LOS metric and not a VMT metric is appropriately used in this MND under Threshold b. Nonetheless, a VMT assessment was prepared for the Project by Urban Crossroads, which is included as *Technical Appendix K2*.

A LOS-based Traffic Impact Analysis (TIA) was prepared for the Project by Urban Crossroads to evaluate the potential impacts related to traffic and circulation facilities that may result from the development of the proposed Project. The TIA was prepared in accordance with the County of Riverside's Traffic Impact Analysis Preparation Guide (August 2008) and through consultation with County of Riverside staff during the TIA scoping process. (Urban Crossroads, Inc., 2019b, p. 1)

The TIA is included as *Technical Appendix K1* to this MND and its findings are incorporated into the analysis presented herein.

**Level of Service (LOS)**

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. (Urban Crossroads, Inc., 2019b, p. 13)

The definition of an intersection deficiency was obtained from the County of Riverside General Plan, Policy C 2.1. The applicable minimum LOS utilized for the purposes of the TIA and the analysis herein is LOS D per the County-wide target LOS for projects located within a Community Development Area, which the proposed Project is located within the MVAP (Urban Crossroads, Inc., 2019b, pp. 15-16)

The following deficiency criteria was utilized in the TIA for the County of Riverside and Caltrans to determine whether the addition of Project traffic at a study area intersection would result in a deficiency (Urban Crossroads, Inc., 2019b, p. 16).

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of Project trips causes the peak hour LOS at the study area intersection to operate at acceptable LOS (i.e., LOS E or F). Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency would occur if the Project contributes 50 or more peak hour trips to pre-Project traffic conditions. (Urban Crossroads, Inc., 2019b, p. 16)

**Project Study Area**

The one (1) future intersection of the Project’s driveway intersection with Harvill Avenue was analyzed in the Project’s TIA. The proposed Project is calculated to contribute fewer than 50 peak hour trips to all other study area intersections; therefore, only the driveway intersection requires analysis. The “50 peak hour trip” criteria generally represents a minimum number of trips at which a typical intersection would have the potential to be substantively impacted by a given development proposal according to Riverside County’s TIA Preparation Guide. Based on the Project trip distributions, assessment of State Highway System facilities is not required because the Project’s traffic contribution to the State facilities is fewer than 50 peak hour trips and is considered less than significant. (Urban Crossroads, Inc., 2019b, p. 4)

**Table 5-20 Intersection Analysis Location**

ID	Intersection Location	Jurisdiction	CMP?
1	Harvill Avenue & Driveway 1 – Future Intersection	County of Riverside	No

(Urban Crossroads, Inc., 2019b, Table 1-1 )

Although there are no existing study area intersections, a traffic count was collected at Harvill Avenue and Orange Avenue for the purposes of determining through traffic at the Project driveway for future analysis scenarios. The intersection LOS analysis is based on the traffic volumes observed during the peak hour

conditions using traffic count data collected by Urban Crossroads in February 2019, while schools were in session. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. (Urban Crossroads, Inc., 2019b, p. 21)

### **Analysis Scenarios**

Potential impacts to traffic and circulation were assessed for each of the following conditions:

- **Existing 2019 Conditions (Existing 2019):** Information for Existing (2019) conditions is disclosed to represent the baseline traffic conditions as they existed at the time the TIA was prepared. Traffic counts were conducted in February 2019 based on vehicle classification and were converted to passenger car equivalents (PCE) due to the presence of heavy trucks within the study area. (Urban Crossroads, Inc., 2019b, p. 3)
- **Existing Plus Project Conditions (E+P):** The Existing Plus Project (E+P) analysis determines any significant traffic impacts and circulation system deficiencies that would occur on the existing roadway system in the scenario of the Project being placed upon Existing conditions. This analysis scenario is provided for informational purposes only because Project impacts have been discerned from a comparison of Existing (2019) to EAP (2021) traffic conditions (per the County's TIA Preparation Guide). (Urban Crossroads, Inc., 2019b, p. 3)
- **Existing Plus Ambient Growth and Existing Plus Ambient Growth Plus Project (2021) Conditions (EAP 2021):** The EAP (2021) conditions analysis determines the potential traffic impacts based on a comparison of the EAP traffic conditions to Existing (2019) conditions. To account for background traffic growth, an ambient growth factor from Existing (2019) conditions of 4.04% (two percent per year, compounded over two years) is included for EAP (2021) traffic conditions. Consistent with the Riverside County TIA Preparation Guide, the EAP analysis is intended to identify "Opening Year" deficiencies associated with the development of the proposed Project based on the expected background growth within the study area. (Urban Crossroads, Inc., 2019b, p. 3)
- **Existing Plus Ambient Growth Plus Project Plus Cumulative (2021) Conditions (EAPC (2021)):** The EAPC (2021) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, an ambient growth factor of 4.04% from Existing conditions are included for EAPC traffic conditions (two percent per year, compounded over two years), and some of these related projects would likely not be implemented and operational within the 2021 Opening Year time frame assumed for the Project. The resulting traffic growth rate

utilized in the TIA (4.042% ambient growth + traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic impacts under 2021 conditions. (Urban Crossroads, Inc., 2019b, p. 3)

Intersection Analysis for Existing (2019) Conditions

There are no existing study area intersections. Therefore, Urban Crossroads did not perform peak hour intersection operations analyses for Existing (2019) traffic conditions. (Urban Crossroads, Inc., 2019b, p. 6)

Projected Future Traffic

Trip generation represents the amount of traffic that is attracted and produced by a development and is based on the specific land uses planned for a given project. The Project’s trip generation is based on the Institute of Engineers (ITE) Trip Generation Manual, 10th Edition, 2017, for High-Cube Transload and Short-Term Warehouse (ITE Land Use Code 154). (Urban Crossroads, Inc., 2019b, p. 25) Refer to the Project’s TIA attached to this MND as *Technical Appendix K1*. As shown on Table 5-21, *Project Trip Generation Summary (PCE)*, the Project is calculated to generate a net total of 700 passenger-car-equivalents (PCE) trip-ends per day on a typical weekday with approximately 40 net AM PCE peak hour trips and 45 net PM PCE trips. (Urban Crossroads, Inc., 2019b, p. 28)

**Table 5-21 Project Trip Generation Summary (PCE)**

Land Use	ITE LU Code	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Project Trip Generation Rates<sup>1</sup></b>									
High-Cube Transload Short-Term Warehouse <sup>3</sup>	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars (AM-69.2%; PM-78.3%; Daily-67.8%)			0.043	0.013	0.056	0.022	0.056	0.078	0.949
2-Axle Trucks (AM-5.14%; PM-3.62%; Daily-5.38%) (PCE = 1.5) <sup>4</sup>			0.005	0.001	0.006	0.002	0.004	0.006	0.113
3-Axle Trucks (AM-6.38%; PM-4.49%; Daily-6.67%) (PCE = 2.0) <sup>4</sup>			0.008	0.002	0.010	0.003	0.006	0.009	0.187
4-Axle+ Trucks (AM-19.25%; PM-13.56%; Daily-20.13%) (PCE = 3.0) <sup>4</sup>			0.036	0.011	0.047	0.011	0.029	0.040	0.847

Project	Quantity	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily		
			In	Out	Total	In	Out	Total			
<b>Project Trip Generation Summary</b>											
<i>Harvill Distribution Center</i>											
High-Cube Transload Short-Term Warehouse	333.553	TSF									
Passenger Cars:			14	4	18	7	19	26	318		
Truck Trips:											
2-axle:			2	0	2	1	1	2	38		
3-axle:			3	1	4	1	2	3	62		
4+axle:			12	4	16	4	10	14	282		
			- Truck Trips (PCE)		17	5	22	6	13	19	382
			<b>TOTAL TRIPS (PCE)</b>		<b>31</b>	<b>9</b>	<b>40</b>	<b>13</b>	<b>32</b>	<b>45</b>	<b>700</b>

<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>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>4</sup> PCE rates are per the San Bernardino County Transportation Authority (SBCTA) (more conservative than Riverside County).

(Urban Crossroads, Inc., 2019b, Table 4-1)

Passenger vehicle and truck traffic access to the interior of the Project site is proposed to be provided via the Harvill Avenue Driveway, which is designed to accommodate the wide turning radii of heavy trucks. (Urban Crossroads, Inc., 2019b, p. 10)

The Project's truck trip distribution pattern on the area's circulation system reasonably assumed to be 10 percent north of the Project site on Harvill Avenue and 90 percent south of the site on Harvill Avenue. The Project's passenger vehicle distribution pattern is reasonably assumed to be 40 percent north of the Project on Harvill Avenue and 60 percent south of the site on Harvill Avenue. The assignment of traffic from the Project site to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project (Urban Crossroads, Inc., 2019b, p. 20)

### **Background Traffic**

Future year traffic forecasts are based upon a background (ambient) growth factor of 2% per year for 2021 traffic conditions. The ambient growth factor is intended to approximate traffic growth. The total ambient growth is 4.04% for 2021 traffic conditions (compounded growth of two percent per year over two years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth was added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. (Urban Crossroads, Inc., 2019b, pp. 28, 32)

### **Cumulative Development Traffic**

CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of the TIA through consultation with planning and engineering staff from the County of Riverside. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections. Adjacent jurisdictions of the City of Perris and the City of Moreno Valley were also contacted to obtain the most current list of cumulative projects from their respective jurisdictions. (Urban Crossroads, Inc., 2019b, p. 32)

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e., 50 or more peak hour trips) to study area intersections were manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects was reviewed to determine which

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projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of the TIA, the cumulative projects that were determined to affect one or more of the study area intersections are shown on Figure 5-5, *Cumulative Development Location Map* and listed in Table 5-22, *Cumulative Development Land Use Summary – Sheet 1* and Table 5-23, *Cumulative Development Land Use Summary - Sheet 2*.

Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2021, they were included in an effort to conduct a conservative analysis and overstate, as opposed to understate, potential traffic impacts. Any other cumulative projects located beyond the cumulative study area that are not expected to contribute measurable traffic to study area intersections are not included because the traffic would dissipate due to the distance from the Project site and the study area intersection. Any additional traffic generated by other projects not on the cumulative projects list is accounted for through background ambient growth factors that were applied to the peak hour volumes at study area intersection. (Urban Crossroads, Inc., 2019b, p. 32)

**Table 5-22 Cumulative Development Land Use Summary – Sheet 1**

No.	Project Name / Case Number	Land Use <sup>1</sup>	Quantity	Units <sup>2</sup>	Location
<b>Riverside County</b>					
RC1	McCanna Hills / TTM 33978	SFDR	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	PP26293	High-Cube Warehouse	612.481	TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC3	PPT180023: Rider Commerce Center	Warehousing	204.330	TSF	NEC OF PATTERSON AVE. & RIDER ST.
RC4	PPT180025: Seaton Commerce Center	High-Cube Warehouse	210.800	TSF	SEC OF SEATON AV. & PERRY ST.
RC5	Farmer Boys/Retail Shop	Retail	16.306	TSF	NEC OF HARVILL AVE. & CAJALCO RD.
		Fast-Food with Drive Thru	3.252	TSF	
RC6	PP26173	High-Cube Warehouse	423.665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC7	Val Verde Logistics Center	High-Cube Warehouse	280.308	TSF	NWC OF HARVILL AVE. & OLD CAJALCO RD.
RC8	Majestic Freeway Business Center - Building 5	Warehousing	40.000	TSF	NEC OF HARVILL AVE. & MESSENNIA LN.
RC9	Majestic Freeway Business Center - Building 6	Warehousing	72.000	TSF	NORTH OF MESSENNIA LN., EAST OF HARVILL AVE.
RC10	Majestic Freeway Business Center - Building 7	Warehousing	80.000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC11	Majestic Freeway Business Center - Building 8	Warehousing	110.000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC12	Majestic Freeway Business Center - Building 9	Warehousing	45.000	TSF	EAST OF MESSENNIA LN., NORTH OF HARVILL AVE.
RC13	Majestic Freeway Business Center - Building 10	High-Cube Warehouse	600.000	TSF	SEC OF HARVILL AVE. & PERRY ST.
RC14	Majestic Freeway Business Center - Buildings 1, 3 & 4	Warehousing	48.930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
		High-Cube Warehouse	1195.740	TSF	
RC15	Majestic Freeway Business Center - Building 11	High-Cube Warehouse	391.045	TSF	NEC OF HARVILL AVE. & PERRY ST.
RC16	Majestic Freeway Business Center - Building 15	Warehousing	90.279	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC17	Majestic Freeway Business Center - Building 19	Warehousing	364.560	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC18	Majestic Freeway Business Center - Building 20	Warehousing	425.830	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC19	Majestic Freeway Business Center - Building 21,22	Warehousing	241.059	TSF	NEC OF DECKER RD. & OLD OLEANDER AVE.
RC20	Knox Logistics Center	High-Cube Warehouse	1259.410	TSF	NWC OF DECKER RD. & OLD OLEANDER AVE.
RC21	Oleander Business Park	High-Cube Warehouse	680.000	TSF	NWC OF DECKER RD. & HARLEY KNOX BLVD.
RC22	Majestic Freeway Business Center - Building 12	Warehousing	154.751	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC23	Barker Logistics	High-Cube Warehouse	699.630	TSF	NEC OF PATTERSON AVE. & PLACENTIA ST.
RC24	PP26241	Warehousing	23.600	TSF	SEC OF HARVILL AVE. & PLACENTIA ST.
RC25	PP26220	Warehousing	66.000	TSF	EAST OF HARVILL AVE., NORTH OF PLACENTIA ST.
<b>City of Perris</b>					
P1	Bargemann / DPR 07-09-0018	Warehousing	173.000	TSF	NEC OF WEBSTER & NANCE
P2	Duke 2 / DPR 16-00008	High-Cube Warehouse	669.000	TSF	NEC OF INDIAN & MARKHAM
P3	First Perry / DPR 16-00013	High-Cube Warehouse	240.000	TSF	SWC OF REDLANDS AVE. & PERRY ST.
P4	Gateway / DPR 16-00003	High-Cube Warehouse	400.000	TSF	SOUTH OF HARLEY KNOX BLVD., EAST OF HWY. 215
P6	OLC 1 / DPR 12-10-0005	High-Cube Warehouse	1,455.000	TSF	WEST OF WEBSTER AVE., NORTH OF RAMONA EXWY.

<sup>1</sup> SFDR = Single Family Detached Residential

<sup>2</sup> DU = Dwelling Units; TSF = Thousand Square Feet

(Urban Crossroads, Inc., 2019b, Table 4-3, Page 1 of 2)

Table 5-23 Cumulative Development Land Use Summary - Sheet 2

No.	Project Name / Case Number	Land Use <sup>1</sup>	Quantity	Units <sup>2</sup>	Location
P5	Duke Realty - Perris & Markham	High-Cube Warehouse	1,189.860	TSF	SEC OF PERRIS BL. & MARKHAM ST.
P7	OLC2 / DPR 14-01-0015	High-Cube Warehouse	1,037.000	TSF	WEST OF WEBSTER AVE., NORTH OF MARKHAM ST.
P8	Canyon Steel	Manufacturing	28.124	TSF	NWC OF PATTERSON AVE. & CALIFORNIA AVE.
P9	Markham Industrial / DPR 16-00015	Warehousing	170.000	TSF	NEC OF INDIAN AVE. & MARKHAM ST.
P10	Rados / DPR 07-0119	High-Cube Warehouse	1,200.000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P11	Rider 1 / DPR 16-0365	High-Cube Warehouse	350.000	TSF	SWC OF REDLANDS AVE. & RIDER ST.
P12	Indian/Ramona Warehouse	High-Cube Warehouse	428.730	TSF	NORTH OF RAMONA EXWY., WEST OF INDIAN AVE.
P13	Rider 3 / DPR 06-0432	High-Cube Warehouse	640.000	TSF	NORTH OF RIDER ST., WEST OF REDLANDS
P14	Westcoast Textile / DPR 16-00001	Warehousing	180.000	TSF	SWC OF INDIAN ST. & NANCE ST.
P15	Duke at Patterson / DPR 17-00001	High-Cube Warehouse	811.000	TSF	SEC OF PATTERSON AVE. & MARKHAM ST.
P16	Harley Knox Commerce Park / DPR 16-004	High-Cube Warehouse	386.278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P17	Perris Marketplace / DPR 05-0341	Commercial Retail	520.000	TSF	WEST OF PERRIS BLVD. AT AVOCADO AVE.
P18	Stratford Ranch Residential / TTM 36648	SFDR	270	DU	WEST OF EVANS RD. AT MARKHAM ST.
P19	Pulte Residential / TTM 30850	SFDR	496	DU	WEST OF EVANS RD. AT CITRUS AVE.
P20	Perris Circle 3	Warehousing	210.900	TSF	NWC OF REDLANDS AVE. & NANCE AVE.
<b>City of Moreno Valley</b>					
MV1	PEN18-0042	SFDR	2	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV2	Tract 33024	SFDR	8	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV3	Tract 32716	SFDR	57	DU	NEC OF INDIAN ST. & MARIPOSA AVE.
MV4	Prologis 1	High-Cube Warehouse	1000.000	TSF	NEC OF INDIAN AVE. & MARIPOSA AVE.
MV5	Moreno Valley Industrial Park	High-Cube Warehouse	207.684	TSF	NEC OF HEACOCK ST. & IRIS AVE.
MV6	Moreno Valley Walmart	Retail	193.000	TSF	SWC OF PERRIS BLVD. & GENTIAN AVE.
MV7	Moreno Valley Utility Substation	High-Cube Warehouse	PUBLIC	TSF	NWC OF EDWIN RD. & KITCHING ST.
MV8	Phelan Development	High-Cube Warehouse	98.210	TSF	SEC OF INDIAN ST. & NANDINA AVE.
MV9	Nandina Industrial Center	High-Cube Warehouse	335.966	TSF	SOUTH OF NANDINA AVE., WEST OF PERRIS BLVD.
MV10	Tract 31442	SFDR	63	DU	NWC OF PERRIS BLVD. & MARIPOSA AVE.
MV11	Tract 22180	SFDR	140	DU	NORTH OF GENTIAN AVE., EAST OF INDIAN ST.
MV12	Tract 36760	SFDR	221	DU	SEC OF INDIAN ST. & GENTIAN AVE.

<sup>1</sup> SFDR = Single Family Detached Residential

<sup>2</sup> DU = Dwelling Units; TSF = Thousand Square Feet  
(Urban Crossroads, Inc., 2019b, Table 4-3, Page 2 of 2)

### Impact Analysis for Short-Term Construction Traffic Conditions

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 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. The construction contractor would be required to obtain a transportation permit from Caltrans during the construction of the proposed Project to allow oversized transport trucks on the State highway system. 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 based on need. Accordingly, 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. Therefore, impacts during the Project's construction phase would be less than significant.

**Impact Analysis for Existing Plus Project (E+P) Traffic Conditions**

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveway). (Urban Crossroads, Inc., 2019b, p. 39)

The Existing Plus Project (E+P) scenario includes Existing traffic volumes plus Project traffic. As indicated in Table 5-24, *Intersection Analysis for E+P Conditions*, the study area intersection is calculated to continue to operate at acceptable LOS under E+P traffic conditions, consistent with Existing traffic conditions. (Urban Crossroads, Inc., 2019b, p. 39)

**Table 5-24 Intersection Analysis for E+P Conditions**

#	Intersection	Traffic Control <sup>2</sup>	Existing (2019)				E+P			
			Delay <sup>1</sup> (secs.)		Level of Service		Delay <sup>1</sup> (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Harvill Avenue & Driveway 1	CSS	Intersection Does Not Exist				12.1	10.6	B	B

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

<sup>2</sup> CSS = Cross-street Stop; CSS = Improvement (Urban Crossroads, Inc., 2019b, Table 5-1)

**Impact Analysis for EAP (2021) Traffic Conditions**

The lane configurations and traffic controls assumed to be in place for EAP (2020) conditions are consistent with the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways). (Urban Crossroads, Inc., 2019b, p. 43)

The EAP (2021) scenario includes Existing (2018) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. As shown in Table 5-25, *Intersection Analysis for EAP (2021) Conditions*,

the study area intersection is calculated to continue to operate at acceptable LOS during the peak hours with the addition of Project traffic for EAP (2021) traffic conditions (Urban Crossroads, Inc., 2019b, p. 43)

**Table 5-25 Intersection Analysis for EAP (2021) Conditions**

#	Intersection	Traffic Control <sup>2</sup>	Existing (2019)				EAP (2021)			
			Delay <sup>1</sup> (secs.)		Level of Service		Delay <sup>1</sup> (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Harvill Avenue & Driveway 1	<u>CSS</u>	Intersection Does Not Exist				12.3	10.7	B	B

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

<sup>2</sup> CSS = Cross-street Stop; CSS = Improvement (Urban Crossroads, Inc., 2019b, Table 6-1)

Traffic signal warrants were performed for EAP (2021) traffic conditions based on peak hour and daily volumes. With the addition of Project traffic, a traffic signal is not warranted at the Harvill Avenue driveway. The study area intersection is anticipated to continue to operate at an acceptable LOS during the peak hours with the addition of Project traffic. (Urban Crossroads, Inc., 2019b, p. 43)

**Impact Analysis for EAPC (2021) Traffic Conditions**

The lane configurations and traffic controls assumed to be in place for EAP (2021) conditions are consistent with the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC conditions only (e.g., intersection and roadway improvements at the Project’s frontage and driveways) (Urban Crossroads, Inc., 2019b, p. 47).

