



RIVERSIDE COUNTY PLANNING DEPARTMENT

9:00 A.M.

MAY 20, 2020

**Planning
Commissioners
2020**

AGENDA
REGULAR MEETING
RIVERSIDE COUNTY PLANNING COMMISSION
COUNTY ADMINISTRATIVE CENTER
First Floor Board Chambers
4080 Lemon Street, Riverside, CA 92501
<https://planning.rctlma.org/>

1st District
Carl Bruce
Shaffer
Vice-Chairman

Any person wishing to speak in person must complete a "Speaker Identification Form" and submit it to the Hearing Secretary. Public access to the meeting will be limited and social distancing will be enforced. To speak remotely, please see below. 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, provide your name, address, and state that you agree with the previous speaker(s).

2nd District
David Leonard

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public Comments will be accepted remotely via teleconference. To submit your request to speak remotely please visit: planning.rctlma.org/Speak and complete the electronic form prior to the meeting. You will receive an email confirming your request that will provide further instructions. Additional information is available on the Planning Department website.

3rd District
Gary Thornhill

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.

4th District
Bill Sanchez

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 email at esarabia@rivco.org. Requests should be made at least 72 hours prior to the scheduled meeting.

5th District
Eric Kroencke
Chairman

CALL TO ORDER:
SALUTE TO THE FLAG – ROLL CALL

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

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

NONE

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

NONE

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

Legal Counsel
Michelle Clack
*Chief Deputy
County Counsel*

3.1 **CONSIDER an AMENDMENT to ORDINANCE NO. 348 ASSOCIATED with CHANGE OF ZONE NO. 2000002 – Exempt from the California Environmental Quality Act (CEQA)**, pursuant to State CEQA Guidelines Section 15282(h) (Other Statutory Exemptions, adoption of an ordinance related to second units) and Section 15061(b)(3) (Common Sense Exemption) – Applicant: County of Riverside – Location: Countywide – **REQUEST:** The amendment to Ordinance No. 348 associated with Change of Zone No. 2000002 is an amendment to the Riverside County Land Use Ordinance proposing the following: updating regulations, development and occupancy standards, among others, related to accessory dwelling units, junior accessory dwelling units, second units, guest quarters and ranchet units; re-establishing regulations for multiple owner group units for the Eastern Coachella Valley area. The purpose of this ordinance amendment is to update the applicable zoning regulations to be consistent with State law and re-establish and update existing regulation relating to the "Coachella Valley Multiple Owners Mobile home Housing Overlay Zone". Continued from May 6, 2020. Project Planner: Robert Flores at (951) 955-1195 or email at RFlores@rivco.org.

3.2 **PLOT PLAN NO. 190031 – Intent to Adopt a Mitigated Negative Declaration – CEQ190112 – Applicant: Trammell Crow So. Cal Development Inc. – Engineer/Representative: EPD Solutions – First Supervisorial District – March Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location: Southerly of Harley Knox Boulevard, easterly of Harvill Avenue, northerly of Oleander Avenue, and westerly of the 215 Freeway – 20.22 Net Acres – Zoning: Manufacturing –**

Medium (M-M) – **REQUEST:** Plot Plan No. 190031 proposes an industrial warehouse building consisting of 5,000 sq. ft. of office space and 413,000 sq. ft. of warehouse storage, with 50 docking bay doors. Parking would consist of 233 parking spaces, including seven (7) accessible parking and six (6) electric vehicle spaces, and 62 truck trailer stalls within the docking bay area. Additionally, the project is proposing a guard shack and two (2) basins. Truck entry would be from Oleander Avenue. Continued from May 6, 2020. Project Planner: Tim Wheeler at (951) 955-6060 or email at twheeler@rivco.org.

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

4.1 **CONDITIONAL USE PERMIT NO. 190024 – Exempt from the California Environmental Quality Act (CEQA)**, pursuant to State CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) – CEQ190100 – Applicant: Christopher Carey – Engineer Representative: Empire Design Group Inc. – Third Supervisorial District – Winchester Zoning Area – Harvest Valley/Winchester Area Plan – Community Development: Commercial Retail (CD-CR) (0.25-0.35 FAR) – Location: Northerly of Gough Street, easterly of State Highway 79/Winchester Road, and southerly of Willard Street – 0.52 Gross Acres – Zoning: Rural Residential (R-R) – **REQUEST: Conditional Use Permit No. 190024** is a proposal to construct an R.V., trailer, and boat storage yard on a 0.52 acre site. The project will include 25 R.V., trailer, and boat storage yard parking spaces. The site will be available for the public 24 hours a day and 7 days a week by key code access. Project Planner: Russell Brady at (951) 955-3025 or email at rbrady@rivco.org.

4.2 **TENTATIVE PARCEL MAP NO. 37433 (PM37433) – No New Environmental Document Required** – EA42871 – Applicant: Circle K Stores, Inc./Land Development Consultants – Engineer/Representative: Base Consulting Group – Second Supervisorial District – El Cerrito Zoning District – Temescal Canyon Area Plan – Community Development: Commercial Retail (CD-CR) – 5.92 Gross Acres – Location: Northerly of Cajalco Road and easterly of Temescal Canyon Road – Zoning: Scenic Highway Commercial (C-P-S) – **REQUEST:** The Tentative Parcel Map is proposal for a Schedule “E” subdivision of 5.92 gross acres into four (4) parcels which range from 0.98 gross acres to 2.37 gross acres. Project Planner: Russell Brady at (951) 955-3025 or email at rbrady@rivco.org.

4.3 **PLOT PLAN NO. 180034 (PPT180034) – Intent to Certify an Environmental Impact Report** – EIR466 – Applicant: Majestic Realty – 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 Commerce Center Drive, northerly of Perry Street, and westerly of Interstate 215 – 18.35 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 373,368 sq. ft. warehouse/distribution/manufacturing development on 18.35 gross acres. Project Planner: Russell Brady at (951) 955-3025 or email at rbrady@rivco.org.