To account for background traffic, other known cumulative development projects in the study area are included in addition to 4.04% of ambient growth for EAPC (2021) traffic conditions in conjunction with traffic associated with the proposed Project) (Urban Crossroads, Inc., 2019b, p. 47).

Traffic signal warrants were performed for EAPC (2021) traffic conditions based on peak hour and daily volumes. For EAPC (2021) traffic conditions, the study area intersection is not anticipated to meet planning level ADT volume-based traffic signal warrants under EAPC (2021) traffic conditions) (Urban Crossroads, Inc., 2019b, p. 47).

Level of service calculations were conducted for the study intersection to evaluate their operations under EAPC (2021) conditions with existing roadway and intersection geometrics. The study area intersection is calculated to operate at acceptable LOS under EAPC (2021) traffic conditions; therefore, impacts would be less than cumulatively significant and no mitigation is required. The Project Applicant shall participate

in the funding of off-site improvements that are needed to serve cumulative traffic conditions through the payment the County of Riverside TUMF/DIF fees. (Urban Crossroads, Inc., 2019b, p. 47).

**Table 5-26 Intersection Analysis for EAPC (2021) Conditions**

#	Intersection	Traffic Control <sup>2</sup>	Delay <sup>1</sup> (secs.)		Level of Service	
			AM	PM	AM	PM
1	Harvill Avenue & Driveway 1	CSS	13.1	12.0	B	B

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay

<sup>2</sup> CSS = Cross-street Stop; **CSS** = Improvement (Urban Crossroads, Inc., 2019b, Table 7-1)

Findings of Fact: Impacts would be less than significant for all traffic conditions.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**Applicable Regulatory Requirements.** The following are applicable regulations and design requirements to which the Project is required to comply. Although these regulations and requirements technically do not meet CEQA’s definition for mitigation, they are listed below for information purposes.

- Prior to the issuance of a building permit, the Project shall comply with the TUMF/DIF program as administered by the County of Riverside, which requires the Project Applicant to pay a fees that are used to fund regional transportation improvements.,

**b) Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

As discussed above under Threshold 37(a), pursuant to the Traffic Study Guidelines, Caltrans requires analysis of freeway mainline segments when the Project contributes 50 or more peak hour trips. Based on the Project trip distributions, assessment of state facilities is not required because the Project’s traffic contribution to the State facilities is fewer than 50 peak hour trips and is considered less than significant (see Table 5-20, *Intersection Analysis Location*) (Urban Crossroads, Inc., 2019e, p. 4)

Findings of Fact: There will be no impact.

Mitigation: Mitigation is not required.

Monitoring: Monitoring is not required.

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

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, adjacent and surrounding land is comprised of Harvill Avenue on the west and the BNSF/Metrolink Railway, I-215 Freeway Frontage Road and the I-215 Freeway on the east. As shown on Figure 2-10, the Riverside County General Plan and the MVAP designates surrounding properties on the north, south and east as Light Industrial (LI). West of the Project site, between Harvill Avenue and Webster Avenue is land designated as Business Park (BP) and west of the Project site and west of Harvill Avenue and west of Webster Avenue are lands designated as Very Low Density Residential (RC-VLDR). (Riverside County, 2016a, Figure 3). The Project site is separated from the RC-VLDR area by two roads. Because the Project site is surrounded by compatible uses and has vehicular access from Harvill Avenue in an area developing as an industrial corridor, the Project would not substantially increase hazards due to an incompatible use (e.g. farm equipment).

As described in Section 3.0, the Project Applicant would be required to construct AC pavement, driveway, sidewalk, and curb and gutter along its frontage with Harvill Avenue. Furthermore, the Project driveway is designed to be stop-sign controlled and sight distances at the Project driveway are required to be reviewed by the County of Riverside at the time the improvement plans are submitted in order to ensure that sight distance meets minimum County safety standards.

As described under Threshold 37(a), the Project driveway along Harvill Avenue will serve as a full access driveway serving both cars and trucks. As depicted on the Project's Plot Plan, the Project driveway will accommodate the wide turning radius of the heavy trucks. (Urban Crossroads, Inc., 2019e, pp. 1, 10)

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 improvement along the Project site's frontage with Harvill Avenue would occur within the public right-of-way and be installed following County design standards. The County of Riverside Transportation Department reviewed the Project's 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: Mitigation is not required.

Monitoring: Monitoring is not required.



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

As described in Section 2.0, the proposed Project would improve the public street of Harvill Avenue along the western frontage of the Project site. This improved roadway would require routine, intermittent maintenance; however, maintenance of public streets along the Project's frontage to Harvill 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: Mitigation is not required.

Monitoring: Monitoring is not required.

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

As discussed under Threshold 37(a) above, circulation facilities in the Project study area would have adequate capacity to accommodate the Project's construction-related traffic while maintaining acceptable LOS. Therefore, the Project would not cause an effect upon circulation during the Project's construction. No impacts would occur.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**f) Would the Project 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 high-cube 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 Harvill Avenue 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, no impact would occur.

Findings of Fact: There will be no impact.

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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>38. Bike Trails</b>				
a. Include the construction or expansion of a bike system or bike lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (HPA, 2020) (Thienes Engineering, Inc., 2020a);Riverside County General Plan, Circulation Element (Riverside County, 2016b); Traffic Impact Analysis (Urban Crossroads, Inc., 2019e); (Google Earth, 2018)

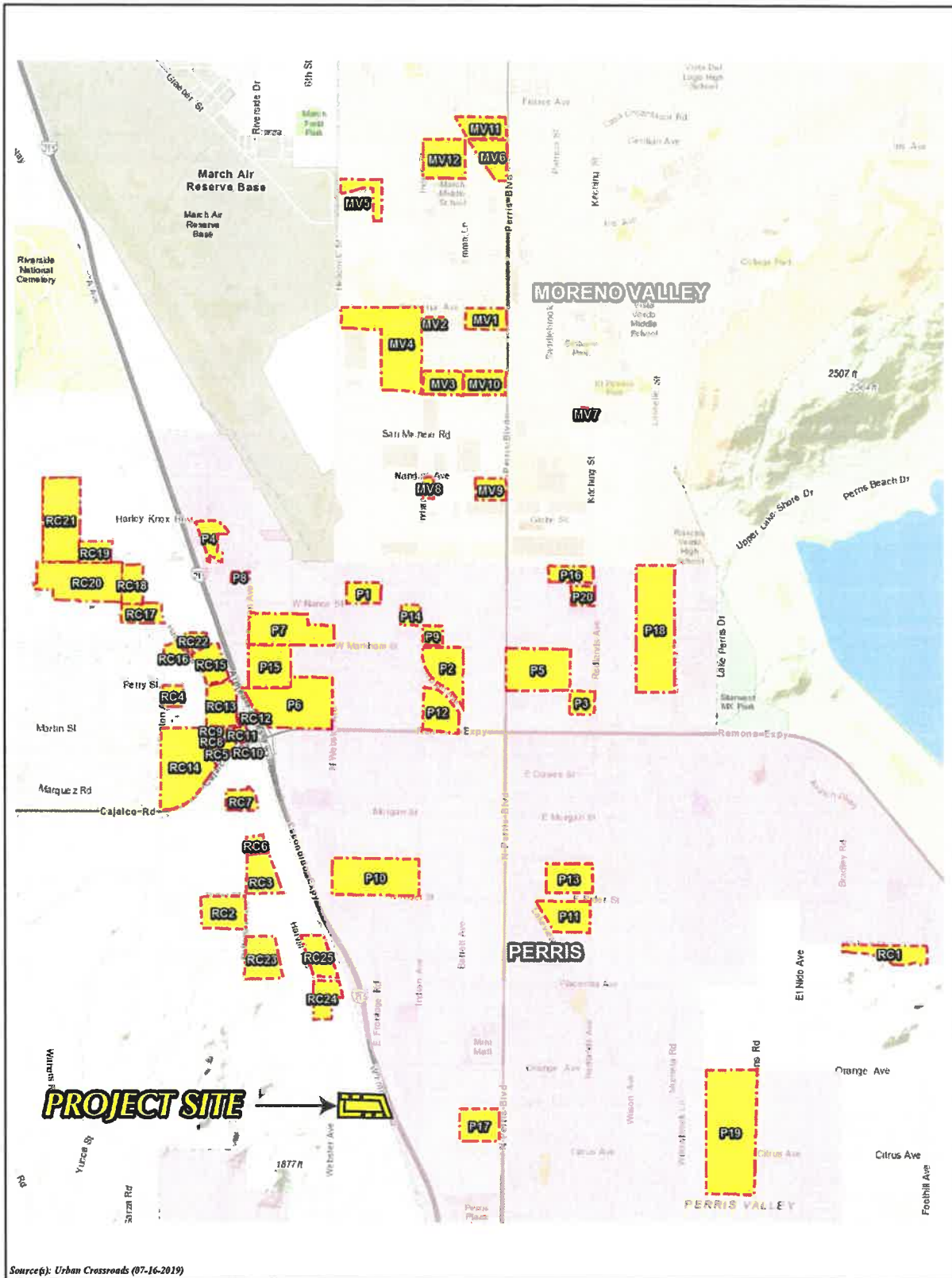
**a) Would the Project include the construction or expansion of a bike system or bike lanes?**

According to the Riverside County General Plan, there are no planned bike trails adjacent to the Project site. The closest planned bike trail is a Class II Bike Path along Cajalco Expressway located approximately 2.2 miles north of the Project site. The County of Riverside General Plan defines Class II Bikeways as bike lanes intended for preferential use by bicycles, and are provided for within the paved areas of roadways. Such trails are typically maintained and operated by local parks and recreation districts or other governmental entities empowered and funded to maintain trails. There is also a proposed community trail along Nuevo Road and Webster Avenue to the west of the I-215 Freeway.(Riverside County, 2016b, Figure C-6) (Riverside County, 2016b, C-46) (Google Earth, 2018) Because the Project does not include the construction or expansion of a bike system or bike lanes, no impact would occur.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.



Source(s): Urban Crossroads (07-16-2019)



5.1.19 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<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:				
a. Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials (RGA, 2019a) (SDH, 2019a); Phase I Cultural Resources Assessment for the Harvill Distribution Center Project (BFSA, 2019a); County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standards Scopes of Work (Riverside County, 2009); Public Resources Code Section 5020.1 (PRC 5020.1, 1974); Public Resources Code Section 5024.1 (PRC 5024.1, 1993)

- a) **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 listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
- b) **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 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).

BFSA requested a Sacred Lands File (SLF) search by the Native American Heritage Commission (NAHC) to determine if any recorded Native American sacred sites or locations of religious or ceremonial importance are present within one-mile of the Project site. The NAHC SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius. (BFSA, 2019a, p. 4.0-8)

Pursuant to Assembly Bill 52 (AB 52), the County of Riverside contacted Native American tribes for information pursuant to Assembly Bill 52 (AB 52). The County of Riverside received no timely requests to consultant under AB 52 and therefore concluded the AB 52 process for the Project.

As a result of the AB52 consultation, no TCR's were identified and, thus, no impacts are anticipated.

Findings of Fact: There will be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.20 Utilities/Service Systems**

	<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>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 (RGA, 2019a; SDH, 2019a); Riverside County Planning Department Comments (Riverside County Planning Department, 2019); Eastern Municipal Water District (EMWD) Will Serve Letter (EMWD, 2019); EMWD 2015 Urban Water Management Plan (EMWD, 2016a); EMWD Water System Planning & Design, Principal Guidelines Criteria (EMWD, 2007)

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

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 lines would be connected to the existing line installed in the I-215 Freeway Frontage Road (RGA, 2019a; SDH, 2019a). Similarly, the Project's sewer line would be connected to the existing line installed in I-215 Freeway Frontage Road. As for the storm drain system, the Project Applicant proposes to construct the extension of Perris Valley MDP Lateral J-9.1, from the existing downstream terminus to Perris Valley MDP Lateral J-9 along the southern border of the Project site. Additionally, the Project Applicant proposes to construct Perris Valley MDP Lateral J-9 along the eastern boundary of the site with interim collection works. (Riverside County Planning Department, 2019) 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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) and zoning designation (M-H). 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),

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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 it is willing to provide water and sewer services to the proposed Project (EMWD, 2019). Pursuant to CEQA Guidelines Section 15155 (a)(1)(E), Water Supply Analysis, 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 s.f. of floor area, a Water Supply Assessment (WSA) is not required for the proposed Project.

Findings of Fact: Impacts will 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>41. 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 (RGA, 2019a) (SDH, 2019a); Riverside County Planning Department Comments (Riverside County Planning Department, 2019); 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)



- a) **Would the Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?**
- b) **Would the Project result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

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, the proposed Project would generate approximately 28,560 gallons (0.029 million gallons) of wastewater per day (1,700 gpd per acre × 16.86 Project acres = 28,560 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 0.4 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment capacity (0.029 mgpd ÷ 8.2 mgpd = 0.4 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.

The Project would construct an on-site network of sewer pipes that would connect to the existing sewer line beneath I-215 Frontage Road (RGA, 2019a; SDH, 2019a). The installation of sewer 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. 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.

Findings of Fact: Impacts will 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 (RGA, 2019a) (SDH, 2019a); 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)

a) **Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

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 5-27, *Permitted and Remaining Capacity of Area Landfills*, shows the maximum daily capacity and total remaining capacity for these landfills.

Table 5-27 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.

Source: (CalRecycle, 2019a; CalRecycle, Badlands, 2019b; CalRecycle, El Sobrante, 2019c; CalRecycle, Lamb Canyon, 2019d)

### 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 (i.e., 333,694 SF building) and the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.34 pounds per SF for non-residential uses, approximately 724.11 tons of waste is expected to be generated during the Project's construction phase ( $[333,553 \text{ SF} \times 4.34 \text{ pounds per SF}] \div 2,000 \text{ pounds per ton} = 723.81 \text{ tons}$ ) (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); therefore, the Project is estimated to generate approximately 361.90 tons during its construction phase. The Project's construction phase is estimated to last for up to 280 days; therefore, the Project is estimated to generate approximately 2.58 tons of solid waste per day during its construction ( $723.81 \text{ tons} \div 280 \text{ days} = 2.58 \text{ tons per day}$ ) 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 2.36 tons of solid waste per day ( $[(1.42 \text{ pounds} \div 100 \text{ SF}) \times 333,553 \text{ SF}] \div 2,000 \text{ pounds} = 2.36 \text{ tons per day}$ ) (CalRecycle, 2019). 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 1.18 tons

of solid waste per day requiring landfilling (2.36 tons per day × 50% = 1.18 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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

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solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

Findings of Fact: Impacts will 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 (RGA, 2019a) (SDH, 2019a)

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

- a) Electricity?
- b) Natural gas?
- c) Communications systems?
- d) Street lighting?
- e) Maintenance of public facilities, including roads?

f) Other governmental services?

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.

Findings of Fact: Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.21 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	<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
or that may result in temporary or ongoing impacts to the environment?				
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<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, 2019); 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, 2007); and CAL FIRE Western Riverside County State Responsibility Areas for Fire Protection (CAL FIRE, 2012a).

**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:**

- a) **Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b) **Would the Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c) **Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
- d) **Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**
- e) **Would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

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, 2012b)

According to 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) 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 Fire Hazard Severity Zone maps for SRAs, the Project site is not located within a FHSZ in a SRA (CAL FIRE, 2007) (CAL FIRE, 2012a). As shown in Mead Valley Area Plan Figure 12, *Wildfire Susceptibility*, a sliver of the eastern Project boundary is located within a Very High Fire Hazard Severity Zone within the Local Responsibility Area (LRA), which is an area of wildfire susceptibility. However, the CAL FIRE FHSZ map for LRAs indicates that the entire Project site is not located within a Fire Hazard Severity Zone.

The nearest area subject to wildland fire hazards occurs over 1.0 mile southwest of the Project site in the area of the Motte Rimrock Reserve. (Riverside County, 2016a, Figure 12) Additionally, the Project site is located adjacent to developed land uses that do not pose a high fire risk as well as being bound by the roadways of Seaton Avenue and Perry Street. (PSI, 2018) (Google Earth Pro, 2019)

The Project site is not located in or near 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, 2007) (CAL FIRE, 2012a). Because the Project site is not located in an SRA, the Project is not subject to Wildfire Thresholds 44(a) through (e). Because the site is located in a developed area adjacent to roadways and surrounding areas contain flat and gently sloping topographic relief and a paucity of flammable vegetation, and the nearest wildland region is separated from the Project site by intervening development, no impact would occur.

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).

Findings of Fact: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**5.1.22 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.

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.

Findings of Fact: Impacts will be less than significant or less than significant 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.

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.

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 impact 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 Biological Resources MM-1 and Biological Resources 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*, the proposed Project would not result in direct or cumulatively considerable impacts.

#### 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 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) through the CAP Screening Tables. With implementation of Project design features and the adherence to applicable regulations, and mitigation, which required herein as Greenhouse Gas Emissions MM-1 and Greenhouse Gas Emissions MM-2, the Project would not cause a significant impact due to a conflict with the County's CAP and impacts would be reduced to a direct and cumulatively considerable basis. (Urban Crossroads, Inc., 2020c, pp. 61-62)

#### 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 that proposed development would not

expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively-considerable effect related to flooding 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 nighttime with mitigation 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 have the potential to unearth paleontological resources. With implementation of mitigation which required herein as Paleontological Resources MM-1, 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. 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 study area intersection is calculated to operate at acceptable LOS under EAPC (2021) traffic conditions; therefore, impacts would be less than cumulatively significant and no mitigation is required. The Project Applicant shall participate in the funding of off-site improvements that are needed to serve cumulative traffic conditions through the payment the County of Riverside TUMF/DIF fees. (Urban Crossroads, Inc., 2019b, p. 47).

#### 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.

#### 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.

Findings of Fact: Cumulative Impacts will be less than significant or less than significant with mitigation.



**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.

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, 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.

**Findings of Fact:** Impacts will be less than significant or less than significant with mitigation.

**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.

## **5.2 AUTHORITIES CITED**

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal. App.4th 656; *Sierra Club v. County of Fresno (Friant Ranch L.P.)* (2018) 6 Cal.5th 502.

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## 6.0 References

<b>Documents Appended to this MND</b>	
<p><i>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.</i></p>	
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Appendix A: 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> Because of the design elements incorporated as part of the Project and due to the lack of public viewing locations on the Project site, the existing regional topography of the Perris Valley, existing ornamental landscaping in the surrounding area, including street trees along Harvill Avenue, and existing development along the I-215 corridor and the Project site's low profile setting in the Perris Valley, scenic views beyond the Project site are minimal; therefore, the Project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view.</p> <p><b>Threshold 1.c):</b> The proposed Project would be required to comply with the development standards of the M-H zoning designation 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>No Impact</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>	N/A	N/A

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<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 would be less than significant</p>	Less than Significant			
<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 used for agricultural purposes, 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 and 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,</p>	No Impact	No impacts to agriculture and forest resources would occur; thus, mitigation is not required.	N/A	N/A

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Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
<p>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> <p><b>5.1.3 Air Quality</b></p> <p><b>Threshold 6.a):</b> The Project would not conflict with or obstruct implementation of the applicable air quality management plan.</p> <p><b>Threshold 6.b):</b> 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. Project-related operational emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during construction or long-term operation and would not contribute to an existing or projected air quality violation.</p> <p><b>Threshold 6.c):</b> The Project would not expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations.</p> <p><b>Threshold 6.d):</b> 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. Long-term operation of the proposed Project also would not create objectionable odors affecting a substantial number of people. Impacts would be 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>	N/A	N/A

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Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties
		<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 VOC emissions by using Low-Volatile Organic Compounds paints (no more than 50 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.</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 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.</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</p>	

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Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties	Implementation Stage
		emissions.  <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 restriction requirement.  <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.		
<b>5.1.4 Biological Resources</b> <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.  <b>Thresholds 7.b) and 7.c):</b> Based on habitat assessments conducted on the Project site, Gonzales concluded that 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	Less than Significant with Mitigation Incorporated  Less than Significant with Mitigation Incorporated	<b>Biological Resources MM-1:</b> Pre-Construction Surveys for Western Burrowing Owl. Pursuant to Objectives 5, 6, and 7 of the Species Account for the Burrowing Owl in the Western Riverside County MSHCP, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist who holds a Memorandum of Understanding (MOU) with the County. The survey results shall be provided in writing to the Environmental Programs Department/County Biologist. If the grading permit is not obtained within 30 days of the survey, a new survey shall be required. 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 MBTA. Burrowing Owl relocation shall only be allowed to take place outside of the burrowing owl nesting season (March 1 through August 31) and is required to be performed by a qualified biologist familiar with relocation methods. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and	Project Applicant, Project Biologist/ Riverside County Building & Safety Department, County Biologist, Riverside County Environmental Programs Department (EPD)	Prior to the issuance of grading permits

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<p>nesting habitat (trees and shrubs) are removed. Mitigation is thus required.</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).</p> <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 Wildlife 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>No Impact</p>	<p>potential translocation sites. Burrowing Owl Protection and Relocation Plans and Biological Monitoring Plans are required to be reviewed and approved by the CDFW.</p> <p>If it is determined during the 30-day preconstruction survey that burrowing owls have colonized the Project site prior to initiation of construction, the Project Applicant will immediately inform the Riverside County Biologist, CDFW, and the Regional Conservation Authority (RCA), and would need to retain a biologist that holds a MOU with the County of Riverside to prepare a Burrowing Owl Protection and Relocation Plan for approval by the County of Riverside and Wildlife Agencies prior to initiating ground disturbance. The relocation plan will include the following:</p> <ul style="list-style-type: none"> <li>• The locations of the nests and owls proposed for relocation.</li> <li>• The locations of the proposed relocation sites.</li> <li>• The numbers of adult owls and juveniles proposed for relocation.</li> <li>• The time of year when relocation is proposed to take place,</li> <li>• The name of the biologist proposed to supervise the relocation, and the details of his/her previous experience capturing, handling, and relocating burrowing owls, including the outcomes of the previous relocation efforts (survival/mortality rates and site-fidelity rates of the relocated owls), and relevant permits held.</li> <li>• A detailed description of the proposed method of capture, transport, and acclimation of the current project's owls on the proposed relocation site.</li> <li>• A detailed description of relocation site preparations (e.g., the design and dimensions of the artificial release</li> </ul>	<p>Implementation Stage</p>



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		<p>burrows and hacking cage, duration of hacking activities (including food and water provision).</p> <ul style="list-style-type: none"> <li>Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.</li> </ul> <p><b>Biological Resources MM-2: Vegetation Clearing Outside of the Migratory Nesting Bird Season.</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 Applicant shall comply with Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program</p>	<p>Within 10 days prior to initiating tree removal or vegetation within 500 feet of a mature tree</p> <p>Project Applicant, Project Biologist/County Planning Department, County EPD</p>

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<p><b>5.1.5 Cultural Resources</b></p> <p><b>Thresholds 8.a) and 8.b):</b> No historic artifacts or historical sites were observed during the field survey and the potential for any historic deposits or sites is extremely remote. Additionally, the Project site is not identified as containing a historic resource by the Riverside County General Plan Update Draft EIR, Figure 4.9.2, Historical Resources. Accordingly, the Project has no potential to impact a historical resource as defined by CEQA Guidelines Section 15064.5.</p> <p><b>Thresholds 9.a) and 9.b):</b> During BFSAs survey of the Project site, no archaeological sites, features, or artifacts were identified on the Project site; therefore, based on the absence of any cultural resources on the Project site, impacts would be less than significant.</p> <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>No Impact</p> <p>Less than Significant</p> <p>Less than Significant</p>	<p>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 5.1.4-2</b> The Project Applicant shall 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 5.1.5-1</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</li> </ul>	<p>N/A</p>	<p>N/A</p>

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		<p>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.</p> <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> </ul> <p>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.</p>	

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		<p>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.</p> <p>Whenever the commission is unable to identify a 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 reinter 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>▪ Record the site with the commission or the appropriate Information Center.</li> <li>▪ Utilize an open space or conservation zoning designation or easement.</li> <li>▪ 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</li> </ul>		

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		<p>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.</p> <p>Human remains from other ethnic/cultural groups 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>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. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California.</p> <p><b>Threshold 10.b):</b> The Project would provide for, and</p>	<p>Less than Significant</p> <p>Less than</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 shall verify that signs are posted in the Project's truck</p>	<p>N/A</p> <p>N/A</p>	<p>N/A</p>

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<p>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. 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>	Significant	courts specifying the idling restriction requirement.		
<p><b>5.1.7 Geology/Soils</b>  <b>Threshold 11.a):</b> The Project site is not located within an Aiquist-Priolo Earthquake Fault Zone or within an area of a known fault.  <b>Threshold 12.a):</b> GeoTek concluded that the design 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.  <b>Threshold 13.a):</b> GeoTek 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.  <b>Threshold 14.a):</b> The Project site is not subject to on- or off-site landslides or rockfall hazards due to the relatively gentle</p>	No Impact  Less than Significant  Less than Significant	<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 address 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 report prepared for the Project site, included as <i>Technical Appendix E</i>. The recommendations cover grading, soil removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring or 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 shall 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</p>	N/A	N/A

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<p>topography in the Project area. 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 <i>Technical Appendix E</i>, which would reduce potential impacts to less than significant.</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 competent 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><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><b>Thresholds 17.a) and 17.b):</b> The Project would not change 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>Less than Significant</p> <p>No Impact</p> <p>Less than Significant</p>	<p><b>CRDR 5.1.7-5</b> Prior to issuance of a grading permit, the Project Applicant shall 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>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 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</li> </ul>	<p>Implementation Stage</p>



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<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><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><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 (<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 expansive soils and would not create substantial risks to life or property.</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><b>Threshold 19.a):</b> 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</p>	<p>No Impact</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>No Impact</p> <p>Less than Significant</p>	<p>(3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.</p> <ul style="list-style-type: none"> <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 5.1.7-7</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>		

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<p>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.</p> <p><b>5.1.8 Greenhouse Gas Emissions</b></p> <p><b>Thresholds 20.a) and 20.b):</b> Because the Project would emit 3,540.14 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.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p><b>Greenhouse Gas Emissions MM-1.</b> The Project shall implement Climate Action Plan 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).</p> <p><b>Greenhouse Gas Emissions MM-2.</b> 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 includes on-site renewable energy production.</p> <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, 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>Project Applicant/ Building &amp; Safety Department</p>	<p>Prior to issuance of a building permit(s) and/or site plan(s) applicable and prior to the issuance of an occupancy permit.</p>
<p><b>5.1.9 Hazards and Hazardous Materials</b></p> <p><b>Thresholds 21.a) and 21.b):</b> Handling of on-site soils during</p>	<p>Less than</p>	<p><b>CRDR 5.1.9-1</b> Prior to issuance of a grading permit, the</p>		

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<p>Project construction would not expose people or the environment to a significant hazard, and impacts are determined to be less than significant. No historical recognized environmental conditions (HRECs), recognized environmental conditions (RECs) or controlled recognized environmental conditions (CRECs) were identified on the site by PSI during their Phase I ESA. 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. 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. 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 Elementary School.</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,</p>	<p>Significant</p> <p>No Impact</p> <p>No Impact</p> <p>No Impact</p>	<p>Project Applicant shall 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 5.1.9-2</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>CRDR 5.1.9-3</b> Prior to issuance of a grading permit, the Project Applicant shall 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>CRDR 5.1.9-4</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 5.1.9-5</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</li> </ul>	<p>Implementation Stage</p>

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<p>therefore, would not create a significant hazard to the public or the environment.</p> <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 9, 2019. The ALUC Staff report for the proposed Project 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. With compliance to the ALUC conditions of approval, the Project is consistent with the ALUCP 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>indicator.</p> <ul style="list-style-type: none"> <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 5.1.9-6</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-residential uses; and hazards to flight. Children's schools are discouraged.</p> <p><b>CRDR 5.1.9-7</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 5.1.9-8</b> The "Notice of Airport in Vicinity" included in the May 9, 2019 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>		

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		<p><b>CRDR 5.1.9-9</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 5.1.9-10</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 5.1.9-11</b> Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 Community Noise Equivalent Level (CNEL).</p> <p><b>CRDR 5.1.9-12</b> The proposed Project was evaluated for 337,006 square feet of manufacturing area and 8,000 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 5.1.9-13</b> The applicant/developer shall prepare a solar glare study that analyzes glare impacts from solar panels, and this study shall be reviewed by the Airport Land Use Commission and</p>		

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		<p>March Air Reserve Base.</p> <p><b>CRDR 5.1.9-14</b> The maximum height of the building, including all roof-mounted equipment, if any, shall be limited to 55 feet, and the maximum top point elevation shall not exceed 1,573 feet above mean sea level (AMSL) unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service (FAA-OSE).</p> <p><b>CRDR 5.1.9-15</b> It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or within 5 days after the construction of the Project's building reaches its greatest height (7460-2, Part 2).</p> <p><b>CRDR 5.1.9-16</b> Temporary construction equipment such as cranes used during actual construction of the building shall not exceed a height of 55 feet and a maximum top point elevation of 1,573 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.</p>		
<p><b>5.1.10 Hydrology/Water Quality</b></p> <p><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 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>	Less than Significant	<p><b>CRDR 5.1.10-1</b> Prior to issuance of a grading permit, the Project Applicant shall 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 5.1.10-2</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>	N/A	N/A

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<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. Notwithstanding, the Project would install impervious surfaces on the site and the increase in impervious surface cover which would reduce the amount of water percolating down into the groundwater basin that underlies the Project area. However, the LID Principals and LID BMPs that are incorporated into the site design to fully address all management areas would minimize potential adverse effects related to groundwater recharge. Offsite flows will be captured and conveyed through the Project site via a proposed storm drain. 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.</p>	Less than Significant	<p><b>CRDR 5.1.10-3</b> Prior to issuance of a grading permit, the Project Applicant shall 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>CRDR 5.1.10-4</b> The site is located within the bounds of the Perris Valley 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. The drainage fee is required to be paid prior to the issuance of the grading permits</p>	
<p><b>Threshold 23.c):</b> The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a river or stream or through the addition of impervious surfaces.</p>	Less than Significant		
<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</p>	Less than Significant		



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<p>Project-specific WQMP, implementation of the proposed Project would not result in substantial erosion or siltation on-site or off-site.</p> <p><b>Threshold 23.e):</b> All runoff would be directed to the storm 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> <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 storm water drainage systems or provide substantial additional sources of polluted runoff.</p> <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> <p><b>Threshold 23.h):</b> 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. 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> <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>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>No Impact</p> <p>Less than Significant</p>	<p>Mitigation Measures Biological Resources MM-1 and MM-2 and Greenhouse Gas Emissions MM-1 apply.</p>	<p>As required by, Biological</p>	<p>As required by Biological</p>
<p><b>5.1.11 Land Use/Planning</b></p> <p><b>Threshold 24.a):</b> With implementation of the mitigation measures identified for biological resources, and greenhouse</p>	<p>Less than Significant with</p>	<p>Mitigation Measures Biological Resources MM-1 and MM-2 and Greenhouse Gas Emissions MM-1 apply.</p>	<p>As required by, Biological</p>	<p>As required by Biological</p>

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<p>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> <p><b>Threshold 24.b):</b> The Projects would not disrupt or divide the physical arrangement of an established community.</p> <p><b>5.1.12 Mineral Resources</b></p> <p><b>Threshold 25.a):</b> 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. 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.</p> <p><b>Threshold 25.b):</b> The Project site has a General Plan land use designation of LI and is zoned M-H and does not have a designation or zoning for mining. As discussed above in Threshold 25a), the Project site is not located within 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.</p> <p><b>Threshold 25.c):</b> 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.</p>	<p>Mitigation Incorporated</p> <p>No Impact</p> <p>No Impact</p> <p>No Impact</p> <p>No Impact</p>		<p>Resources MM-1 and MM-2, and Greenhouse Gas Emissions MM-1.</p> <p>N/A</p>	<p>Resources MM-1 and MM-2 and Greenhouse Gas Emissions MM-1.</p> <p>N/A</p>

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<p><b>5.1.13 Noise</b></p> <p><b>Threshold 26.a):</b> The MARB runway is located approximately 3.4 miles (18,220 feet) northeast of the Project site. According to Riverside County ALUC, the entire Project site is located outside of the 60 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) contour. According to the Riverside County General Plan, warehouse uses are considered "normally acceptable" at noise levels up to 75 dBA CNEL. As such, the Project would not expose people residing or working in the Project area to excessive noise levels. Impacts would be less than significant.</p> <p><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.</p> <p><b>Threshold 27.a):</b> The unmitigated construction noise levels are expected to range from 55.5 to 69.6 dBA <math>L_{eq}</math> at the nearby receiver locations which would fall well below the NIOSH 85 dBA <math>L_{eq}</math> significance threshold during temporary Project construction activities.</p> <p>Operational noise levels associated with the Project would satisfy the County of Riverside 55 dBA <math>L_{eq}</math> daytime and 45 dBA <math>L_{eq}</math> nighttime exterior noise level standards at nearby receiver locations R1, R3 and R4. However, due to the potential heavy truck activities on the northern Project driveway, the exterior noise levels at the nearest noise sensitive receiver location R2 would exceed County of Riverside 45 dBA <math>L_{eq}</math> nighttime exterior noise level standards. Therefore, the Project would result in a potentially significant impact at receiver location R2 for nighttime operations only.</p>	<p>Less than Significant</p> <p>No impact</p> <p>Less than Significant with Mitigation Incorporated</p>	<p><b>Noise MM-1:</b> Prior to building permit final inspection, the County of Riverside shall review the building plans to ensure that the following note is included. Contractors shall be required to comply with the note and maintain written record of such compliance that can be inspected by the County of Riverside upon request. Additionally, prior to building permit final inspection, the Project's property owner(s) shall provide documentation to the County of Riverside verifying that provisions are made in the building's lease agreement that inform tenants of the following:</p> <ul style="list-style-type: none"> <li>To satisfy the County of Riverside 45 dBA Leq nighttime noise standards at noise sensitive receiver location R2, all nighttime truck activities shall be restricted on the northern Project driveway between the hours of 10:00 p.m. to 7:00 a.m. This nighttime truck restriction is only required if the Salvation Army</li> </ul>	<p>Project Applicant/ Building &amp; Safety Department</p> <p>Prior to building permit final inspection.</p>

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<p>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.</p> <p>Project-related noise levels along the roadway segments within the Project study area would increase between 0.2 and 1.4 dBA CNEL under EA 2021 conditions, and between 0.2 to 1.1 dBA CNEL under EAC 2021 conditions, both of which would be less than 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 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. Additionally, 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 operational activities would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.</p>	<p>Less than Significant</p>	<p>Family Store and Donation Center (R2) continues to operate with noise sensitive nighttime uses (such as the existing Adult Rehabilitation Center). If at any time in the future, before the driveway can be used by trucks at night between the hours of 10:00 p.m. and 7:00 a.m. either a noise blanket shall be installed on the fence or the fence shall be replaced by a solid wall, to meet the nighttime performance requirement of 45 dBA Leq nighttime noise level at the location of the R2 sensitive noise receiver, specifically, the Adult Rehabilitation Store associated with the Salvation Army Family Store and Donation Center.</p> <p><b>CRDR 5.1.13-1</b> All construction activities shall 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.</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), have the potential to unearth paleontological resources that may exist below the ground surface. 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</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p><b>Paleontological Resources MM-1:</b> Prior to the issuance of grading permits that would involve grading at depths that exceed 4.0 feet in depth and that encompass areas of exposed Quaternary older alluvial fan sediments (Qyofa) on site, the Project 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). The Project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-</p>	<p>Project Applicant, Project Paleontologist or Geologist/ County Geologist</p>	<p>Prior to the issuance of grading permits that would involve grading at depths that exceed 4.0 feet within exposed Quaternary</p>

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<p>Potential Environmental Impact</p> <p>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).</p>		<p>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 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:</p> <ol style="list-style-type: none"> <li>1. Description of the proposed site and planned grading operations.</li> <li>2. Description of the level of monitoring required for all earth-moving activities in the Project area.</li> <li>3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.</li> <li>4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.</li> <li>5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.</li> <li>6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.</li> <li>7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.</li> <li>8. Procedures and protocol for collecting and processing of samples and specimens.</li> <li>9. Fossil identification and curation procedures to be employed.</li> <li>10. Identification of the permanent repository to receive any recovered fossil material. (Pursuant the County "SABER</li> </ol>	<p>Implementation Stage</p> <p>older alluvial fan sediments on site</p>

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		<p>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.</p> <p>11. All pertinent exhibits, maps and references.</p> <p>12. Procedures for reporting of findings.</p> <p>13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees.</p> <p>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.</p> <p>All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g. Project Geologist), 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 Project 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.</p>		
<b>5.1.15 Population and Housing</b>				
<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.	No Impact	No impacts due to population and housing would occur; thus, mitigation is not required.	N/A	N/A

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<p><b>Threshold 29.b):</b> 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.</p>	Less than Significant			
<p><b>Threshold 29.c):</b> 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. Therefore, the Project is not expected to be a catalyst for any population growth and no impact associated with population projections 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.</p>	Less than Significant			
<p><b>5.1.16 Public Services</b></p> <p><b>Threshold 30.a):</b> Although the Project's increased demand on fire services could be impactful to 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 cause the construction of a new fire station or physical alteration of an existing fire station.</p> <p><b>Threshold 31.a):</b> The Project would incrementally create demand for additional law enforcement personnel; however, none of the increases would trigger the need for new or</p>	Less than Significant	<p><b>CRDR 5.1.16-1</b> Prior to building permit inspection, the Project Applicant shall 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 shall comply with the provisions of California Government Code Sections 65995.5 to 65998 by payment of</p>	N/A	N/A



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<p>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.</p> <p><b>Threshold 32.a):</b> The Project would not directly create a demand for additional public school services.</p> <p><b>Threshold 33.a):</b> Development of the Project site with a 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.</p> <p><b>Threshold 34.a):</b> 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. 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.</p>	<p>Less than Significant</p> <p>Less than Significant</p>	<p>required school impact fees to the Val Verde Unified School District, in accordance with the District's Level 1 Fee Schedule.</p>	<p>Implementation Stage</p>

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<p><b>5.1.17 Recreation</b></p> <p><b>Thresholds 35.a) and 35.b):</b> The Project does not propose to construct or increase the use of any recreational facilities; therefore, no impacts from proposed recreational facilities would result from the Project.</p> <p><b>Threshold 35.c):</b> According to Riverside County GIS, the Project site is not located within a Community Service Area, is not located within the boundaries of any adopted Community Parks and Recreation Plan and therefore the Project is not subject to Quimby Fees. The Project proposes to develop the site with warehouse uses, is not located within the purview of any Community Parks and Recreation Plans, and would not be subject to payment of Quimby fees. Thus, no impact would occur.</p> <p><b>Threshold 36.a):</b> According to the Riverside County General Plan, there are no planned bike trails adjacent to the Project site. The closest planned bike trail is a Class II Bike Path along Cajalco Expressway located approximately 2.2-miles north of the Project site. The County of Riverside General Plan defines Class II Bikeways as bike lanes intended for preferential use</p>	<p>Less than Significant</p> <p>No Impact</p> <p>Less than Significant</p>	<p>Impacts to recreation would be less than significant; thus, mitigation is not required.</p>	<p>N/A</p>	<p>N/A</p>