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.:

3.1

Planning Commission Hearing: May 20, 2020

PROPOSED PROJECT

Case Number(s):	Ordinance No. 348.4926; CZ No. 2000002	Applicant(s): County of Riverside
CEQA Exempt	Section 15282(h) & 15061(b)(3)	
Area Plan:	Countywide	
Zoning Area/District:	Countywide	
Supervisory District:	All	
Project Planner:	Robert Flores Advance Planning	 Charissa Leach, P.E. Assistant TLMA Director
Project APN(s):	Countywide	

PROJECT DESCRIPTION AND LOCATION

Ordinance No. 348.4926 is an ordinance amendment to Riverside County Ordinance No. 348 (the "Land Use Ordinance") that establishes requirements and development standards for the development of different dwelling types or living arrangements on a lot in addition to a primary residence. This amendment specifically addresses state-mandated accessory dwelling units ("ADUs"), junior accessory dwelling units ("Junior ADUs"), and ranchets (related to ADUs) and locally-permitted second units and guest quarters; and specifically re-establishes and updates existing regulation for units under the *Coachella Valley Multiple Owners Mobilehome Housing Overlay Zone*, also known as MOG units. (See "Project Analysis" below for more details on the ordinance amendment.)

Ordinance No. 348.4926 is associated with Change of Zone (CZ) No. 2000002 and is hereinafter referred to as the Project.

This amendment results in updating the Land Use Ordinance and will apply countywide, except for those regulations applying only to the Eastern Coachella Valley as described in the ordinance.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

RECOMMENDS THAT THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:

FIND that the project is **EXEMPT** from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15282(h) and 15061(b)(3), based on the findings and conclusions in the staff report; and,

ADOPT Ordinance No. 348.4926, associated with Change of Zone No. 2000002, amending Ordinance No. 348 and establishing regulations for the development of additional residential accommodations within the unincorporated area of Riverside County, based upon the findings and conclusions provided in this staff report.

PROJECT BACKGROUND AND ANALYSIS

Background:

ADU/Junior ADU

In recent years, there has been much state legislation passed that has significantly amended state law relating to ADUs and Junior ADUs. In 2019, several new ADU/Junior ADU bills were approved (i.e. SB 13, AB 68, AB 881, etc.), which modified, as of January 1, 2020, Government Code sections 65852.2 relating to ADUs and 65852.22 relating to Junior ADUs and established current state regulation that all local jurisdictions, such as the County, must adhere to. Specifically, ADU and Junior ADU law provides for the adoption of a state-compliant local ordinance that does the following:

- Designate areas where ADUs and Junior ADUs may be permitted; and,
- Establish allowances for unit type and quantity; and,
- Establish development/occupancy standards and other requirements for these units; and,
- Establish that these units are a residential use that do not exceed the allowable density, therefore, are consistent with the General Plan.

The County must provide for the creation of ADUs and Junior ADUs as provided in the aforementioned Government Code sections. In short, state law allows at least one interior ADU or Junior ADU and one detached ADU for any lot with a single-family (or “one-family”) dwelling. Additionally, state law allows interior and detached ADUs on lots with multifamily (or “multiple family”) dwellings. Interior units must be provided within the established floor area/footprint of a structure and may only include limited expansion for egress/ingress. Standards that may be imposed include a height maximum of 16 feet, setback minimums that shall not be greater than 4 feet, and floor area maximums that does not exceed 1,200 square feet for ADUs and 500 square feet for Junior ADUs.

Existing Land Use Ordinance Regulation

The Riverside County Land Use Ordinance currently permits and regulates guest quarters (Section 18.18.D.), second units (Section 18.18.F), and multiple owner mobilehome housing (Article XIXj.), also known as “MOGs.” These units/quarters are permitted by-right either on lots with one-family dwellings (guest quarters/second units) or within the Eastern Coachella Valley (MOGs). Second units, at one point, served as the state-mandated “second units,” which have evolved into what is known now as “ADUs.” Guest quarters and MOGs are local residential accommodations that, together with second units, provide different unique housing options for the nature of the County’s unincorporated communities but are each regulated with unique development standards.

Currently, the Land Use Ordinance regulates these living arrangements differently. For example, the allowable floor area of guest quarters and second units depends on the size of the lot. Whereas, the allowable floor area for MOGs does not fluctuate based on lot size, rather there is a minimum floor area and no maximum. Guest quarters and second units are regulated similarly to one-family dwellings, where regulations address usual development standards, such as setbacks, height, etc., and MOGs are

regulated similarly to mobilehome parks with regulations on space size and location, awnings, screening, installation, etc.

Project Analysis:

The main purpose of proposed Project is to achieve compliance with state law relating to additional living arrangements, such as ADUs and Junior ADUs. If a local ordinance is not adopted, compliance to state ADU law is still required with very little discretion; however, the adoption of a local ordinance allows the County to establish its own state-compliant regulation and policy as it relates to additional living arrangements. A local ordinance will guide and may facilitate the development of additional living arrangements in appropriate areas of the unincorporated County and with appropriate standards.

Specifically, the proposed ordinance amendment deletes an existing article (Article XIXj. – *Coachella Valley Multiple Owner Mobilehome Housing Overlay*) in its entirety from the Land Use Ordinance and replaces it with a new article, named *Additional Residential Accommodations*, which groups together new and existing types of living arrangements, referred to as “additional residential accommodations,” including new types of accommodations to the ordinance, such as ADUs, Junior ADUs, and ranchets, and existing types of accommodations within the Land Use Ordinance, such as guest quarters, second units, and MOG units.

Generally, the new article allows both detached and interior additional residential accommodation for lots with either one-family and multiple family buildings or uses. In addition to a one-family dwelling, the new article provides for the creation of one detached and one interior residential accommodation; and up to four detached residential accommodations (as mobilehomes/manufactured homes only) within the Eastern Coachella Valley (“ECV”). The new article also provides for the creation of ADUs for lots with multiple family dwellings, which may include up to two detached ADUs and at least one interior ADU – but the interior quantity may be equal to or less than 25% of the existing multiple family units. Interior accommodations must be created within another dwelling or an accessory structure with minimal expansion allowed for access only and “interior” does not mean “attached.” Detached or interior residential accommodations may only be provided as follows:

- ❖ Detached may be an ADU, a ranchet (ECV only), a guest quarter, or a second unit (large lots only)
- ❖ Interior may be an ADU or a Junior ADU (within a proposed or existing house only)

In addition to the above, the ordinance amendment also re-establishes existing MOG regulation within the new article and makes global changes and reconfigurations for internal ordinance consistency, as shown in Attachment A (Ordinance No. 348.4926). Existing standards are mostly carried over to the new article for applicable accommodations, and only standards required by state law are added to the Land Use Ordinance, as shown in Attachment B (Additional Residential Accommodations Matrix).