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<p>Potential Environmental Impact</p> <p>by bicycles, and are provided for within the paved areas of roadways. Such trails are typically maintained and operated by local parks and recreation districts or other governmental entities empowered and funded to maintain trails. There is also a proposed community trail along Nuevo Road and Webster Avenue to the west of the I-215 Freeway.</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. The analysis in the Project's Traffic Impact Analysis (TIA) demonstrates that the Project would not result in any impacts to study area intersections or due to the need for signalization under E+P, EAP 2021 or EAC 2021 conditions. Therefore, impacts would be less than significant.</p> <p><b>Threshold 37.b):</b> As discussed under Threshold 37.a), pursuant to the Traffic Study Guidelines, Caltrans requires analysis of freeway mainline segments when the Project contributes 50 or more peak hour trips. Based on the Project trip distributions, assessment of state facilities is not required because the Project's traffic contribution to the State facilities is fewer than 50 peak hour trips and is considered less than significant.</p> <p><b>Threshold 37.c):</b> The Project would not result in any hazardous transportation design features and would provide for adequate emergency access.</p> <p><b>Threshold 37.d):</b> 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</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>		<p>N/A</p> <p>N/A</p>

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<p>or altered maintenance of roads, would be less than significant.</p> <p><b>Threshold 37.e):</b> As discussed under Threshold 37.a) above, circulation facilities in the Project study area would have adequate capacity to accommodate the Project's construction-related traffic while maintaining acceptable LOS. Therefore, the Project's potential to cause an effect upon circulation during the Project's construction would be less than significant.</p> <p><b>Threshold 37.f):</b> 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><b>Threshold 38.a):</b> Because the Project does not include the construction or expansion of a bike system or bike lanes, no impact would occur.</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>No Impact</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>Less than Significant.</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 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</p>	<p>Less than Significant</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>

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<p>infrastructure beyond the overall construction-related effects of the Project as a whole.</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. As such, EMWD would have sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed.</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 (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. The Project's water, sewer, and storm drain lines would be connected to existing lines underneath the I-215 Freeway Frontage Road. 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.</p> <p><b>Threshold 42.a):</b> The El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill have</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>			

Appendix A: Mitigation Monitoring and Reporting Program (MMRP)			
Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/Monitoring Parties
<p>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. 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. 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.</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><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>		
			Implementation Stage

Appendix A: 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>5.1.21 Wildfire</b></p> <p><b>Thresholds 44.a) through 43.e):</b> The Project site is located adjacent to developed land uses that do not pose a high fire risk as well as being bound by the roadways of Harvill Avenue and Old Cajalco Road. 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, 2007) (CAL FIRE, 2012a). Because the Project site is not located in an SRA, the Project is not subject to Wildfire Thresholds 44.a) through 44.e).</p>	No Impact	No impacts due to wildfire would occur; thus, mitigation is not required.	N/A	N/A





**COUNTY OF RIVERSIDE  
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez  
Agency Director



02/25/20, 9:14 am

PPT190005

**ADVISORY NOTIFICATION DOCUMENT**

The following notifications are included as part of the recommendation of approval for PPT190005. 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 - Preamble**

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PPT190005) 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. 2                    AND - Project Description & Operational Limits**

PLOT PLAN NO. 190005 is a proposal for the construction and operation of a total of 333,553 square foot warehouse/distribution/manufacturing development on 16.86-acres.

A single driveway is proposed on Harvill Avenue that will serve as both truck and regular vehicle access.

Harvill Avenue is an existing improved road with curb and would remain as currently improved. A sidewalk would be provided along Harvill Avenue and additional right-of-way dedication will be provided for an easterly half-width total dedication of 59 feet.

The Project site is currently vacant with disturbed surface and is relatively flat. Grading for the site is anticipated to be balanced and would generally follow the existing topography given the site is relatively flat. Blasting is not anticipated based on the limited grading proposed.

A basin is proposed near the southeastern corner of the property that would treat runoff from the site and outlet to existing drainage facilities located at the southeast corner of the site that currently outlets to the railroad property directly to the east. An existing Master Drainage Plan facility currently outlets at the southwest portion of the site that conveys drainage from the west. The Project will also construct a 48 inch storm drain to continue this MDP facility through the site along with a 24 inch storm drain to collect drainage from Harvill Avenue midway along the Project's frontage and connect both to the current Project site drainage outlet at the southeast corner.

**Advisory Notification. 3                    AND - Exhibits**

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

#### **Advisory Notification. 3            AND - Exhibits (cont.)**

- Exhibit A (Site Plan), Sheets 1-7, dated 11/14/19.
- Exhibit B (Elevations), dated 11/14/19.
- Exhibit C (Floor Plans), dated 11/14/19.
- Exhibit L (Conceptual Landscaping and Irrigation Plans), dated 11/14/19.
- Exhibit P (Photometric Plan), Sheets 1-9, dated 11/14/19.

#### **Advisory Notification. 4            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
  
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. 457 (Building Requirements)
  - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
  - Ord. No. 460 (Division of Land)
  - Ord. No. 461 (Road Improvement Standards)
  - Ord. No. 484 (Control of Blowing Sand)
  - Ord. No. 625 (Right to Farm)
  - Ord. No. 630 (Regulating Dogs and Cats)
  - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
  - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
  - Ord. No. 878 (Regarding Noisy Animals)
  - 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. 927 (Regulating Short Term Rentals)

## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

#### **Advisory Notification. 4                    AND - Federal, State & Local Regulation Compliance (cont.)**

- 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. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
  - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

#### **Advisory Notification. 5                    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 Plot Plan, 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 Plot Plan, 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 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

## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

#### **Advisory Notification. 5                    AND - Hold Harmless (cont.)**

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. 6                    AND - IS-MND Mitigation Measures**

Mitigation Measures from the Project Initial Study/Mitigated Negative Declaration have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the Project Initial Study/Mitigated Negative Declaration.

### BS-Plan Check

#### **BS-Plan Check. 1                    Gen - Custom**

##### **BUILDING AND SAFETY COMMENTS**

To assist in providing an expeditious review, please cloud all corrections on revised exhibit. Items labeled as "Corrections" must be addressed prior to entitlement approval. Items labeled as "Notifications" are for your information only and are not required for entitlement approval. Include a comment response list addressing each correction on the comment list. Thank You.

##### Notification

##### Allowable area:

this building doesn't appear to be qualify for unlimited area per 507.4 as the building has one side with less than 60' from property line. please verify the type of construction and the clear yard to justify the allowable area either per table 506.2 or per 507.4.

##### 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;

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

## ADVISORY NOTIFICATION DOCUMENT

### BS-Plan Check

#### BS-Plan Check. 1

#### Gen - Custom (cont.)

requirements within the structure shall be reviewed during the building plan review.

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.

### 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.

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

#### Water/Sewer

The proposed facility shall obtain potable water service and sanitary sewer service from Eastern Municipal Water District (EMWD). Prior to building permit issuance, applicant shall submit an original copy of water

## ADVISORY NOTIFICATION DOCUMENT

### E Health

#### E Health. 2

#### Water/Sewer (cont.)

and sewer "will-serve" letter(s) to DEH for review and record keeping.

Please note that it is the responsibility of the applicant to ensure that all requirements to obtain potable water service and sanitary sewer service are met with the appropriate purveyors, as well as, all other applicable agencies.

### Fire

#### Fire. 1

#### Fire - advisory

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.

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.

### Flood

#### Flood. 1

#### Flood Hazard Report

FLOOD HAZARD REPORT: 08/29/2019

BLUEBEAM SESSION ID: 994-094-958

Plot Plan (PP) 190005 is a proposal for the construction and operation of a 333,553 square foot warehouse/distribution/manufacturing development on 16.86 acres. The project site is located in the Mead Valley Area plan east of Harvill Avenue, south of Orange Avenue, west of I-215, and north of Daytona Cove.

The site is subject to offsite stormwater runoff from the hills to the west. The grading of the project site shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions. There are several existing and proposed District Master Drainage Plan (MDP) facilities within this area. The District's Perris Valley MDP Lateral J-9.1, which was constructed as part of Plot Plan (PP) 11487, discharges flows at the southwest corner of the site (DWG No. 4-0653). An existing culvert under Harvill Avenue (located approximately 1000-feet south of the Harvill Avenue and Orange Street intersection) also discharges runoff east towards the project site. The development to the south, PP 20103, has constructed a portion of Perris Valley MDP Lateral J-9 (DWG No. 4-095) along the eastern boundary of their development. The upstream terminus of this facility is near the southeast corner of this project.

To protect this development from offsite stormflows, this development has proposed to construct an extension of Perris Valley MDP Lateral J-9.1 (48-inch RCP), from the existing downstream terminus to

## ADVISORY NOTIFICATION DOCUMENT

### Flood

#### Flood. 1 Flood Hazard Report (cont.)

Perris Valley MDP Lateral J-9. Additionally, a 24-inch RCP is proposed by the applicant to collect runoff from the existing culvert under Harvill Avenue and convey it south where it intersects with the proposed portion of J-9.1. The applicant also proposes to construct a portion of the Perris Valley MDP Lateral J-9 (72-inch RCP) to be constructed along the eastern boundary of this development with interim collection works, similar to what has been done by the development to the south (PP 20103). These facilities shall be designed and constructed to District engineering and maintenance standards including those pertaining to facility alignment and maintenance access to both inlets and outlet points. The applicant shall consult the District early in the design process regarding materials, hydraulic design, regulatory permitting, transfer of right-of-way, project credit in lieu of payment of applicable drainage fees, and Area Drainage Plan reimbursement schedules, as applicable.

The western boundary of the Lateral J-9 storm drain easement is acceptable to the District as shown on Sheet No. 3 of the Preliminary Grading Plan. The location of Lateral J-9 is incorrect on Cross section "C-C" on Sheet No. 4, and shall be revised during the plan check phase. Additionally cross section "B-B" shall be revised to remove the proposed 36-inch line (not included on Sheet No. 2 of the Preliminary Grading Plan, or the Preliminary Drainage Study). The Preliminary Grading Plan shows appropriate onsite drainage easements for Laterals J-9, J-9.1, and the proposed 24-inch storm drain. Please note: the sidewalk proposed along the north-west corner of the building (adjacent to the retaining wall) shall be revised to prevent ponding against the building's foundation during the plan check phase.

Onsite runoff is collected via ribbon gutters and onsite storm drains and conveyed to a proposed water quality basin located in the south east corner of the project site. Onsite and offsite runoff do not comingle. A Preliminary Drainage Study was submitted to the District and is acceptable for entitlement. PP 190005 is considered to have an adequate outlet to the District's Perris Valley Channel, and therefore the District's Increased Runoff Criteria does not apply.

The project proposes to grade outside of the project boundaries at the north-west and south west corner of the project site. These areas are shown on Sheet No. 2 of the Preliminary Grading Plan. Please note that permission from the affected property owners will be required prior to the issuance of grading permits.

This project is located within the bounds of the Perris Valley Area Drainage Plan (ADP) for which drainage fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be 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.

The District's review of PP 190005 is based on the submitted exhibits and Preliminary Drainage Study received on August 12, 2019. Any questions pertaining to this project may be directed to Michael Venable at 951-955-1248 or mlvenabl@RIVCO.org.



## ADVISORY NOTIFICATION DOCUMENT

### Planning

#### Planning. 1

#### ALUC General 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 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.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. 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.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation

## ADVISORY NOTIFICATION DOCUMENT

### Planning

#### Planning. 1 ALUC General Conditions (cont.)

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. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

9. This project has been evaluated for 337,006 square feet of manufacturing area and 8,000 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.

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.

#### Planning. 2 Causes for Revocation

In the event the use hereby permitted under this permit,

- a) is found to be in violation of the terms and conditions of this permit,
- b) is found to have been obtained by fraud or perjured testimony, or
- c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

#### Planning. 3 Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

#### Planning. 4 Construction Traffic 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.

#### Planning. 5 Expiration Date Use Case

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant



## ADVISORY NOTIFICATION DOCUMENT

### Planning

#### Planning. 8

#### Landscape Requirement (cont.)

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. 9

#### Logistics/Warehouse – General/Operational Measures

The following measures shall be complied with generally through design/permitting of the project and through continued operation of the project.

1. On-site speed bumps shall not be allowed. Truck loading bays and drive aisles shall be designed to minimize truck noise.
2. Facility operators shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.
3. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.
4. Facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks (“MHDT”) and Heavy-Heavy Duty (“HHD”) trucks with a gross vehicle weight rating greater than 19,500 pounds accessing the site use year CARB compliant 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the County.
5. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
6. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
7. Facility operators shall establish specific truck routes between the facility and regular destinations, identifying the most direct routes to the nearest highway/freeway and avoid traveling near sensitive receptors.
8. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.
9. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.





## ADVISORY NOTIFICATION DOCUMENT

### Planning-GEO

#### Planning-GEO. 1

#### GEO190012 ACCEPTED (cont.)

4. Competent materials are defined as relatively non-porous natural soils with an in-place relative compaction of at least 85 percent.
5. Structural foundations may be designed in accordance with the 2016 CBC, and to withstand a total static settlement of 1 inch and maximum differential static settlement of one-half of the total settlement over a horizontal distance of 40 feet.

GEO No. 190012 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 190012 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 upon application for grading and/or building permits.

#### Planning-GEO. 2

#### HUMAN REMAINS

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with the following codes:

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. The Coroner will have two working days to determine if the remains are subject to his or her authority as part of a crime.

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. 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:

- The nondestructive removal and analysis of human remains and items associated with Native American human remains.
- Preservation of Native American human remains and associated items in place.
- Relinquishment of Native American human remains and associated items to the descendants for treatment.
- Other culturally appropriate treatment.

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.

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,



## ADVISORY NOTIFICATION DOCUMENT

### Planning-GEO

#### Planning-GEO. 2

#### HUMAN REMAINS (cont.)

but do not by themselves constitute human remains.

Whenever the commission is unable to identify a 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 reinter 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:

- Record the site with the commission or the appropriate Information Center.
- Utilize an open-space or conservation zoning designation or easement.
- Record a document with the county in which the property is located. The document shall be titled "Notice of Reinternment 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.

Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist.

#### Planning-GEO. 3

#### UNANTICIPATED RESOURCES

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

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

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

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

## ADVISORY NOTIFICATION DOCUMENT

### Transportation

#### Transportation. 1

#### RCTD - STANDARD INTRODUCTION

1. With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Riverside County Road Improvement Standards (Ordinance 461). 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. This ordinance 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. Alternations 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. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
7. The Project shall obtain approval of street improvement plans from the Transportation Department.
8. 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.

### 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

## ADVISORY NOTIFICATION DOCUMENT

### Waste Resources

#### Waste Resources. 1

#### Waste - General (cont.)

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.

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                      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. 2                      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. 3                      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 REQUEST IN WRITING THAT ONE OF THESE AGENCIES ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE. The Applicant's request shall note the project number, location, briefly describe the system (sizes and lengths) and include an exhibit that shows the proposed alignment(s). The request to the District shall be addressed to the General Manager-Chief Engineer, Attn: Chief of the Planning Division. In 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



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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1                      ALUC – Detention Basins (cont.)                      Not Satisfied  
species that would be incompatible with airport operations shall not be utilized in project landscaping.

060 - Planning. 2                      Logistics/Warehouse – Grading Plan Notes                      Not Satisfied

Prior to grading permit issuance, the following measures shall be noted on grading plans and shall be complied with during grading operations:

1. During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.
2. All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar "off-road" construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.
3. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.
4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.
5. Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.
6. The surrounding streets shall be swept on a regular basis, to remove any construction related debris and dirt.
7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.
8. Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with the items above, shall be kept onsite and furnished to the County upon request.
9. Construction Contractors shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.
10. During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.
11. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance").

060 - Planning. 3                      Logistics/Warehouse – Grading Traffic Control Plan                      Not Satisfied

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 3                      Logistics/Warehouse – Grading Traffic Control Plan (cont.)                      Not Satisfied  
Prior to grading permit issuance, a “Traffic Control Plan” shall be prepared, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

Planning-EPD

060 - Planning-EPD. 1                      30-Day Preconstruction Burrowing Owl 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](mailto:mpoonama@rivco.org) and Teresa Harness at [tharness@rivco.org](mailto:tharness@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 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](mailto:mpoonama@rivco.org) and Teresa Harness at [tharness@rivco.org](mailto:tharness@rivco.org) for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.



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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1

PRIMP

Not Satisfied

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 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. Description of the proposed site and planned grading operations.
  2. Description of the level of monitoring required for all earth-moving activities in the project area.
  3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
  4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
  5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
  6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
  7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
  8. Procedures and protocol for collecting and processing of samples and specimens.
  9. Fossil identification and curation procedures to be employed.
  10. Identification of the permanent repository to receive any recovered fossil material. \*Pursuant 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.
  11. All pertinent exhibits, maps and references.
  12. Procedures for reporting of findings.
  13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.
  14. 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.



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80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1                      NO BUILDING PERMIT W/O GRADING PERMIT (cont.)                      Not Satisfied

080 - BS-Grade. 2                      ROUGH GRADE APPROVAL                      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. RRough 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

1. 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. Subsequent design changes may increase or decrease the required fire flow.
2. 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 50 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 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

080 - Fire. 2                      Prior to permit                      Not Satisfied

1. 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 accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.
3. 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)

080 - Fire. 3                      Prior to permit                      Not Satisfied

1. Prior to building construction, fire apparatus access roads extending beyond 150 feet which have





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80. Prior To Building Permit Issuance

Planning

080 - Planning. 3                      AQ Building Plan Notes (cont.)                      Not Satisfied  
written records of such compliance that can be inspected by the County of Riverside or its designee upon request.

080 - Planning. 4                      Break Areas                      Not Satisfied

Prior to initial building permit the break areas shown on APPROVED EXHIBIT A shall be shown on proposed building plans and final landscape plans as applicable.

Additionally, prior to initial building permit or tenant improvement building permit (including subsequent tenant improvements), the project proponent shall consider the provision of additional outdoor break areas or patios to accommodate the number of separate tenants and number of employees anticipated in the building since the type of tenant and amount of employees may vary. These additional areas may reduce the amount of landscape areas or parking areas on the site as long as the minimum landscape and parking is provided pursuant to Ordinance No. 348.

080 - Planning. 5                      Building Color/Accent                      Not Satisfied

Prior to initial building permit or subsequent tenant improvement building permits, the plans shall indicate what colors or additional architectural enhancements or details are provided to enhance the elevations as shown on APPROVED EXHIBIT B. The elevations as shown on APPROVED EXHIBIT B are a base elevation and are not intended to be constructed as shown. The intent is to provide additional varied colors at prominent areas of the building facing Harvill and/or at building corners, in particular those with pedestrian entrances to incorporate desired colors or enhancements that are consistent with the color desires of a particular tenant.

080 - Planning. 6                      CAP Screening Table Measures                      Not Satisfied

Prior to building permit issuance, appropriate building construction measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project Initial Study/Mitigated Negative Declaration. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study/Mitigated Negative Declaration, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

080 - Planning. 7                      Conform to Elevations/Floor Plans                      Not Satisfied

Elevations and Floor Plans of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B and the floor plans shown on APPROVED EXHIBIT C.

080 - Planning. 8                      Landscape Screening                      Not Satisfied

Final landscape plans shall show that the site is densely screened with landscaping along all bordering streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the approved landscaping plan. This shall apply to landscaping along Harvill Avenue for this project unless otherwise deemed acceptable by the TLMA Director.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 8                      Landscape Screening (cont.)                      Not Satisfied

080 - Planning. 9                      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. 10                      Logistics/Warehouse – Building Plan Design                      Not Satisfied

Prior to building permit issuance, the following measures shall be incorporated into the building design and appropriately noted:

1. Warehouse/distribution facilities shall install electrical panels and conduit to facilitate future electrical connections, to eliminate idling of main and auxiliary engines during the loading and unloading process. At all cold storage facilities electrical connections shall be provided to each dock.
2. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.
3. A minimum of 5% or as required by the Cal Green Code, whichever is greater of employee parking spaces shall be designated for electric or other alternative fueled vehicles.
4. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

080 - Planning. 11                      Logistics/Warehouse – Building Plan Notes                      Not Satisfied

Prior to building permit issuance, the following measures shall be noted on building plans and shall be complied with during grading operations:

1. During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.
2. All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar "off-road" construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.
3. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.
4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.
5. Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.
6. The surrounding streets shall be swept on a regular basis to remove any construction related



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80. Prior To Building Permit Issuance

Planning

080 - Planning. 11                      Logistics/Warehouse – Building Plan Notes (cont.)                      Not Satisfied  
debris and dirt.

7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.

8. Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with the items above, shall be kept onsite and furnished to the County upon request.

9. During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.

10. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance")

080 - Planning. 12                      Logistics/Warehouse – Building Traffic Control Plan                      Not Satisfied

Prior to building permit issuance, a "Traffic Control Plan" shall be prepared, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

080 - Planning. 13                      Parcel Merger                      Not Satisfied

Prior to the issuance of a building permit, the applicant, in accordance with Ordinance No. 460, shall obtain an approved Parcel Merger establishing the whole site as one parcel. Documentation showing the recordation of the Parcel Merger shall be submitted to the Planning Department prior to issuance of the first building permit for Plot Plan No. 190005. The proposed parcel or parcels shall comply with all applicable development standards for the parcel's zone classification as provided in Ordinance No. 348.

080 - Planning. 14                      Parking Spaces Verification                      Not Satisfied

Prior to issuance of any tenant improvement building permit, a plan for parking and trailer stalls including striping and other measures as may be appropriate shall be provided to show that adequate standard vehicle parking will be provided onsite based on applicable parking rates.

080 - Planning. 15                      Plans Showing Bike Racks                      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. 16                      Renewable Energy Generation R2-CE1                      Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. This is anticipated to be accommodated through solar panels mounted on the building rooftops.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 16                      Renewable Energy Generation R2-CE1 (cont.)                      Not Satisfied

The energy demand shall be determined at the initial building permit stage if the tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change.

Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation.

As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.

ALUC approval shall be required for rooftop mounted solar panels related glare prior to building permit issuance based on their separate conditions of approval and determination of consistency for this project.

080 - Planning. 17                      Roof Equipment Shielding                      Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 18                      School Mitigation                      Not Satisfied

Impacts to the Val Verde Unified School District shall be mitigated in accordance with California State law.

080 - Planning. 19                      Wall/Fencing Plan Required                      Not Satisfied

A wall and fencing plan shall be submitted showing all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable. This plan shall be in substantial conformance with the wall/fence locations and designs shown on APPROVED EXHIBIT A and APPROVED EXHIBIT L.

080 - Planning. 20                      Waste Management Clearance                      Not Satisfied

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the following:

The developer shall provide adequate areas for collecting and loading recyclable materials such as paper products, glass and green waste in commercial, industrial, public facilities and residential development projects.

Transportation

080 - Transportation. 1                      0080-Transportation-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.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2            0080-Transportation-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. 3            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) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping.
- (2) Street sweeping.
- (3) Streetlights.
- (4) Graffiti abatement of walls and other permanent structure.

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. 4            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 and submitted to the Transportation Department. Plans shall be submitted on standard County format (24 x 36 inch). Landscaping plans shall with the street improvement plans.

080 - Transportation. 5            RCTD - LIGHTING PLAN            Not Satisfied

A separate street and/or bridge light plan shall be approved by the Transportation Department. Street and/or bridge 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

Plan: PPT190005

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 5 RCTD - LIGHTING PLAN (cont.) Not Satisfied  
boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

080 - Transportation. 6 RCTD - RIGHT-OF-WAY DEDICATION Not Satisfied  
Sufficient public street right-of-way along Harvill Avenue (project boundary) shall be conveyed for public use to provide for a 59 foot half-width dedicated right-of-way per County Standard No. 94, Ordinance 461.

080 - Transportation. 7 RCTD - UTILITY PLAN Not Satisfied  
Electrical power, telephone, communication, 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. 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 the utility company shall be submitted to the Transportation Department for verification purposes.

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. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources, 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

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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 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.

E Health

090 - E Health. 1                      Hazmat BUS Plan                      Not Satisfied

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

Flood

090 - Flood. 1                      Facility Completion - Use                      Not Satisfied

The District will not release occupancy permits for any commercial lots prior to the District's acceptance of the drainage system for operation and maintenance.

Planning

090 - Planning. 1                      Accessible Parking                      Not Satisfied

A minimum of seven (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 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 owner's expense. Towed vehicles may be reclaimed at \_\_\_\_\_ or by telephoning \_\_\_\_\_."

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90. Prior to Building Final Inspection

Planning

090 - Planning. 1                      Accessible Parking (cont.)                      Not Satisfied

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                      CAP Screening Table Measures                      Not Satisfied

Prior to building permit final/occupancy, appropriate pre-operation measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project Initial Study/Mitigated Negative Declaration. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study/Mitigated Negative Declaration, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

090 - Planning. 3                      Curbs Along Planters                      Not Satisfied

A six inch high curb with a twelve (12) inch wide 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. 4                      Logistics/Warehouse – Signs                      Not Satisfied

Prior to Final Inspection, the following measures shall be implemented:

1. Signs should be posted in the appropriate locations that trucks should not idle for more than five (5) minutes and that truck drivers should turn off their engines when not in use.
2. Signs should be posted in the appropriate locations that clearly show the designated entry and exit points for trucks and service vehicles.
3. Signs should be posted in the appropriate locations that state parking and maintenance of all trucks is to be conducted within designated areas and not within the surrounding community or on public streets.
4. Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services, if these services are not available onsite.
5. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.
6. Signs shall be posted in accordance with Ordinance No. 348, which may be amended from time to time.

090 - Planning. 5                      Parking Paving Material                      Not Satisfied

A minimum of 195 parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless

Plan: PPT190005

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90. Prior to Building Final Inspection

Planning

090 - Planning. 5                      Parking Paving Material (cont.)                      Not Satisfied  
otherwise approved by the Planning Department and pursuant to the prior condition of approval titled Parking Spaces Verification and any approved parking plan. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

090 - Planning. 6                      Parking Spaces Verification                      Not Satisfied  
Prior to occupancy of any tenant improvement building permit, verification on implementation of the plan for parking and trailer stalls shall be provided to show that adequate standard vehicle parking will be provided onsite based on applicable parking rates.

090 - Planning. 7                      Renewable Energy Generation R2-CE1 Installed                      Not Satisfied  
In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to occupancy for any tenant improvement building permit, the renewable energy facility as approved with the prior condition shall be installed and ready for operation.

090 - Planning. 8                      Roof Equipment Shielding                      Not Satisfied  
Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

Transportation

090 - Transportation. 1                      0090-Transportation-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.

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.

090 - Transportation. 3                      RCTD - EXISTING CURB AND GUTTER                      Not Satisfied  
On existing curb and gutter construct driveway, sidewalks, and/or drainage devices within County right-of-way, including sewer and water laterals, on Harvill Avenue within the 59 foot half-width dedicated right-of-way in accordance with County standards, Ordinance 461. Such construction shall be shown on existing street improvement plans and approved and permitted by the Transportation Department.



Plan: PPT190005

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 3 RCTD - EXISTING CURB AND GUTTER (cont.) Not Satisfied  
Process a plan revision through the Plan Check Section per Section I, Part E, page 10 of the "Policies and Guidelines" available on the Internet at:  
<http://rctlma.org/trans/General-Information/Pamphlets-Brochures>.

If you have questions, please call the Plan Check Section at (951) 955-6527.

NOTE:

1. A 50 foot wide driveway shall be constructed with 45-50 foot curb-return radii in accordance with County Standard No. 207A and as directed and approved by the Director of Transportation.

2. A 6 foot concrete sidewalks shall be constructed adjacent to the curb-line per Standard No. 401, Ordinance 461.

3. Before you prepare the street improvement plan(s), please review the Street Improvement Plan Policies and Guidelines from the Transportation Department Web site: <http://rctlma.org/trans/General-Information/Pamphlets-Brochures>

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.

090 - Transportation. 5 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. 6 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. 7 RCTD - UTILITY INSTALL Not Satisfied  
Electrical power, telephone, communication, 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

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 7 RCTD - UTILITY INSTALL (cont.) Not Satisfied  
completion for clearance.

Waste Resources

090 - Waste Resources. 1 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. 2 Waste - Recycling and Organics Compliance 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. 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. 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.



# RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach, P.E.  
Assistant TLMA Director*

## DEVELOPMENT ADVISORY COMMITTEE (“DAC”) INITIAL CASE TRANSMITTAL RIVERSIDE COUNTY PLANNING DEPARTMENT – RIVERSIDE PO Box 1409 Riverside, 92502-1409

DATE: March 26, 2019

**TO:**

Riv. Co. Transportation Dept.  
Riv. Co. Environmental Health Dept.  
Riv. Co. Fire Department (Riv. Office)  
Riv. Co. Building & Safety – Grading  
Riv. Co. Building & Safety – Plan Check  
P.D. Environmental Programs Division  
P.D. Geology Section  
Riv. Co. Trans. Dept. – Landscape Section  
P.D. Archaeology Section  
Riv. Co. Surveyor  
Riverside Transit Agency

Riv. Co. Sheriff's Dept.  
Riv. Co. Waste Resources Management Dept.  
Riv. Co. Airport Land Use Commission  
March Air Reserve Base, Attn.  
Mead Valley Municipal Advisory Council (MAC)  
Board of Supervisors - Supervisor: Jeffries  
Planning Commissioner: Bruce Shaffer  
City of Perris Sphere of Influence  
Val Verde Unified School District  
Eastern Municipal Water District (EMWD)  
Southern California Edison Co. (SCE)

Southern California Gas Co.  
CALTRANS District # 8  
Santa Ana Reg. Water Quality Control Board  
South Coast Air Quality Management District  
California Department of Fish and Wildlife  
United States Fish and Wildlife Service

**PLOT PLAN NO. 190005 (PPT190005)** – Applicant: Newcastle Partners, Inc. – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD:LI) – Location: Easterly of Harvill Avenue, southerly of Orange Avenue, westerly of I-215, northerly of Daytona Cove – 16.85 Acres – Zoning: Manufacturing – Heavy (M-H) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 345,006 square foot warehouse/distribution/manufacturing development on 16.85-acres – APNs: 305-100-034, 305-100-048, 305-100-049, 305-100-050, 305-100-051 – Related Cases: PAR170001 – **BBID: 994-094-958**

**DAC staff members and other listed Riverside County Agencies, Departments and Districts staff:**  
A Bluebeam invitation has been emailed to appropriate staff members so they can view and markup the map(s) and/or exhibit(s) for the above-described project. Please have your markups completed and draft conditions in the Public Land Use System (PLUS) on or before the indicated DAC date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and **DENY** the PLUS routing on or before the above date. This case is scheduled for a **DAC internal review on April 4, 2019.** Once the route is complete, and the approval screen is approved with or without corrections, the project can be scheduled for a public hearing.

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

PLEASE PRINT NAME AND TITLE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

*If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.*



# RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach, P.E.*  
*Assistant TLMA Director*

Any questions regarding this project, should be directed to Russell Brady, Project Planner at (951) 955-3025, or e-mail at [rbrady@rivco.org](mailto:rbrady@rivco.org) / MAILSTOP #: 1070

Public Hearing Path:    Administrative Action:     DH:     PC:     BOS:

COMMENTS:

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

PLEASE PRINT NAME AND TITLE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

*If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.*



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 16, 2019

Mr. Russell Brady, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501  
(VIA HAND DELIVERY)

**CHAIR**

Steve Manos  
Lake Euisnore

**VICE CHAIR**

Russell Betts  
Desert Hot Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steven Stewart  
Palm Springs

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

**Director**

Simon A. Housman

John Guerin  
Paul Rull

Barbara Santos

County Administrative Center  
4080 Lemon St., 14th Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1363MA19  
Related File Nos.: PPT190005 (Plot Plan)  
Compatibility Zone: Zone C2  
APNs: 305-100-048 through 305-100-051; portion of 305-100-034

Dear Mr. Brady:

On May 9, 2019, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. PPT190005 (Plot Plan), a proposal to construct a 345,006 square foot industrial manufacturing building on 16.86 acres located easterly of Harvill Avenue, westerly of Interstate 215, southerly of Orange Avenue and the Salvation Army grounds, and northerly of Daytona Cove and the mini-warehouse facility in the unincorporated community of Mead Valley, **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 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.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. 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.
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. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 337,006 square feet of manufacturing area and 8,000 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.
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.

If you have any questions, please contact 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: Jackson Smith, Newcastle/Harvill Logistics LLC – Corona office (applicant)  
George Atalla, T&B Planning, Inc. (representative)  
John Harvill, Tramco, Inc. (property owner)  
The Salvation Army (Attn.: Henry Graciani) (property owner)  
Newcastle/Harvill Logistics, LLC – San Francisco address (fee-payer)  
Gary Gosliga, March Inland Port Airport Authority  
Daniel "Rock" Rockholt, March Air Reserve Base  
**ALUC Case File**

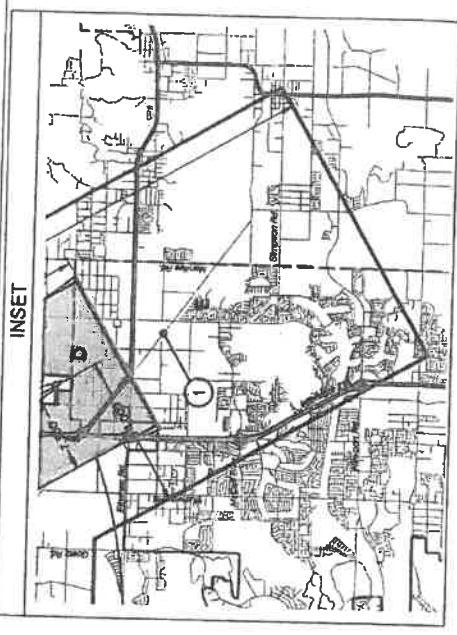
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# NOTICE OF AIRPORT IN VICINITY

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)



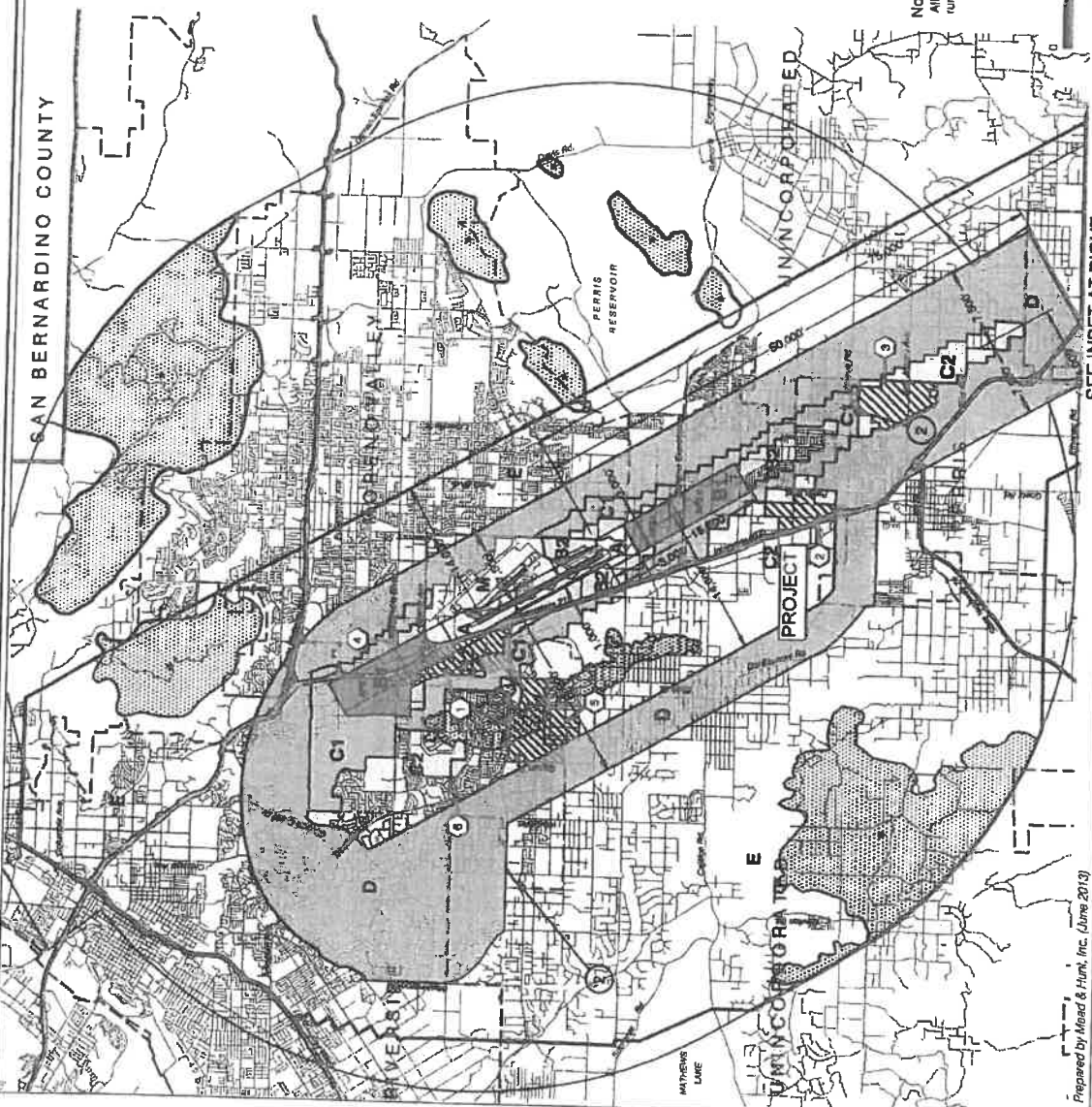
- LEGEND**
- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C1
  - Zone C2
  - Zone D
  - Zone E
  - Zone M
  - High Terrain Zone
  - FAR Part 77 Military Outer Horizontal Surface Limits
  - FAR Part 77 Notification Area
- Boundary Lines**
- March Air Reserve Base / Air Force Property
  - March Joint Powers Authority Property Line
  - County Boundary
  - City Limits
  - Site-Specific Exceptions (existing local agency commitments to development projects)
- Site-Specific Exceptions (existing local agency commitments to development projects)**
- 1 March JPA: March Business Center/Meridian
  - 2 Perris: Harvest Landing
  - 3 Perris: Park West
  - 4 Moreno Valley: Affordable Housing
  - 5 March JPA: Ben Clark Training Center
  - 6 Riverside: Ridge Crest Subdivision
- Other Notes:**
- 1 Point at which aircraft on Runway 22 (L.S. approach) descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
  - 2 Point at which departing aircraft typically reach 3,000 feet above runway end.