Airport Land Use Commission

Adapting state law on ADUs, as existed prior to 2020, into the Land Use Ordinance was previously one part (of many) of Change of Zone No. 1900012, which was reviewed and found consistent by the Riverside County Airport Land Use Commission (ALUC) on July 11, 2019. However, since CZ No. 1900012 has not been adopted, the adaptation of state ADU law into the Land Use Ordinance was separated from CZ No. 1900012 and made part of the proposed Project, which has been determined by ALUC staff to necessitate additional commission review. Therefore, on April 27, 2020, an application for ALUC review

was submitted for the proposed Project, pursuant to Public Resource Code Section 21676, which requires a review of projects for consistency with the airport land use compatibility plan. The Project is tentatively scheduled for ALUC public hearing on June 11, 2020. The Planning Department does not anticipate any significant changes resulting from ALUC's review and anticipates a positive determination of consistency with the 2004 Riverside County Airport Land Use Compatibility Plan.

CEQA Compliance and Findings

Section 21080.17 of the Public Resource Code (PRC) provides, "This division does not apply to the adoption of an ordinance by a city or county to implement the provisions of Section 65852.1 or Section 65852.2 of the Government Code", which is implemented by the statutory exemption provided in Section 15282(h) of the State CEQA Guidelines. Based on the project description provided, the substantive changes to the Ordinance No. 348 specifically implement the provisions of Section 65852.2 of the Government Code. Therefore, the project is statutorily exempt from CEQA pursuant to PRC Section 21080.17 and State CEQA Guideline Section 15282(h). Other associated changes to Ordinance No. 348, include re-establishing, relocating and re-defining existing regulation, minor textual updates, and administrative clean ups, which are minor and non-impactful; therefore, there is no possibility that the project will have a significant effect on the environment and is, therefore, exempt from CEQA pursuant to State CEQA Guideline Section 15061(b)(3).

FINDINGS AND CONCLUSIONS

1. Government Code sections 65852.2 and 65852.22 allows the County to establish regulations by ordinance for the development of additional residential accommodations within the unincorporated area of Riverside County.
2. The proposed Ordinance No. 348.4926 applies to all unincorporated areas of Riverside County and establishes requirements and development standards for the development of accessory dwelling units, junior accessory dwelling units, second units, guest quarters, MOG units and ranchets, locally known as additional residential accommodations.
3. In accordance with Government Code section 65852.2(a)(3) and section 65852.22(c), the County's consideration and approval of applications for additional residential accommodations shall be ministerial without discretionary review or a hearing.
4. In accordance to state law and the proposed Ordinance No. 348.4926, an additional residential accommodation is considered a residential use that is does not exceed the allowable density established by the General Plan and shall be considered consistent with the residential uses of the applicable zoning classification.
5. The global changes and reconfigurations proposed for the Land Use Ordinance as part of the Project will assure internal consistency within of Ordinance No. 348.the ordinance.

CONCLUSIONS:

Based on the above, the Project is in conformance with the Land Use Designations of the unincorporated

area of Riverside County, and with all other elements of the Riverside County General Plan; is consistent with the zoning classifications of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348; protects the public's health, safety, and general welfare; and, will not have a significant effect on the environment.

PUBLIC OUTREAC AND HEARING NOTIFICATION

Public Hearing Notification

The Project was advertised in the Press Enterprise Newspaper/Desert Sun on April 26, 2020, pursuant to Section 1.6, 1.7, 1.8 of Riverside County Ordinance No. 348 for the May 6, 2020 Planning Commission. At the request of staff to provide additional time for public review of the draft ordinance and to address comments received (see below), the Planning Commission continued the Project to the May 20, 2020 Planning Commission as a public hearing item on the Agenda. The original draft version of the proposed ordinance amendment was posted on the Planning Department's public website (planning.rctlma.org) on Friday, April 24, 2020 for public review and comment. Any member of the public is welcome to provide comments or concerns during the Planning Commission public hearing.

Comments received prior to the May 6, 2020 Planning Commission included concerns relating location and allowance requirements, entitlement and approval requirements, and development standards for MOG Units and Ranchets. Changes to address these concerns are shown in Attachment A, as tracked changes made to the original draft ordinance released for public review on April 24, 2020 that was previously provided to the Planning Commission.

REPORT:

Prepared by Robert Flores
Reviewed by Shellie Clack
Reviewed by Phayvanh Nanthavongdouangsy
Reviewed by John Hildebrand
Approved by Charissa Leach

ATTACHMENTS:

Attachment A: Ordinance No. 348.4926 (tracked version, released with staff report)
Attachment B: Additional Residential Accommodations Matrix
Attachment C: Notice of Exemption

1 aesthetic appearance of the community, preserve property values and protect
2 the public health, safety and welfare.”

3 Section 5. Subsection D. of Section 18.18 of Ordinance No. 348 is deleted in its entirety.

4 Section 6. Existing subsection E. of Ordinance No. 348 is relettered subsection D.

5 Section 7. Subsection F. of Section 18.18 of Ordinance No. 348 is deleted in its entirety.

6 Section 8. Subsection D of Section 18.29a. of Ordinance No. 348 is deleted in its
7 entirety.

8 Section 9. Subsections E., F., and G of Section 18.29a. of Ordinance No. 348 are
9 relettered D., E., and F. respectively.

10 Section 10. Subsection D. of Section 18.53 of Ordinance No. 348 is amended to read as
11 follows:

12 “D. EXCEPTIONS. Cottage food operations shall not be permitted in any Second Unit,
13 Guest Quarter, accessory building, ADU or Junior ADU.”

14 Section 11. Subsection E. of Section 19.501 of Ordinance No. 348 is amended to read as
15 follows:

16 “E. All Commercial Cannabis Activities within any dwelling unit, ADU , Junior ADU,
17 Second Unit, Guest Quarter, MOG, Ranchet, or any other residential accessory structure
18 permitted for residential occupancy is prohibited.”