**Riverside County**  
**Airport Land Use Commission**  
**March Air Reserve Base / Inland Port Airport**  
**Land Use Compatibility Plan**  
 (Adopted November 13, 2014)

Map MA-1

**Compatibility Map**  
 March Air Reserve Base / Inland Port Airport



**Note:**  
 All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

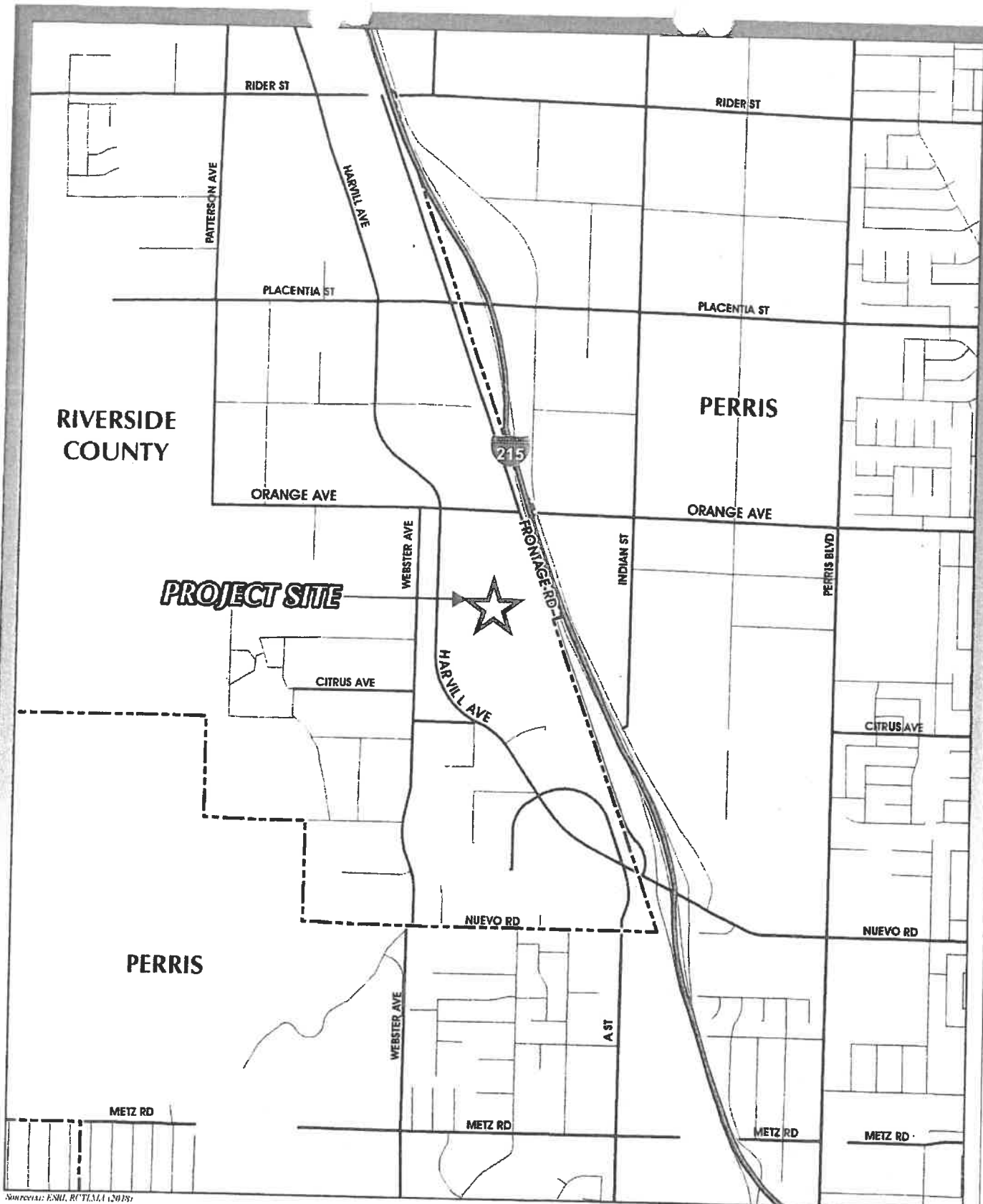
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

RIVERSIDE COUNTY

PERRIS

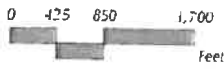
**PROJECT SITE**



Source: ENR, RCTLA (2018)

# HARVILL DISTRIBUTION CENTER

Date: February 2019



VICINITY MAP

# Map My County Map



Los Angeles  
San Diego  
Tijuana  
Mexico

## Legend

Runways

Airports

Airport Influence Areas

Airport Compatibility Zones

OTHER COMPATIBILITY ZONE

A

A-EXC1

B1

B1-APZ I

B1-APZ II-EXC1

B1-APZ II

B1-APZ II-EXC1

B1-EXC1

B2

B2-EXC1

C

C1

C1-EXC1

C1-EXC3

C1-EXC4

C1-HIGHT

C2

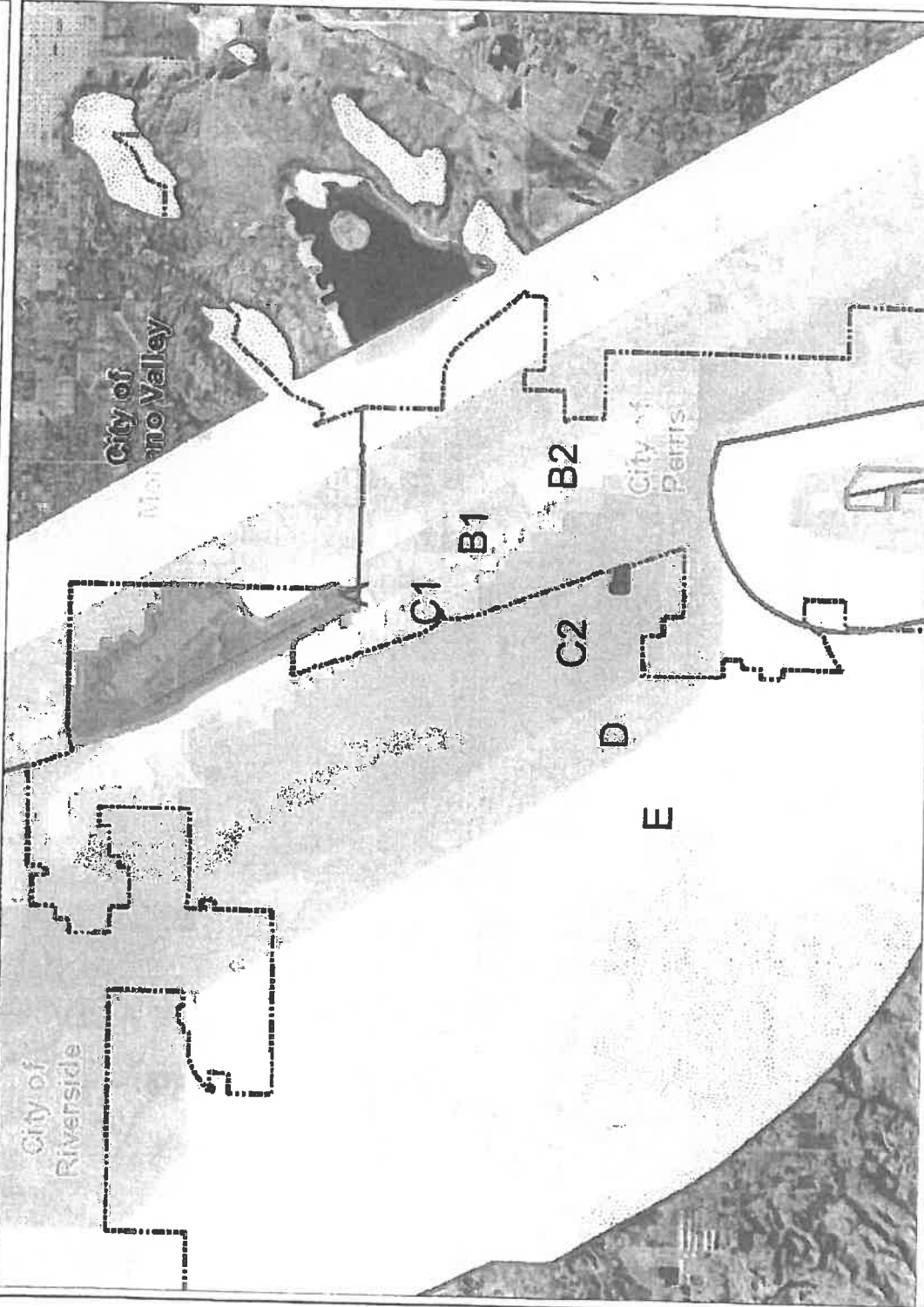
C2-EXC1

C2-EXC2

C2-EXC3

C2-EXC5

C2-EXC6



## Notes

\*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.



0 12 24,254 Feet

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# Map My County Map

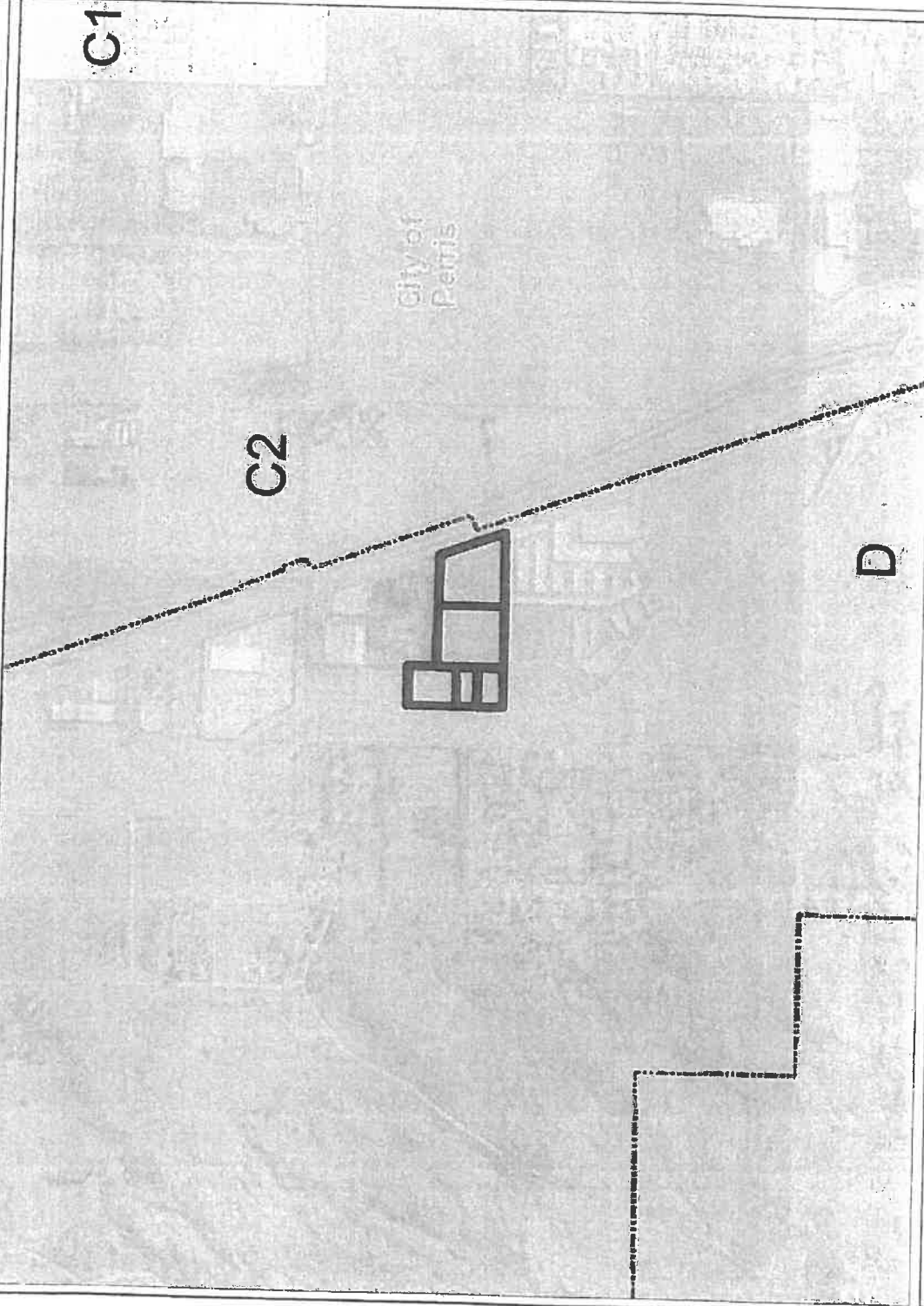


San Diego Tijuana Mexico

## Legend

- 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
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



## Notes

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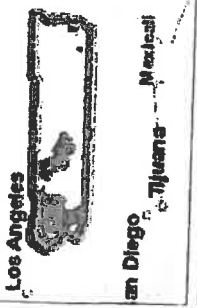
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# Map My County Map





**Legend**  
 City Areas  
 World Street Map



**Notes**

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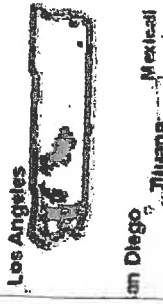



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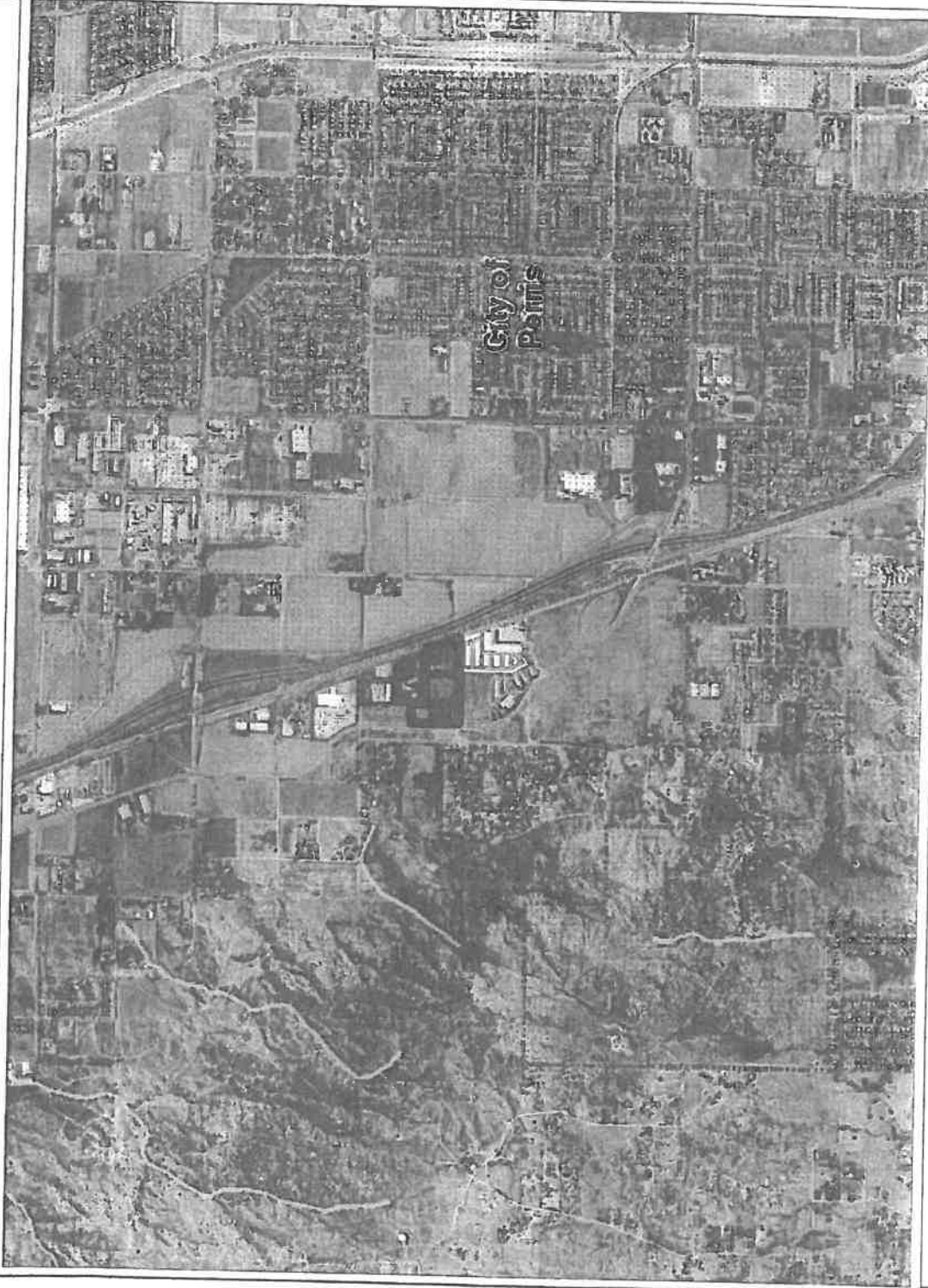
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# Map My County Map



## Legend

- Blueline Sireams
- City Areas
- World Street Map



## Notes

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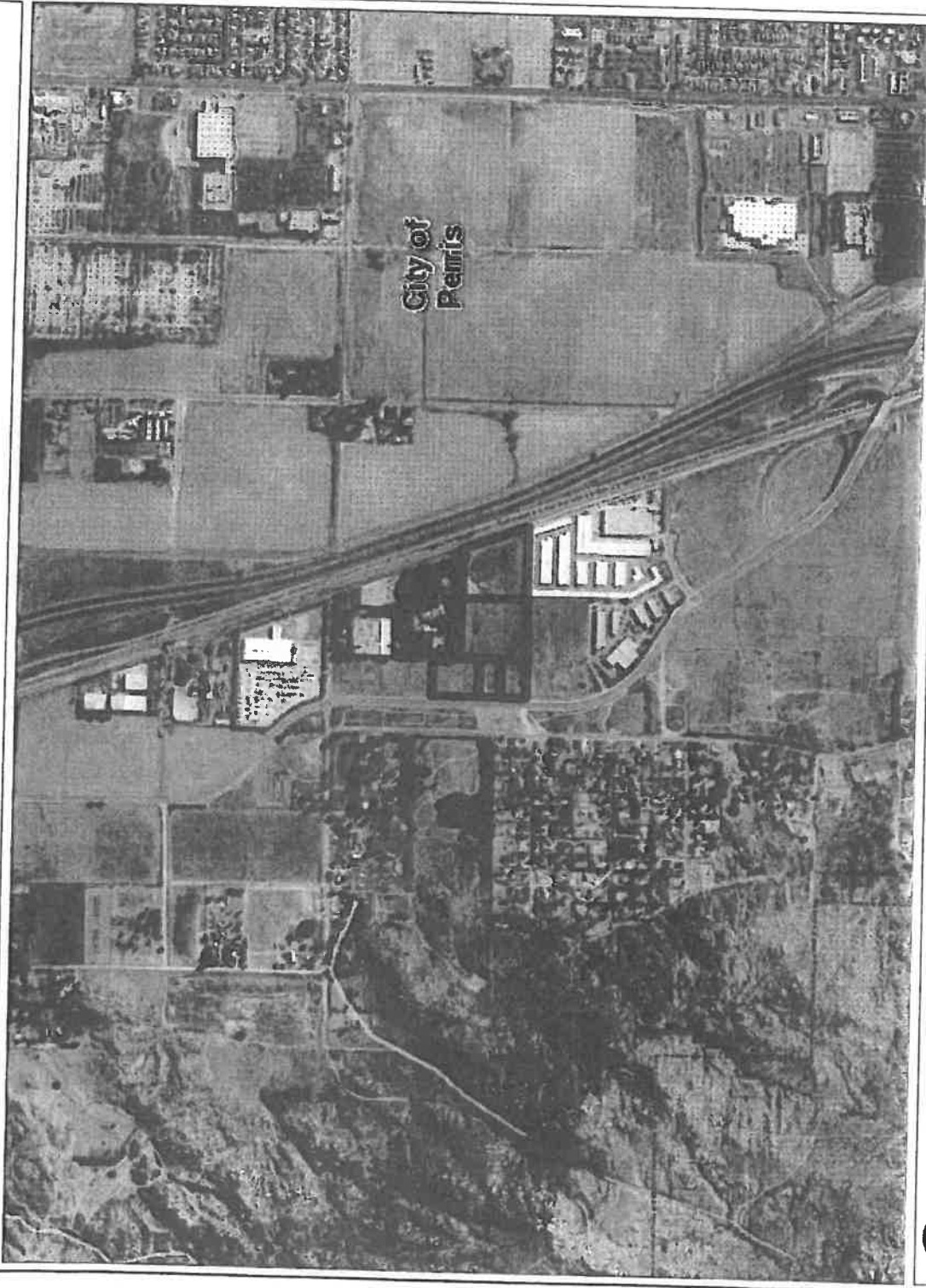
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# Map My County Map