19 Section 12. Article XIXj of Ordinance No. 348 is deleted in its entirety and replaced with
20 the following:

21 “ARTICLE XIXj

22 ADDITIONAL RESIDENTIAL ACCOMMODATIONS

23 SECTION 19.800 PURPOSE AND INTENT.

24 This article establishes requirements and development standards for additional residential
25 accommodations created to augment one-family dwellings or multiple family dwellings.
26 These requirements and development standards are intended to facilitate the proper
27 development of additional residential accommodations to increase supply and diversity of
28 housing types within the unincorporated areas of Riverside County.

1 SECTION 19.801 DEFINITIONS AND CONSTRUCTION.

2 A. Definitions. For purposes of this Article, the following are considered additional
3 residential accommodations and defined as follows:

- 4 1. Accessory Dwelling Unit (ADU): A studio or one-bedroom dwelling that
5 includes exterior access and provides complete independent living facilities,
6 including a kitchen and bathroom, which are allowed in addition to a primary
7 dwelling on lots zoned for one family dwellings or multiple family dwellings.
- 8 2. Junior Accessory Dwelling Unit (Junior ADU): A dwelling within a one
9 family dwelling that includes exterior access and, at a minimum, a cooking
10 area with cooking appliances, food preparation counters, and storage
11 cabinets, all proportional to the size of the dwelling unit. A Junior ADU shall
12 either include a self-contained bathroom or share a bathroom with the
13 primary one family dwelling.
- 14 3. Second Unit: A one family dwelling that includes a kitchen and bathroom
15 that is allowed on lots zoned for one family dwellings and includes an existing
16 primary one family dwelling.
- 17 4. Guest Quarter: A living area dependent on some or all of the primary one
18 family dwelling's facilities. A Guest Quarter shall not have a kitchen, but
19 may include a bathroom. A Guest Quarter is not allowed on lots zoned for
20 multiple family dwellings.
- 21 5. Multiple Owner Group (MOG) Unit: Any type of state-licensed mobilehome
22 or manufactured home installed on or before May 14, 2013 on lots located
23 within the Eastern Coachella Valley, as further defined in this Article.
- 24 6. Ranchet Unit (Ranchet): Any type of state-licensed mobilehome or
25 manufactured home complying with Health and Safety Code section
26 18214(c), as may be amended, installed on lots larger than or equal to 2 gross
27 acres that includes at least one additional Ranchet, and is located within the
28 Eastern Coachella Valley, as further defined in this Article.

1 B. Construction. The construction of additional residential accommodations shall
2 comply with the following:

- 3 1. A detached additional residential accommodation shall be on the same lot as
4 the primary dwelling but not attached to it or any other structure. Except for
5 Guest Quarters, a detached additional residential accommodation may be a
6 manufactured home.
- 7 2. An interior additional residential accommodation involves the conversion of
8 or inclusion within the footprint and floor area of an existing or proposed one
9 family dwelling. Limited expansion of an established footprint or floor area
10 is only allowed to provide necessary access to the additional residential
11 accommodation.
- 12 3. An ADU may be a detached or interior additional residential accommodation.
- 13 4. A Junior ADU shall be an interior additional residential accommodation
14 within a one family dwelling, but is not allowed within multiple family
15 dwellings.
- 16 5. A Second Unit, Guest Quarter, MOG Unit or Ranchet shall be a detached
17 additional residential accommodation.

18 SECTION 19.802 LOCATION AND ALLOWANCES.

19 A. Location. Additional residential accommodations are permitted by-right on lots
20 zoned for one family dwellings or multiple family dwellings with the following
21 exceptions:

- 22 1. Additional residential accommodations shall not be permitted on lots with
23 legal non-conforming dwellings or dwellings that do not have all required
24 building permits.
- 25 2. Additional residential accommodations shall not be permitted on lots that are
26 constrained by water availability, water quality or sewage disposal or other
27 public health and safety concerns. Prohibited areas shall include those areas
28 where a development moratorium is imposed because of a moratorium for

1 water or sewer, whether imposed by the County or another public agency
2 with the authority to impose such a development moratorium.

3 3. MOG Units and Ranchets are only permitted within the Eastern Coachella
4 Valley, as further defined in this Article.

5 4. MOG Units may be permitted on lots zoned for nonresidential uses if the lot
6 and MOG Units meet the definition of MOG Unit as provided in this Article.

7 B. Allowances. The number of detached or interior additional residential
8 accommodations allowed on lots where there is an existing or proposed one family
9 dwelling or an existing multiple family dwelling shall be in accordance with one of
10 the following, but not a combination thereof:

11 1. One Family Dwelling.

12 a. One interior additional residential accommodation shall be permitted
13 per lot.

14 b. One detached additional residential accommodation shall be
15 permitted per lot.

16 2. Multiple Family Dwelling.

17 a. One interior ADU shall be permitted per lot or a quantity that is less
18 than or equal to twenty-five percent (25%) of the existing units within
19 the multiple family dwelling, whichever is greater.

20 b. Two detached ADU shall be permitted per lot.

21 3. Eastern Coachella Valley.

22 a. The first MOG Unit or Ranchet installed on a lot shall be designated
23 as the primary dwelling for the purposes of this Article.

24 b. A maximum of twelve detached MOG Units shall be permitted per
25 lot; or,

26 c. A maximum of four detached Ranchets shall be permitted per lot in
27 accordance with this Article. The maximum number of four detached
28 Ranchets per lot shall include any existing primary dwelling. In the

1 event an existing primary dwelling is converted to a Ranchet, all
2 additional residential accommodations on the lot shall be considered
3 Ranchets and shall comply with this Article.

4 SECTION 19.803 LAND USE PERMITS AND PROCESSING.

5 A. Land Use Permits. ~~Except for Ranchets, n~~No discretionary land use permit such as,
6 but not limited to, a plot plan or conditional use permit is required for an additional
7 residential accommodation. ~~Ranchets are allowed subject to an approved plot plan~~
8 ~~pursuant to Section 18.30 of this ordinance. All procedural provisions of Section~~
9 ~~18.30 shall apply to the application for a Ranchet except those provisions relating to~~
10 ~~approval requirements, appeals and use of the permit after the application is~~
11 ~~approved.~~

12 B. Site Design Plan. Applications for any additional residential accommodation shall
13 include a site design plan demonstrating compliance with the development standards
14 provided in this Article.

15 C. Processing. Applications for any additional residential accommodation shall be
16 processed in accordance with this ordinance, Ordinance No. 671 and Ordinance No.
17 457, as applicable. Applications for an ADU or Junior ADU shall be acted upon
18 within sixty (60) days of the application being submitted to the County. Acting on
19 an application may include deeming the application incomplete, approving or
20 denying an application, approving or providing corrections resulting from plan
21 check, or issuing, withdrawing, cancelling or abandoning an application; or any other
22 similar action.

23 D. Residential Use. Additional residential accommodations shall be deemed an
24 accessory residential use.

25 SECTION 19.804 APPROVAL REQUIREMENTS.

26 A. An application for an additional residential accommodation shall be approved if it
27 complies with all of the following:

28 1. The requirements and development standards set forth in this Article.

- 1 2. All applicable laws and regulations related to health and safety including, but
2 not limited to, Fire and Building Code regulations.
- 3 3. All required approvals are obtained from the Riverside County Department
4 of Environmental Health and Fire Department.
- 5 4. Written confirmation has been provided from the Department of
6 Environmental Health for the use of an existing or new septic system for any
7 additional residential accommodation.
- 8 5. If applicable, a percolation test is completed and certified within the last year
9 or recertified by the Department of Environmental Health.
- 10 6. All required approvals are obtained from the applicable water and sewer
11 purveyor(s).
- 12 7. If applicable because of geographic location and constraints, all required
13 approvals from the Fire Department, Riverside County Flood Control and
14 Water Conservation District, Coachella Valley Water District or the
15 Environmental Programs Division of the Planning Department.
- 16 B. For the purposes of fire or life protection, a Junior ADU shall not be considered a
17 separate or new dwelling unit.
- 18 C. No final inspections shall be performed or certificate of occupancy shall be issued,
19 for an additional residential accommodation prior to the final inspection for the new
20 one family dwelling located on the same lot.
- 21 D. Additional residential accommodations shall not be subject to Section 18.10 and
22 Section 18.11 of this ordinance related to location and size of dwellings.

23 SECTION 19.805 FEES AND UTILITY CONNECTIONS.

- 24 A. Impact and connection fees shall be calculated in accordance with applicable State
25 and local laws and regulations including, but not limited to, Government Code
26 sections 65852.2 and 65852.22, and Riverside County Ordinance No 659.

- 1 B. An interior ADU or Junior ADU shall not be required to install a new or separate
2 utility connection directly between the unit and the utility, unless the unit was created
3 or constructed concurrently with a new one family dwelling.
- 4 C. All other additional residential accommodations, including any detached ADU,
5 Second Unit, Guest Quarter, MOG Unit or Ranchet, may be required to provide a
6 new or separate utility connection directly between the unit and the utility.

7 SECTION 19.806 DEVELOPMENT STANDARDS.

- 8 A. Lot Size. Additional residential accommodations may be located on any lot in
9 accordance with the following:
- 10 1. Lots zoned for One Family Dwellings. Detached Second Units or Guest
11 Quarters shall be on lots greater than 7,200 square feet in area.
 - 12 2. Lots zoned for Multiple Family Dwellings. Only ADUs are allowed on lots
13 zoned for Multiple Family Dwellings.
 - 14 3. Lots within the Eastern Coachella Valley. Ranchets shall be located on lots
15 greater than or equal to two (2) gross acres in area.
- 16 B. Lot Coverage. The floor area of detached ADUs shall not be included in the
17 calculations used to determine compliance with lot coverage requirements in this
18 ordinance. The floor area of interior ADUs and interior Junior ADUs shall be
19 considered part of the floor area of the primary dwelling and included in the
20 calculations used to determine compliance with lot coverage requirements in this
21 ordinance.
- 22 C. Setbacks. Additional residential accommodations shall comply with the following
23 setbacks:
- 24 1. Interior ADU, Junior ADU. Front, side and rear setbacks shall be pursuant
25 to the applicable zoning classification for the lot. Additionally, any
26 expansion required for egress or ingress shall maintain a minimum side and
27 rear setback of four (4) feet.
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2. Detached ADU. Side and rear setbacks shall be no less than four (4) feet. Front setbacks shall be pursuant to the applicable zoning classification for the lot.
 3. Second Unit and Guest Quarters. Setbacks shall be pursuant to the applicable zoning classification for the lot.
 4. MOG Units. Front, rear, and side setbacks shall ~~be no less than twenty (20) feet~~comply with Title 25 of the California Code of Regulations, as may be amended.
 5. Ranchets. Setbacks shall be pursuant to the applicable zoning classification for the lot.
- D. Floor Area. Floor area shall include the interior habitable area of an additional residential accommodation, including finished basements and finished attics but shall not include an uninhabitable garage or any accessory building or structure. The floor area for additional residential accommodations shall comply with the following:
1. Interior ADU.
 - a. One Family Dwelling: the maximum floor area shall be less than or equal to fifty percent (50%) of the primary dwelling's floor area or 850 square feet, whichever is less.
 - b. Multiple Family Dwelling: the maximum floor area shall be less than or equal to 850 square feet.
 - c. Except to create exterior access to the ADU, no expansion of the primary dwelling shall be allowed for creation of the ADU. The maximum expansion for egress or ingress shall be less than or equal to 150 square feet.
 2. Detached ADU. The maximum floor area shall be less than or equal to 850 square feet.
 3. Junior ADU.