- Legend**
- Blue Line Streams
  - City Areas
  - World Street Map



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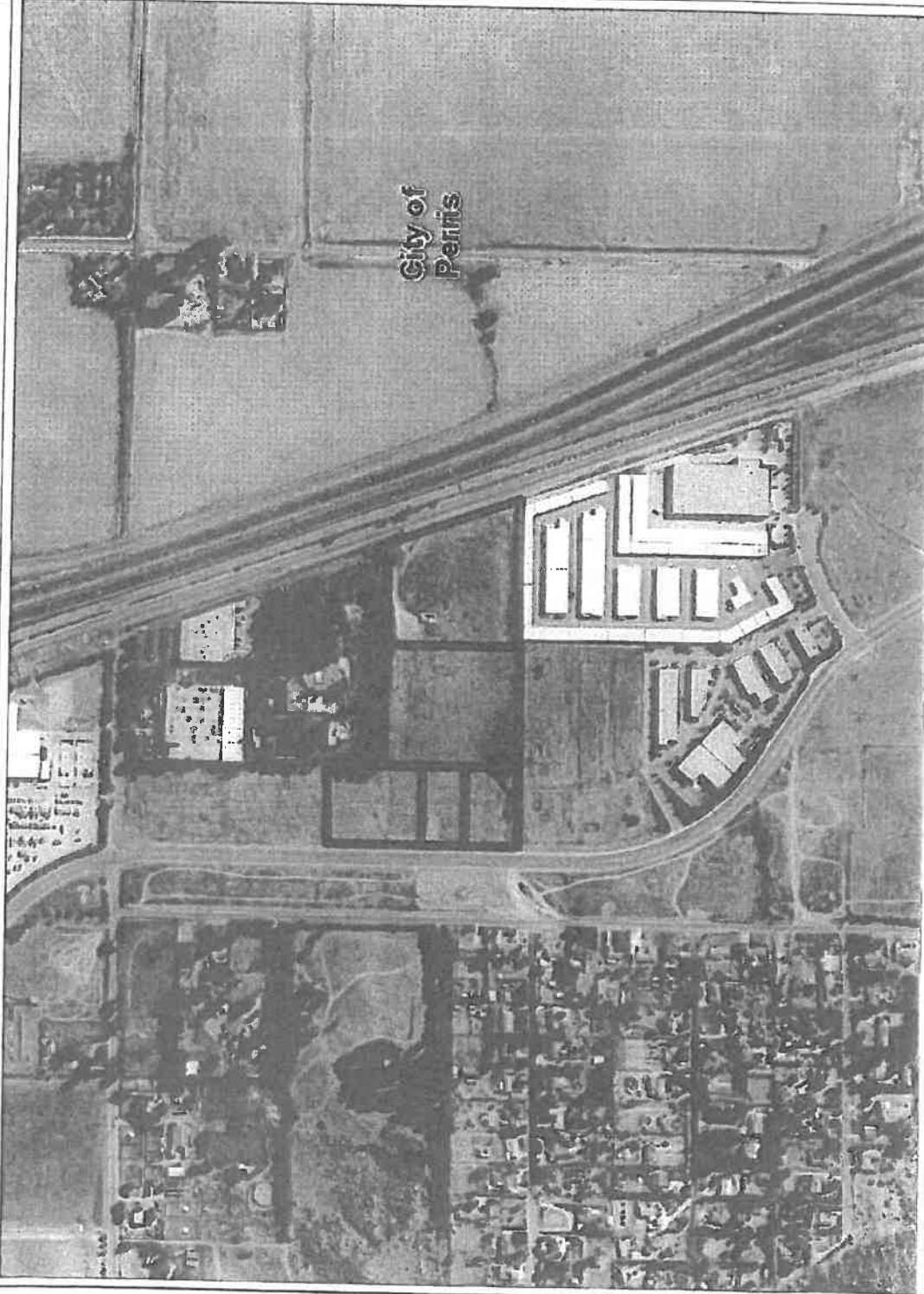
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## Notes



# Map My County Map



- Legend**
- Blue Line Streams
  - City Areas
  - World Street Map

## Notes

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# Riverside County ALUC – Major Land Use Action Review

## Harvill Logistics Center

### PROJECT DESCRIPTION

This Project entails the future development of a conforming logistics center on an approximately 16.8-acre property located west Interstate 215 (I-215) and approximately 0.2 miles south of the Harvill Avenue/Orange Avenue intersection, within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County. The Project site encompasses the following five (5) Assessor's Parcel Numbers (APNs): 305-100-048, -049, -050, -051, and a portion of 305-100-034.

Under existing conditions, the Project site is vacant and has been largely disturbed by weed abatement activities. A small, northern portion of the Project site is utilized as a truck trailer staging/storing lot. The Project site is designated for "Light Industrial" uses by the Riverside County General Plan and is zoned for "Manufacturing – Heavy (M-H)" uses by the County's Zoning Map. According to the Riverside County Airport Land Use Compatibility Plan, the Project site is located in "Flight Corridor Zone (C2)" for the March Air Reserve Base/Inland Port Airport.

The Project Applicant (Newcastle/Harvill Logistics, LLC) has submitted a Plot Plan Application to the Riverside County Planning Department to develop the 16.8-acre site with one conforming logistics center. Specifically, the Project Applicant is proposing the development of one approximately 345,006 square foot (s.f.) building with 337,006 s.f. of warehouse space, 8,000 s.f. of ancillary office space, and 46 dock doors located on the south side of the proposed building. Notable Project improvements include ornamental landscaping, drive aisles, utility infrastructure, passenger vehicle parking, truck trailer parking spaces, and a water detention basin at the eastern portion of the Project site.

Due to the potential for changes to the Project's finished floor elevations and/or building heights moving forward as the result of Riverside County comments on the Project's Plot Plan application, the Project Applicant is requesting that the ALUC approve the maximum building height and maximum height above mean sea level, 5 ft higher than currently shown on the submitted plans, to allow for flexibility. The Harvill Logistics Center is designed to be approximately 46 feet (ft) tall measured from the finished floor to the top of the highest parapet, and the Applicant is requesting ALUC approval for a maximum height of 51 ft.

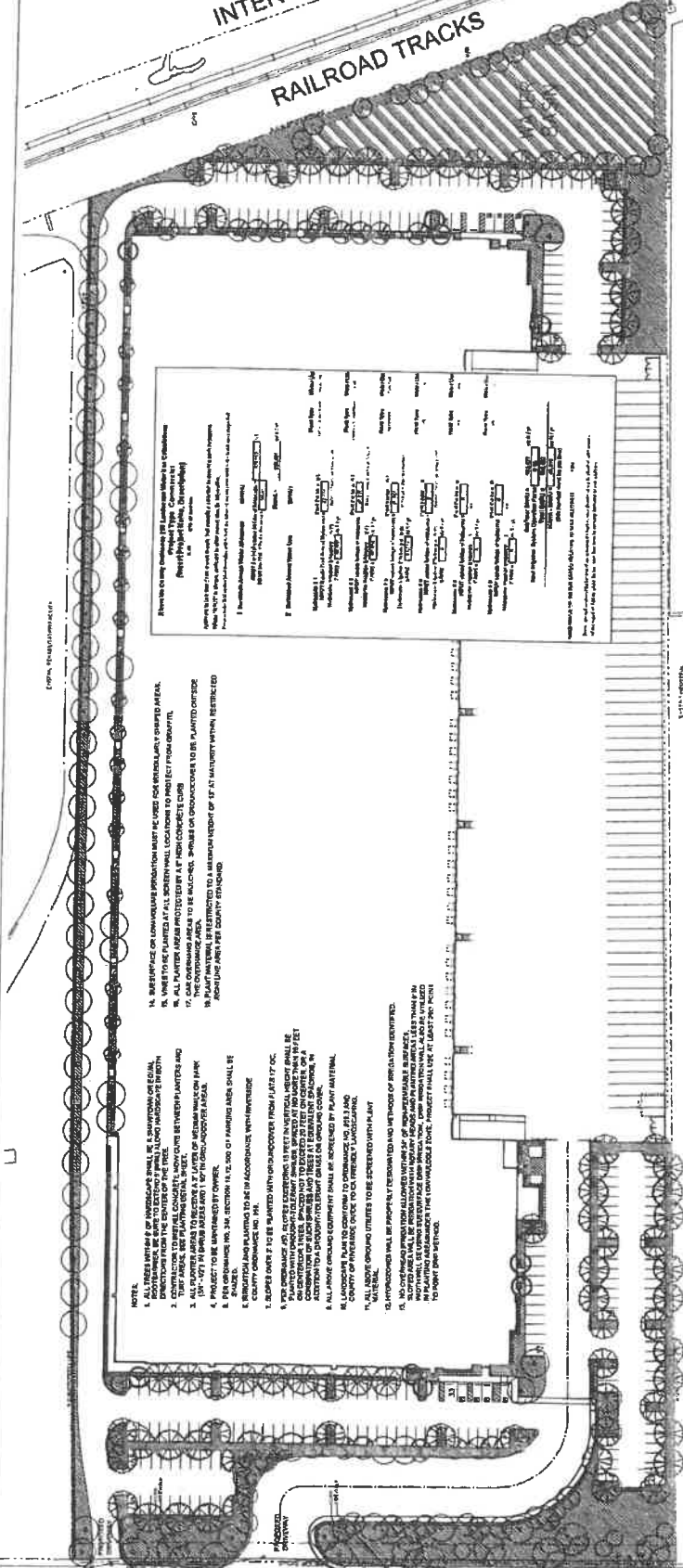
The proposed building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses, mullions and aluminum canopies, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of white, gray, and blue. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcover. The landscape plan indicates that trees and groundcover are proposed along the site's perimeter, along the Project's frontages to public streets, at building entries, within the parking areas, and within the water drainage basin.







INTERSTATE 215  
RAILROAD TRACKS



Planting Schedule Table:

Planting	Quantity	Notes
1. 12" x 18" x 18" (100)	100	Planting Schedule
2. 18" x 18" x 18" (100)	100	Planting Schedule
3. 24" x 24" x 24" (100)	100	Planting Schedule
4. 36" x 36" x 36" (100)	100	Planting Schedule
5. 48" x 48" x 48" (100)	100	Planting Schedule
6. 60" x 60" x 60" (100)	100	Planting Schedule
7. 72" x 72" x 72" (100)	100	Planting Schedule
8. 84" x 84" x 84" (100)	100	Planting Schedule
9. 96" x 96" x 96" (100)	100	Planting Schedule
10. 108" x 108" x 108" (100)	100	Planting Schedule

NOTE:  
1. ALL PLANTING SHALL BE PLANTED WITHIN THE SPECIFIED LOCATIONS AND SHALL BE PLANTED TO THE SPECIFIED DEPTHS AND SPACINGS.  
2. ALL PLANTING SHALL BE PLANTED TO THE SPECIFIED DEPTHS AND SPACINGS.  
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EXISTING BUILDING

GENERAL NOTES:  
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PLANTING LEGEND

SYMBOL	DESCRIPTION	QUANTITY	REMARKS
○	12" x 18" x 18"	100	Planting Schedule
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○	108" x 108" x 108"	100	Planting Schedule

Harvill Avenue Industrial

Newcastle Partners  
4700 Green River Road  
Arden, North Carolina 28701-9900  
County of Riverside, California

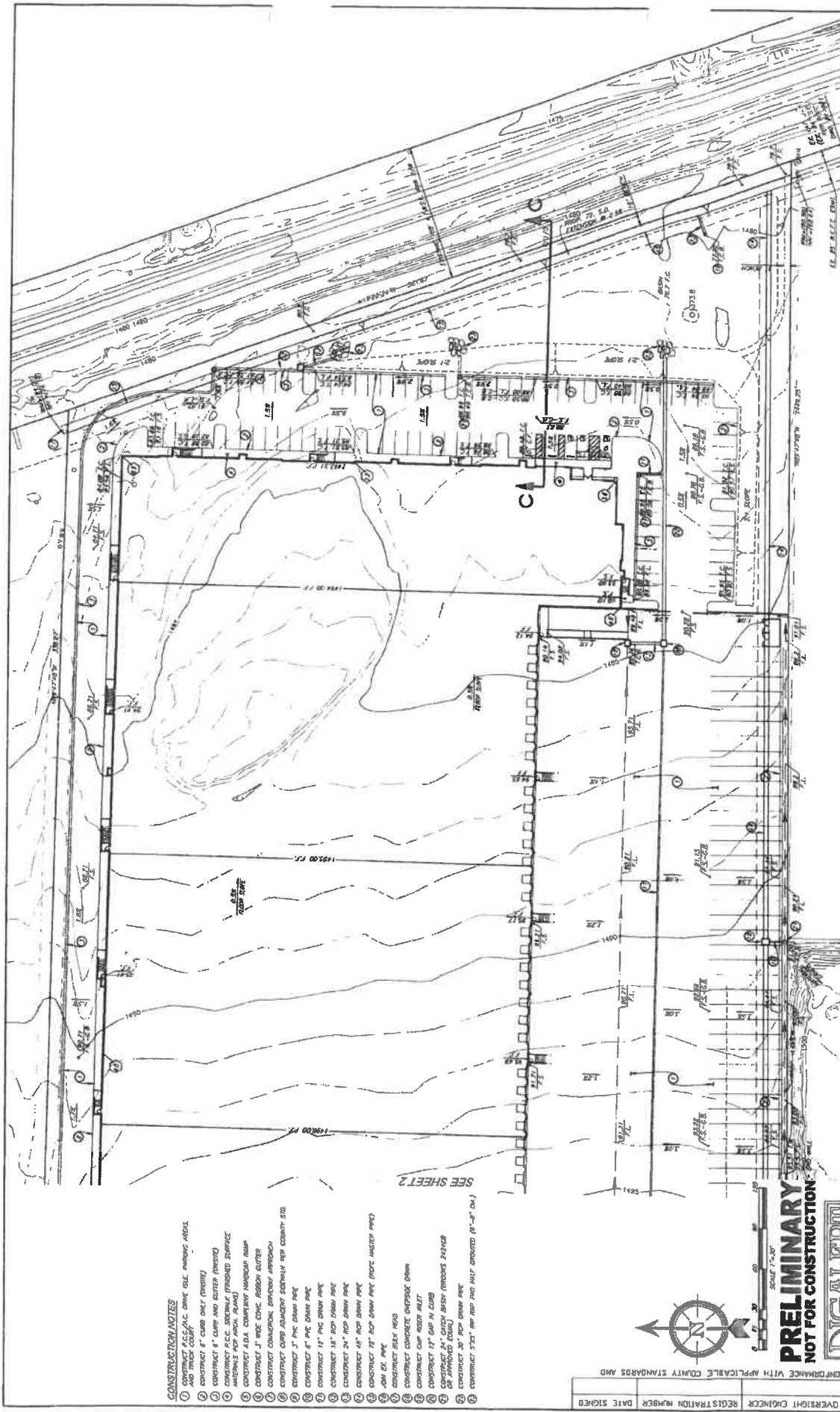
HUNTER LANDSCAPE  
714 961-7400  
714 961-7400  
FACILITY: CA 0000  
PAGE: 14 OF 24











RECHD	PLAN CHECK	OVERSIGHT ENGINEER	REGISTRATION NUMBER	DATE SIGNED
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES				
<b>PRELIMINARY NOT FOR CONSTRUCTION</b>				
WORK COMPARED WITHIN THESE PLANS EXCEPTED FROM ANY AND ALL EXISTING PLANS HAS BEEN ISSUED. If you are not a party to this project, you are not bound by these plans. For more information, please contact the engineer of record.				
ENGINEERING COMPANY: SOH ENGINEERING COMPANY 200 AND ASSOCIATES INC. 10000 W. 12TH AVE., SUITE 100 WILLOW PARK, OHIO 44141 TEL: (216) 342-3811 FAX: (216) 342-3811				
PREPARED BY: ROBERT VAN ZANTEN DATE: 3-20-13				
BENCHMARK: NEWCASTLE DEVELOPMENT PLOT PLAN HARVILL AVE. INDUSTRIAL SHEET NO: 3 OF 3 COUNTY: CUYAHOGA FILE NO:				

- CONSTRUCTION NOTES**
1. CONSTRUCT #5.5 G.A.C. DRIVE GLE. PARKING AREAS AND TRUCK COURT.
  2. CONSTRUCT #8 CURB ONLY. BUMP UP TO NEW COUNTY STD.
  3. CONSTRUCT #10 CONC. ASPHALT DRIVEWAY.
  4. CONSTRUCT #12 CONC. ASPHALT DRIVEWAY.
  5. CONSTRUCT #14 CONC. ASPHALT DRIVEWAY.
  6. CONSTRUCT #16 CONC. ASPHALT DRIVEWAY.
  7. CONSTRUCT #18 CONC. ASPHALT DRIVEWAY.
  8. CONSTRUCT #20 CONC. ASPHALT DRIVEWAY.
  9. CONSTRUCT #22 CONC. ASPHALT DRIVEWAY.
  10. CONSTRUCT #24 CONC. ASPHALT DRIVEWAY.
  11. CONSTRUCT #26 CONC. ASPHALT DRIVEWAY.
  12. CONSTRUCT #28 CONC. ASPHALT DRIVEWAY.
  13. CONSTRUCT #30 CONC. ASPHALT DRIVEWAY.
  14. CONSTRUCT #32 CONC. ASPHALT DRIVEWAY.
  15. CONSTRUCT #34 CONC. ASPHALT DRIVEWAY.
  16. CONSTRUCT #36 CONC. ASPHALT DRIVEWAY.
  17. CONSTRUCT #38 CONC. ASPHALT DRIVEWAY.
  18. CONSTRUCT #40 CONC. ASPHALT DRIVEWAY.
  19. CONSTRUCT #42 CONC. ASPHALT DRIVEWAY.
  20. CONSTRUCT #44 CONC. ASPHALT DRIVEWAY.
  21. CONSTRUCT #46 CONC. ASPHALT DRIVEWAY.
  22. CONSTRUCT #48 CONC. ASPHALT DRIVEWAY.
  23. CONSTRUCT #50 CONC. ASPHALT DRIVEWAY.
  24. CONSTRUCT #52 CONC. ASPHALT DRIVEWAY.
  25. CONSTRUCT #54 CONC. ASPHALT DRIVEWAY.
  26. CONSTRUCT #56 CONC. ASPHALT DRIVEWAY.
  27. CONSTRUCT #58 CONC. ASPHALT DRIVEWAY.
  28. CONSTRUCT #60 CONC. ASPHALT DRIVEWAY.
  29. CONSTRUCT #62 CONC. ASPHALT DRIVEWAY.
  30. CONSTRUCT #64 CONC. ASPHALT DRIVEWAY.
  31. CONSTRUCT #66 CONC. ASPHALT DRIVEWAY.
  32. CONSTRUCT #68 CONC. ASPHALT DRIVEWAY.
  33. CONSTRUCT #70 CONC. ASPHALT DRIVEWAY.
  34. CONSTRUCT #72 CONC. ASPHALT DRIVEWAY.
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  37. CONSTRUCT #78 CONC. ASPHALT DRIVEWAY.
  38. CONSTRUCT #80 CONC. ASPHALT DRIVEWAY.
  39. CONSTRUCT #82 CONC. ASPHALT DRIVEWAY.
  40. CONSTRUCT #84 CONC. ASPHALT DRIVEWAY.
  41. CONSTRUCT #86 CONC. ASPHALT DRIVEWAY.
  42. CONSTRUCT #88 CONC. ASPHALT DRIVEWAY.
  43. CONSTRUCT #90 CONC. ASPHALT DRIVEWAY.
  44. CONSTRUCT #92 CONC. ASPHALT DRIVEWAY.
  45. CONSTRUCT #94 CONC. ASPHALT DRIVEWAY.
  46. CONSTRUCT #96 CONC. ASPHALT DRIVEWAY.
  47. CONSTRUCT #98 CONC. ASPHALT DRIVEWAY.
  48. CONSTRUCT #100 CONC. ASPHALT DRIVEWAY.

SEE SHEET 2



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

SENT VIA USPS AND E-MAIL:

April 4, 2019

[rbrady@rivco.org](mailto:rbrady@rivco.org)

Russell Brady, Project Planner  
County of Riverside, Planning Department  
MAILSTOP #: 1070  
P.O. Box 1409  
Riverside, CA 92502-1409

## Site Plan Consultation for the Plot Plan No. 190005<sup>1</sup>

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned project. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the CEQA document. Please forward a copy of the CEQA document directly to SCAQMD at the address in our letterhead. **In addition, please send with the CEQA document all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files<sup>2</sup>. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

### Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to

---

<sup>1</sup> The Proposed Project would include construction of a 345,006-square-foot warehouse on 16.85 acres.