- 1 a. The maximum floor area shall be less than or equal to fifty percent
2 (50%) of the primary dwelling's floor area or 500 square feet,
3 whichever is less.
- 4 b. Except to create exterior access to the Junior ADU, no expansion of
5 the primary dwelling shall be allowed for creation of the Junior ADU.
6 The maximum expansion for egress or ingress shall be less than or
7 equal to 150 square feet.
- 8 4. Second Unit. The maximum floor area shall be in accordance with the
9 following:
- 10 a. 7,201 - 20,000 square-foot lots. The maximum floor area shall be less
11 than or equal to 1,200 square feet.
- 12 b. 20,001 square-foot – 2 acres lots. The maximum floor area shall be
13 less than or equal to 1,500 square feet.
- 14 c. 2.01 acres – 4 acre lots. The maximum floor area shall be less than
15 or equal to 2,500 square feet.
- 16 d. Lots greater than 4 acres. The maximum floor area shall be less than
17 or equal to 200 percent (200%) of the primary one family dwelling's
18 floor area.
- 19 5. Guest Quarter. The maximum floor area shall be less than or equal to two
20 percent (2%) of the gross lot size or 600 square feet, whichever is less.
- 21 6. MOG Units. ~~No maximum floor area. The minimum floor area shall be 450~~
22 ~~square feet, excluding patios, porches, garages, and similar structures~~Floor
23 area shall comply with Title 25 of the California Code of Regulations, as may
24 be amended.
- 25 7. Ranchets. No maximum floor area. The minimum floor area shall be 450
26 square feet, excluding patios, porches, garages, and similar structures.
- 27 E. Height. Additional residential accommodations shall comply with the following:
28

- 1 1. Interior ADU and Junior ADU. The maximum height for an interior ADU
2 and Junior ADU shall be no greater than sixteen (16) feet, measured from the
3 finished floor to the highest point of the finished ceiling, within any story or
4 floor of the primary dwelling.
- 5 2. Detached ADU. The maximum height shall be no greater than sixteen (16)
6 feet.
- 7 3. Guest Quarters. The maximum height shall be pursuant to the applicable
8 zoning classification for the lot.
- 9 4. Second Units. The maximum height shall be no greater than the height of the
10 primary one family dwelling.

11 F. Parking. Off-street parking shall comply with section 18.12 of this ordinance and
12 the following:

- 13 1. Interior ADU within an existing structure, Junior ADU, or Guest Quarter.
 - 14 a. No parking space(s) shall be required.
 - 15 b. No replacement parking spaces shall be required for conversion of
16 any existing parking spaces, including garages, carports or marked
17 spaces into an interior ADU or a Junior ADU. Any conversion of
18 existing parking space(s) into a Guest Quarter shall be replaced at a
19 1:1 ratio.
- 20 2. Interior ADU within a new structure and Detached ADU.
 - 21 a. One (1) regular or tandem parking space per unit shall be required;
22 or,
 - 23 b. Parking may be waived, if any of the following apply to the lot or
24 unit:
 - 25 i. Within a half mile ($\frac{1}{2}$ mile) walking distance from transit,
26 including bus stop or train station locations where the public
27 may access buses, trains or any other forms of transportation
28

1 that charge set fares, run on fix routes and are available to the
2 public; or,

3 ii. Within an architecturally or a historically significant district;
4 or,

5 iii. Within an area that requires on-street parking permits but are
6 not offered to the new unit; or,

7 iv. Within one (1) mile from a car share area.

8 c. Parking may be located within required setbacks established by this
9 ordinance.

10 d. No replacement parking spaces shall be required for conversion of
11 any existing parking spaces, including garages, carports or marked
12 spaces into an ADU.

13 3. Second Unit.

14 a. One (1) parking space per one-bedroom unit shall be required; or,

15 b. Two (2) parking space for units with two (2) or more bedrooms shall
16 be required.

17 c. Any conversion of existing parking space(s) into a Second Unit shall
18 be replaced at a 1:1 ratio.

19 4. MOG Units. Parking spaces shall be provided pursuant to Section 18.12 of
20 this ordinance, with the exception of the following criteria:

21 a. Parking spaces shall be located immediately adjacent to each MOG
22 Unit; and,

23 b. Parking spaces shall be developed using impervious surfaces.

24 5. Ranchets. Parking spaces shall be provided pursuant to Section 18.12 of this
25 ordinance.

26 G. Design.

1. Additional residential accommodations shall be compatible with the architecture of the primary one family dwelling or multiple family dwelling on the same lot and consistent with the surrounding neighborhood.
2. Interior additional residential accommodations shall have exterior access to the unit.
3. In accordance with Title 25 of the California Code of Regulations, as may be amended, MOG Units and Ranchets shall include any required opaque skirt entirely around the unit in order to screen the area between the ground level and the floor of the unit.

H. Access.

1. All weather access for emergency vehicles shall be provided for any additional residential accommodation that is located more than one-hundred and fifty feet (150 ft.) from a public right-of-way.
2. All access roads for emergency vehicle or driveways that service an additional residential accommodation shall be at least twenty (20) feet in width and shall have a clear and unobstructed access to the public road.

I. MOG Unit Specific Development Standards.

1. MOG Units shall be located within individual and separate spaces, which may also include accessory structures or appurtenances attached thereto or used in conjunction therewith. Spaces shall only include one MOG Unit.
 - a. The minimum size of each space within the lot shall be 2,500 square feet.
 - b. The minimum dimension of the space shall be thirty (30) feet in width and eighty (80) feet in depth.
 - c. The minimum coverage of each space shall not exceed seventy-five percent (75%) of the space area with structures, including the manufactured home unit, any attached or detached accessory structures, such as awnings, stairways, and ramps.

1 2. Separation ~~between other manufactured homes shall be no less than twenty~~
2 (20) feet. All other of buildings or structures separation shall be no less than
3 ~~six (6) feet~~ comply with Title 25 of the California Code of Regulations, as
4 may be amended.

5 3. Walls and Fences and Landscaping.

6 a. A chain link fence, or other similar material, shall be erected along
7 the perimeter of the lot, except when prohibited in flood areas or
8 similar situations.

9 i. The fence shall be at least six (6) feet in height.

10 ii. The fence shall be screen by landscaping or other ~~similar~~
11 material.

12 b. A chain link fence, or other similar fencing, at least three (3) feet in
13 height shall be erected between spaces on the lot. Landscaping may
14 be used in lieu of required fencing between spaces on the lot.

15 ~~e. All landscaping shall be in compliance to Riverside County~~
16 ~~Ordinance No. 859.~~

17 4. Additional Access Requirements.

18 a. MOG Units shall be located no further than 450 feet from a public
19 dedicated and maintained road.

20 b. MOG Units shall be served by an all-weather access road or driveway,
21 such as a Class 2 base or a material capable of supporting emergency
22 vehicles as approved by the Fire Department.

23 c. No additional curb cuts, rear access or any other types of access for
24 the lot shall be allowed, except where authorized by the Riverside
25 County Transportation Department through the issuance of an
26 encroachment permit connecting with a public right-of-way.

27 SECTION 19.807 OCCUPANCY AND FIRE PROTECTION.

28 A. Occupancy.

- 1 1. Accessory Dwelling Unit. Prior to June 1, 2025, property owners shall not
2 be required to occupy, or live within, the primary dwelling or ADU located
3 on the same lot. On or after June 1, 2025, property owners must occupy, or
4 live within, the primary dwelling or ADU located on the lot. Appropriate
5 verification to show occupancy, as determined by the County, may include,
6 but not limited to, utility bills or official mail with the property owners name,
7 government issued identification or license with primary address and
8 property owner's name, or documents showing official registration primary
9 address as residence for the property owner.
- 10 2. Second Unit or Guest Quarter. Property owners must occupy, or live within,
11 the primary dwelling existing on the same lot as the Second Unit or Guest
12 Quarter. Appropriate verification to show occupancy, as determined by the
13 County, may include, but not limited to, utility bills or official mail with the
14 property owner's name, government issued identification or license with
15 primary address and property owner's name, or documents showing official
16 registration primary address as residence for property owner.
- 17 3. Junior Accessory Dwelling Unit. Property owners must occupy, or live
18 within, either the primary dwelling or Junior ADU located on the same lot.
19 Appropriate verification showing occupancy, as determined by the County,
20 may include, but not limited to, utility bills or official mail with the property
21 owner's name, government issued identification or license with primary
22 address and property owner's name, or documents showing official
23 registration primary address as residence for property owner.
- 24 4. Owner-occupancy requirements shall not apply if the property owner is
25 another governmental agency, land trust, housing organization or other
26 similar agency or organization.
- 27 5. Except for Guest Quarters and MOG Units, additional residential
28 accommodations may be rented to and occupied by any person(s) in

1 accordance with occupancy requirements provided in this Article. The
2 renting of a Ranchet is for the mobilehome or manufactured home only and
3 shall not create a real property interest in the lot the Ranchet is located on.

4 6. Additional residential accommodations shall not be rented for a period less
5 than or equal to 30 days.

6 7. Guest Quarters shall be used exclusively by the occupants of the one family
7 dwelling on the same lot or their non-paying guests.

8 8. MOG Units shall be occupied by at least two (2) separate legal owners,
9 verified with the latest deed, which shall live in separate MOG Units. MOG
10 Units shall not be rented or leased, or held out for rent or lease.

11 9. Additional residential accommodations shall be used for residential purposes
12 and may include home businesses or occupations as allowed by local or state
13 laws.

14 10. Additional residential accommodations shall not be sold as a separate unit,
15 except as provided by local or state law and, if required, the lot is subdivided
16 pursuant to local and state subdivision laws.

17 11. For lots with a proposed Junior ADU, a deed restriction in accordance with
18 Government Code section 65852(a)(3), as may be amended, shall be recorded
19 on the property and included in the application for the Junior ADU.

20 B. Fire Protection.

21 1. Water supply to the lot shall be capable of providing the required fire flow
22 for fire protection, pursuant to the California Fire Code.

23 2. ADUs or Junior ADUs shall provide fire sprinklers only if the primary
24 dwelling is required to provide fire sprinklers.

25 SECTION 19.808 ADDITIONAL MOG UNIT REQUIREMENTS.

26 A. Ownership.

27 1. Lots with MOG Units must be jointly owned by multiple owners, and all
28 owners must be listed on the deed.

- 1 3. The maximum size of a propane tank shall be 250 gallons.
- 2 4. Electrical meter banks may be permitted, subject to written approval by the
- 3 local electric provider.
- 4 5. MOG Units shall have running water.
- 5 6. MOG Units served by a water well shall meet minimum production
- 6 requirements set forth in Riverside County Ordinance No. 682.
- 7 7. MOG Units connected to a septic system or well shall obtain all necessary
- 8 approvals from the appropriate departments.
- 9 8. MOG Units utilizing any proposed State Small Water System shall obtain
- 10 approval from the Riverside County Department of Environmental Health.

11 SECTION 19.809 EASTERN COCHELLA VALLEY BOUNDARY.

12 For the purposes of this article, the Eastern Coachella Valley boundary shall include all that

13 area identified as the “Area Plan Boundary” in Figure 3, or the Land Use Plan, of the Eastern

14 Coachella Valley Area Plan, which is part of the Riverside County General Plan, as

15 amended.

16 SECTION 19.810 DENSITY.

- 17 A. An additional residential accommodation that conforms to this Article shall
- 18 not be considered to exceed the allowable density established by the General
- 19 Plan for the lot upon which the additional residential accommodation is
- 20 located.
- 21 B. An additional residential accommodation that conforms to this Article shall
- 22 be considered consistent with the Riverside County General Plan, including
- 23 the Land Use Element, and the residential uses of the applicable zoning
- 24 classification for the lot upon which the additional residential
- 25 accommodation is located.

26 SECTION 19.811 CONFLICTING STANDARDS AND REQUIREMENTS.

- 27 A. In the event there is a conflict between the requirements and development
- 28 standards set forth in this Article and a lot’s applicable zoning classification

1 or other provision in this ordinance, the provisions of this Article shall
2 prevail.

3 B. If any provision of this Article conflicts with California Government Code
4 Section 65852.2 or 65852.22, the provisions of the Government Code
5 sections shall prevail.”

6 Section 13. Section 21.35a. of Ordinance No. 348 is amended to read as follows:

7 “SECTION 21.35a. GUEST QUARTER.

8 Guest quarter is defined in Article XIXj of this ordinance.”

9 Section 14. Section 21.51a. of Ordinance No. 348 is amended to read as follows:

10 “SECTION 21.51a. MOBILEHOME PARK.

11 Mobilehome park is any area of tract of land where one or more mobilehome lots are
12 rented or leased or held out for rent or lease to accommodate mobilehome used for
13 human habitation. The rental paid for any such mobilehome shall be deemed to
14 include rental for the lot it occupies. Mobilehome park does not include lots
15 containing Ranchets pursuant to Article XIXj of this ordinance.