<sup>2</sup> In the event an EIR is prepared for the Proposed Project, pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance<sup>3</sup> on strategies to reduce air pollution exposure near high-volume roadways can be found at: [https://www.arb.ca.gov/ch/rd\\_technical\\_advisory\\_final.PDF](https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF).

#### **SCAQMD Staff's Recommendation for Truck Trip Rates for High Cube Warehouse Projects**

SCAQMD staff recommends the use of truck trip rates from the Institute of Transportation Engineers (ITE) for high cube warehouse projects located in SCAQMD (i.e. 1.68 average daily vehicle trips per 1,000 square feet and 0.64 average daily truck trips per 1,000 square feet). Consistent with CEQA Guidelines, the CEQA document for the Proposed Project may use a non-default trip rate if there is substantial evidence supporting another rate is more appropriate for the air quality analysis.

<sup>3</sup> In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

For high cube warehouse projects, SCAQMD staff has been working on a Warehouse Truck Trip Study to better quantify trip rates associated with local warehouse and distribution projects, as truck emission represent more than 90 percent of air quality impacts from these projects. Details regarding this study can be found online here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/high-cube-warehouse>.

### **Mitigation Measures**

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Additional mitigation measures for operational air quality impacts from mobile sources as suggestions that the Lead Agency should consider in the environmental analysis may include the following:

- Require zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks<sup>4</sup>. Include environmental analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. The Lead Agency should include the requirement of zero-emission or near-zero emission heavy-duty trucks in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.
- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.

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<sup>4</sup> Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: <http://www.truckload.org/tca/files/ccLibraryFiles/Filename/000000003422/California-Clean-Truck-and-Trailer-Update.pdf> (See slide #23).



- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through the CEQA process prior to allowing this land use or higher activity level.
- Provide electric vehicle (EV) Charging Stations (see the discussion below regarding EV charging stations).
- Should the Proposed Project generate significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce any significant adverse air quality impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.
- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)<sup>5</sup>. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, SCAQMD staff recommends the Lead Agency require the Proposed Project and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations<sup>6</sup>. Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should be appropriately sized to allow for future expanded use. The Lead Agency should also include environmental analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures (e.g., EV charging stations) in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate.
- Design the warehouse such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
- Design the warehouse such that any check-in point for trucks is well inside the site to ensure that there are no trucks queuing outside of the facility.
- Design the warehouse to ensure that truck traffic within the site is located away from the property line(s) closest to its residential or sensitive receptor neighbors.
- Restrict overnight parking in residential areas.
- Establish overnight parking within the warehouses where trucks can rest overnight.
- Establish area(s) within the Proposed Project site for repair needs.
- Develop, adopt and enforce truck routes both in and out of city, and in and out of facilities.
- Create a buffer zone of at least 300 meters (roughly 1,000 feet), which can be office space, employee parking, greenbelt, etc. between the Proposed Project and sensitive receptors.

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<sup>5</sup> Southern California Association of Governments. Accessed at: <http://scagrtpscsc.net/Pages/FINAL2016RTPSCS.aspx>.

<sup>6</sup> City of Los Angeles. Accessed at: [http://ladbs.org/LADBSWeb/LADBS\\_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf](http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf).

Additional mitigation measures for operational air quality impacts from other area sources as suggestions that the Lead Agency should consider in the environmental analysis may include the following:

- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility.
- Maximize the planting of trees in landscaping and parking lots.
- Use light colored paving and roofing materials (e.g., “cool” roofs and cool pavements).
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Use of water-based or low VOC cleaning products.

### **Alternatives**

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the CEQA document shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

### **Permits**

In the event that implementation of the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as Responsible Agency for the Proposed Project in the CEQA document. For more information on permits, please visit SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD’s Engineering and Permitting staff at (909) 396-3385.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD’s webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at [lsun@aqmd.gov](mailto:lsun@aqmd.gov) or call me at (909) 396-3308.

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

RVC190404-12

Control Number

~~PPA 11-15-23~~



# 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: Newcastle/Harvill Logistics, LLC

Contact Person: Jackson Smith E-Mail: Jackson@newcastlepartners.com

Mailing Address: 4740 Green River Road, Suite 118  
Corona CA 92880  
City State ZIP

Daytime Phone No: ( 951 ) 582-9800 Fax No: (      ) n/a

Engineer/Representative Name: T&B Planning, Inc.

Contact Person: George Atalla E-Mail: gatalla@tbplanning.com

Mailing Address: 17542 E. 17th Street, Suite 100  
Tustin CA 92780  
City State ZIP

Daytime Phone No: ( 714 ) 505-6360 ext. 107 Fax No: ( 714 ) 505-6361

Property Owner Name: Tramco, Inc.

Contact Person: John Harvill E-Mail: jharvill@gmail.com

Mailing Address: P.O. Box 1569  
Cordova AK 99574-1569  
City State ZIP

Daytime Phone No: ( 907 ) 253-4512 Fax No: (      ) n/a

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

"Planning Our Future... Preserving Our Past"



**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.)

Tramco, Inc. By: John I. Harvill, President

\_\_\_\_\_  
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:**

Owned by The Salvation Army: 305-100-034

Assessor's Parcel Number(s): 305-100-048, -049, -050, -051 - owned by Tramco

Approximate Gross Acreage: 16.81

General location (nearby or cross streets): North of Daytona Cove, South of Orange Avenue, East of Harvill Avenue, West of Interstate 215

**APPLICATION FOR LAND USE AND DEVELOPMENT**

**PROJECT PROPOSAL:**

Describe the proposed project.  
Please see attached.

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): Ordinance No. 348, Article XII, M-H Zone (Manufacturing Heavy); Sections 12.1-12.6

Number of existing lots: 5

EXISTING Buildings/Structures: Yes <input type="checkbox"/> No <input checked="" 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 checked="" type="checkbox"/> No <input type="checkbox"/>				
No.*	Square Feet	Height	Stories	Use/Function
1	345,006	46'-0"	Whse-1; Office-2	Warehouse w/ Office Space and Mezzanine
2				
3				
4				
5				
6				
7				
8				
9				
10				

PROPOSED Outdoor Uses/Areas: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
No.*	Square Feet	Use/Function
1	n/a	Water detention basin at eastern portion of the property.
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:

Application for Submittal of Planning Geologic Report (GEO/SSR)

Are there previous development applications filed on the subject property: Yes  No

If yes, provide Application No(s). Preliminary Application Review (PAR170001)

(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) n/a EIR No. (if applicable): n/a

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): Phase I ESA & Geotech Studies

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: Newcastle/Harvill Logistics, LLC

Address: 4740 Green River Road, Suite 118

Phone number: (951) 582-9800

Address of site (street name and number if available, and ZIP Code): Harvill Ave - 92570

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: Book 305, pg 10

Specify any list pursuant to Section 65962.5 of the Government Code: n/a

Regulatory Identification number: n/a

Date of list: n/a

Applicant: Newcastle/Harvill Logistics, LLC

Date 01/24/2019

**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) Dennis Higgs

Date 01/24/2019

Owner/Authorized Agent (2) \_\_\_\_\_

Date \_\_\_\_\_

## **APPLICATION FOR LAND USE AND DEVELOPMENT**

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**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

**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. 190005 (PPT190005) – Intent to Adopt a Mitigated Negative Declaration – CEQ1900012**  
– Applicant: Newcastle Partners, Inc. – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location: Easterly of Harvill Avenue, southerly of Orange Avenue, westerly of Interstate 215, and northerly of Daytona Cove – 16.86 Acres – Zoning: Manufacturing – Heavy (M-H) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 333,553 sq. ft. warehouse/distribution/manufacturing facility and associated improvements on 16.86-acres.

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.  
DATE OF HEARING: **MARCH 4, 2020**  
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER  
BOARD CHAMBERS, 1ST FLOOR  
4080 LEMON STREET, RIVERSIDE, CA 92501

For further information regarding this project please contact Project Planner Russell Brady at (951) 955-3025 or email at [rbrady@rivco.org](mailto:rbrady@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 may be viewed Monday through Friday, 8:30 a.m. to 5:00 p.m., at the County of Riverside Planning Department, 4080 Lemon Street 12<sup>th</sup> Floor, Riverside, CA 92501. For further information or an appointment, contact the project planner.

Any person wishing to comment on a proposed project may do so, in writing, between the date of this notice and the public hearing or appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Commission, and the Planning Commission will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

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: Russell Brady  
P.O. Box 1409, Riverside, CA 92502-1409

**PROPERTY OWNERS CERTIFICATION FORM**

I,     VINNIE NGUYEN     certify that on     February 10, 2020    ,

The attached property owners list was prepared by     Riverside County GIS    ,

APN (s) or case numbers     PPT190005     for

Company or Individual's Name     RCIT - GIS    ,

Distance buffered     1200'    

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    

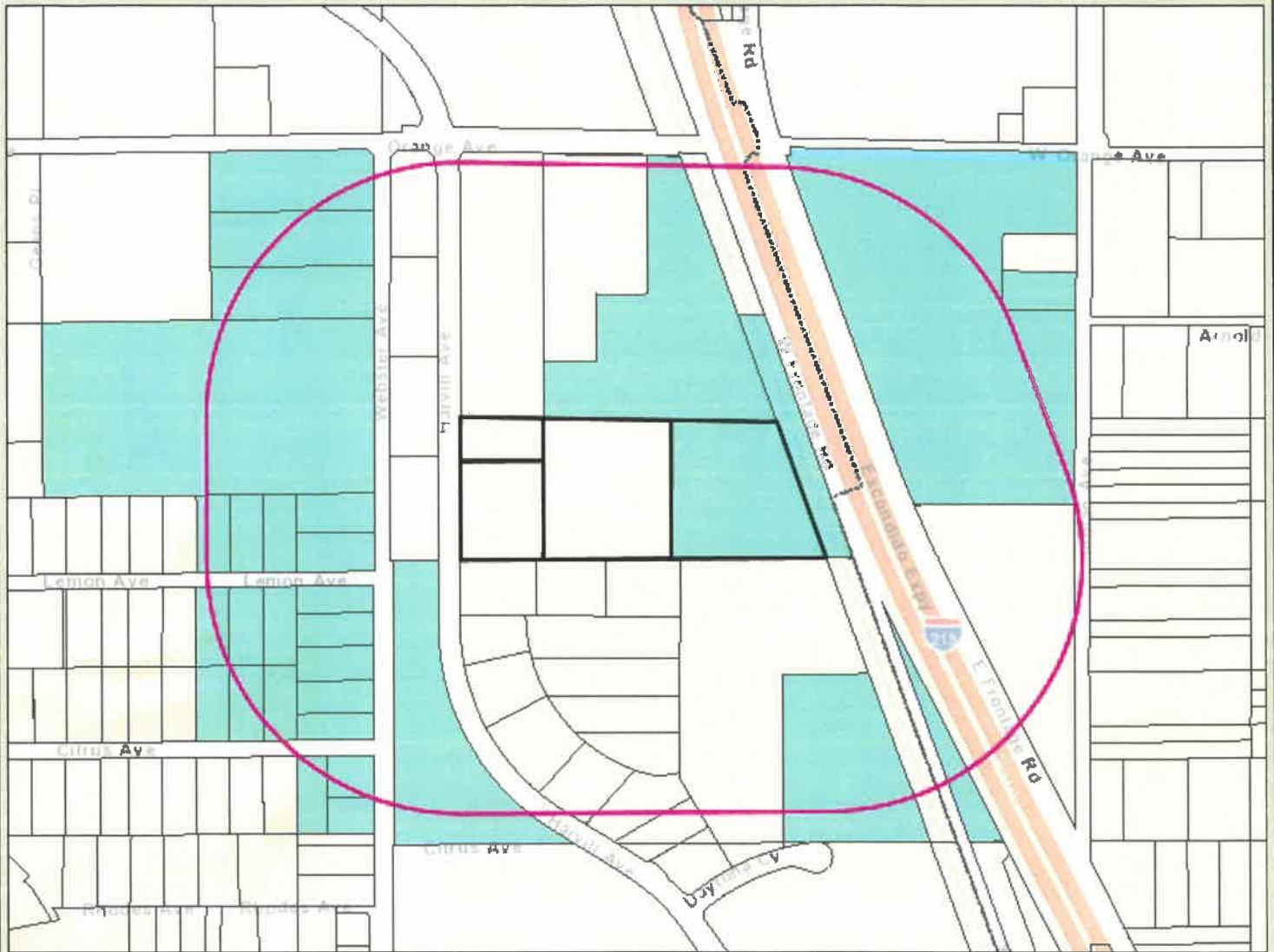
    Riverside, Ca. 92502    

TELEPHONE NUMBER (8 a.m. – 5 p.m.):     (951) 955-8158



# Riverside County GIS Mailing Labels

PPT190005 ( 1200 feet buffer )



## Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

## Notes



0 752 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... 2/10/2020 10:24:23 AM

© Riverside County RCIT

305100009  
CHRISTINE MARIE LEINEN  
2304 INDIAN AVE  
PERRIS CA 94571

305100014  
RIVERSIDE COUNTY TRANSPORTATION  
PO BOX 12008  
RIVERSIDE CA 92502

305100028  
COUDURES FAMILY LTD PARTNERSHIP  
15325 FAIRFIELD RANCH RD  
CHINO HILLS CA 91709

305100048  
TRAMCO INC  
P O BOX 1569  
CORDOVA AK 99574

305100052  
SALVATION ARMY  
180 E OCEAN BLV 3RD FL  
LONG BEACH CA 90802

305170031  
PARKER 215  
27989 HOLLAND RD  
MENIFEE CA 92584

305170032  
PERRIS CITRUS AVENUE STORAGE  
211 W RINCON ST NO 108  
CORONA CA 92880

305170038  
PERRIS CITRUS AVENUE LAND  
1370 JET STREAM DR  
HENDERSON NV 89052

322240011  
GREENSTATE MAX INC  
3036 DEL MAR AVE  
ROSEMEAD CA 91770

322240016  
PEDRO BARBON  
23874 CITRUS AVE  
PERRIS CA 92570

322240017  
JOSE TRUJILLO  
21063 WEBSTER AVE  
PERRIS CA 92570

322240018  
SABINO GUTIERREZ  
14117 COUNTY ROAD 511  
VENUS TX 76084

322263001  
LEIF THOMAS SWENSON  
21475 WEBSTER AVE  
PERRIS CA 92570

322263002  
VICTOR VALADEZ  
711 W NICOLET  
BANNING CA 92220

322263003  
MICHALEWSKI BARBARA L REVOCABLE TRUST  
23979 CITRUS AVE  
PERRIS CA 92570

322263020  
PEDRO JR BARBON  
23874 CITRUS AVE  
PERRIS CA 92570

322263021  
VALLARY L. JACKSON  
23890 CITRUS AVE  
PERRIS CA 92570

322263022  
HUMBERTO URETA  
23940 CITRUS AVE  
PERRIS CA 92570

322263023  
ERNERY FLORES AMAYA  
21421 WEBSTER AVE  
PERRIS CA 92570

322263024  
JOHN D. SCHLAX  
21409 WEBSTER AVE  
PERRIS CA 92570

322263025  
TIMOTHY A. LUCAS  
21395 WEBSTER AVE  
PERRIS CA 92570

322263026  
CAMPBELL FAMILY TRUST DATED 09/12/2018  
21375 WEBSTER AVE  
PERRIS CA 92570

322263027  
KATHERINE F. MIGLIACCIO  
21355 WEBSTER AVE  
PERRIS CA 92570

322263028  
JAEGER PRESTON JONES  
23941 LEMON AVE  
PERRIS CA 92570

322263029  
BILL P. MIGLIACCIO  
23895 LEMON AVE  
PERRIS CA 92570

322263030  
NELSON D. CHASTEEN  
23873 LEMON AVE  
PERRIS CA 92570

322263037  
DAVID LEE ZELENKA  
21311 WEBSTER AVE  
PERRIS CA 92570

322263038  
HOUSE SHIRLEY G  
21269 WEBSTER AVE  
PERRIS CA 92570

322263039  
CHRISTOPHER T. WILLIAMS  
23940 LEMON AVE  
PERRIS CA 92570

322263040  
CHRISTOPHER R. BOGART  
23884 LEMON AVE  
PERRIS CA 92570

322263041  
EDWARD ANAYA  
9150 SUNRIDGE DR  
RIVERSIDE CA 92508

**Applicant:**

Newcastle Partners, Inc.  
4740 Green River Road, Suite 118  
Corona, CA 92880

**Representative:**

EPD Solutions, Inc.  
2 Park Plaza, Suite 1120  
Irvine, CA 92614

**Applicant:**

Newcastle Partners, Inc.  
4740 Green River Road, Suite 118  
Corona, CA 92880

**Representative:**

EPD Solutions, Inc.  
2 Park Plaza, Suite 1120  
Irvine, CA 92614

**Applicant:**

Newcastle Partners, Inc.  
4740 Green River Road, Suite 118  
Corona, CA 92880

**Representative:**

EPD Solutions, Inc.  
2 Park Plaza, Suite 1120  
Irvine, CA 92614

**Owner:**

Tramco Inc  
PO Box 1569  
Cordova, AK 99574

Kirkland West  
Habitat Defense Council  
PO Box 7821  
Laguna Niguel, Ca, 92607-7821

**Owner:**

Tramco Inc  
PO Box 1569  
Cordova, AK 99574

Richard Drury  
Komalpreet Toor  
Lozeau Drury, LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612

**Owner:**

Tramco Inc  
PO Box 1569  
Cordova, AK 99574

Lijin Sun, Program Supervisor  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

California Department of Fish and Wildlife, Inland  
Deserts Region 6  
Leslie McNair  
3602 Inland Empire Blvd., Ste. C-220  
Ontario, CA 91764

CalTrans District 8  
CEQA Review  
464 W. 4th St., 6<sup>th</sup> Floor  
San Bernardino, CA 92401

City of Perris  
101 N. D Street  
Perris, CA 92570

Val Verde Unified School District  
975 W. Morgan St.  
Perris, CA 92571-3103

Metropolitan Water District of Southern California  
Harry Bannerman  
700 North Alameda Street  
Los Angeles, CA 90012-2944

Riverside County Transportation Commission  
Anne Mayer, Executive Director  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92501

Riverside Transit Agency  
Joe Forgiarini  
1825 3rd St.  
Riverside, CA 92517-1968

Southern California Edison  
CEQA Review  
2244 Walnut Grove Ave., Rm 312  
Rosemead, CA 91770

ATTN: Elizabeth Lovsted  
Eastern Municipal Water District  
2270 Trumble Rd.  
P.O. Box 8300  
Perris, CA 92570

U.S. Fish and Wildlife Service  
Sally Brown  
6010 Hidden Valley Road, Ste. 101  
Carlsbad, CA 92011

Mead Valley Municipal Advisory Council  
Attn: Lee Cussins, Secretary  
18870 Springwood Ln.  
Perris, CA. 92570

Santa Ana  
Regional Water Quality Control Board #8  
Michael Adackapara  
3737 Main Street, Ste 500  
Riverside, CA. 92501



# RIVERSIDE COUNTY PLANNING DEPARTMENT

**Charissa Leach, P.E.**  
**Assistant TLMA Director**

**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.**

Plot Plan No. 190005 (CEQ190012)

*Project Title/Case Numbers*

Russell Brady

*County Contact Person*

(951) 955-3025

*Phone Number*

*State Clearinghouse Number (if submitted to the State Clearinghouse)*

Newcastle Partners, Inc.

*Project Applicant*

4740 Green River Road, Suite 118, Corona, CA 92880

*Address*

easterly of Harvill Avenue, westerly of I-215, southerly of Orange Avenue, and northerly of Daytona Cove

*Project Location*

The Plot Plan is a proposal for the construction and operation of a total of 333,553 square foot warehouse/distribution/manufacturing facility on 16.86-acres

*Project Description*

This is to advise that the Riverside County Planning Commission, has approved the above-referenced project on \_\_\_\_\_, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. An Initial Study and Negative Declaration was prepared for the project pursuant to the provisions of the California Environmental Quality Act (\$2,406.75+\$50.00) and reflect the independent judgment of the Lead Agency.
3. Mitigation measures WERE made conditions of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS NOT adopted.
5. Findings were made pursuant to the provisions of CEQA.

This is to certify that the 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: \_\_\_\_\_