16 Notwithstanding the foregoing definition, any person, not including a mobilehome
17 park operator, who owns a mobilehome and owns, rents or leases the land upon
18 which the mobilehome is located, is permitted to rent, lease, sublease, let our, or hire
19 out for occupancy the mobilehome and the land upon which the mobilehome is
20 located, without obtaining a permit to construct or operate a mobilehome park.”

21 Section 15. This ordinance shall take effect thirty (30) days after its adoption.

22
23 BOARD OF SUPERVISORS OF THE COUNTY
24 OF RIVERSIDE, STATE OF CALIFORNIA

25 By: _____
26 Chairman

27
28 ATTEST:

1 CLERK OF THE BOARD

Kecia Harper

2

3 By: _____

4 Deputy

5

6 (SEAL)

7 APPROVED AS TO FORM

8 April __, 2020

9

9 By: _____

10 MICHELLE CLACK

11 Chief Deputy County Counsel

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Attachment B
Additional Residential Accommodations Matrix

STANDARD	Accessory Dwelling Unit (ADU) (existing or new structure) Up to one-bedroom units		Junior ADU (interior conversion of existing or new house only)	Ranchet	MOG	Second Unit (SU)	Guest Quarter (GQ)
	Interior (conversion of structure)	Detached					
One Family Dwelling Lots*	1 unit/lot (not allowed if a JADU exists)	1 unit/lot (not allowed if a detached SU or GQ exists)	1 unit/lot (not allowed if Interior ADU exists)	See below, if lot w/in ECV		1 detached unit/lot (not allowed if a detached ADU or GQ exists)	1 detached GQ/lot (not allowed if detached ADU or SU exists)
Multiple Family Dwelling Lots*	1 unit/lot (or up to a quantity ≤ 25% of existing MF units)	2 units/lot	N/A			N/A	
Eastern Coachella Valley (ECV) Lots*	See above (not allowed if Ranchets or MOGs exists)			Up to 4 units/lot	Up to 12 units/lot (existing units only)	See above (not allowed if Ranchets or MOGs exists)	
Kitchen	Full		Minimum: cooking appliance, preparation counters, storage cabinets	Full		None allowed	
Bathroom	Minimum: toilet, shower, sink		Minimum: toilet, shower, sink (shared facilities with house permitted)	Minimum: toilet, shower, sink		Optional	
Lot Size	Permitted on any lot size			Permitted on any lots in the ECV ≥ 2 acres	Permitted on any lot size in the ECV	Greater than 7,200 square feet	Permitted on any lot size
Lot Coverage	Set by Zoning Classification (Detached ADU floor area is not considered for lot coverage)						
Setbacks (side/rear)	Per zoning designation	Four(4) ft	Per zoning designation	Per Title 25		Per zoning designation	
Floor Area (Max.)	Less than or equal to 50% of house floor area (or 850 s.f., whichever is less) & up to one-bedroom per unit	Maximum: 850 s.f. & up to one-bedroom per unit	Less than or equal to 50% of house floor area (or 500 s.f., whichever is less)	N/A (Per Title 25)		Max. floor area depends on lot size: -up to 1,200 s.f. (7,201 to 20,000 s.f. lots) -up to 1,500 s.f. unit (20,000 s.f. to 1.99 ac. lots) -up to 2,500 s.f. unit (2 ac. to 3.99 ac. lots) -up to 200% of primary unit floor area (4+ ac. lots)	2% of lot size (or 600 s.f., whichever is less)
Height	Per zoning designation	Maximum: 16'	Per zoning designation	N/A		No taller than primary unit	Per zoning designation
Parking (Replacement parking if existing space(s) are converted?)	1 space/unit – regular or tandem spaces (no replacement parking is required) NO parking required if unit is: 1. Within a ½ mile walking distance from transit; or 2. Within a architectually/historically significant district; or 3. Part of an existing structure; or 4. Within an area that requires on- street parking permits but none is offered to unit; or 5. Within 1 mile from a car share area		None required (no replacement parking required)	Per Section 18.12, as a One Family		1 space for one-bedroom units; or 2 spaces for units with two or more bedrooms -regular or tandem spaces	No requirement
Review	60 days from complete application, if primary unit exists (Per Building Code, if primary unit is new)			Per building code			
Occupancy	Owner does not need to live onsite		Owner must reside in either primary or JADU	Owner does not need to live onsite	Owners must reside in separate units	Owner must reside in primary residence	



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

NOTICE OF EXEMPTION

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, CA 92201

Project Title/Case No.: Ordinance No. 348.4926, Change of Zone No. 2000002

Project Location: This amendment results in updating the Land Use Ordinance and will apply countywide, except for those regulations applying only to the Eastern Coachella Valley as described in the ordinance.

Project Description: Ordinance No. 348.4926 is an ordinance amendment to Riverside County Ordinance No. 348 (the "Land Use Ordinance" that establishes requirements and development standards for the development of different dwelling types or living arrangements on a lot in addition to a primary residence. This amendment specifically addresses state-mandated accessory dwelling units ("ADUs"), junior accessory dwelling units ("Junior ADUs"), and ranchets (related to ADUs) and locally-permitted second units and guest quarters; and specifically re-establishes and updates existing regulation for units under the Coachella Valley Multiple Owners Mobilehome Housing Overlay Zone, also known as MOG units. Ordinance No. 348.4926 is associated with Change of Zone (CZ) No. 2000002.

Name of Public Agency Approving Project: County of Riverside

Project Applicant & Address: 4080 Lemon St. 12th floor, Riverside CA 92501

Exempt Status: (Check one)

- | | |
|---|--|
| <input type="checkbox"/> Ministerial (Sec. 21080(b)(1); 15268) | <input type="checkbox"/> Categorical Exemption (Sec. 153XX) |
| <input type="checkbox"/> Declared Emergency (Sec. 21080(b)(3); 15269(a)) | <input checked="" type="checkbox"/> Statutory Exemption (15282(h), pursuant to PRC 21080.17) |
| <input type="checkbox"/> Emergency Project (Sec. 21080(b)(4); 15269 (b)(c)) | <input checked="" type="checkbox"/> Other: <u>Section 15061 (b)(3)</u> |

Reasons why project is exempt: Section 21080.17 of the Public Resource Code (PRC) provides, "This division does not apply to the adoption of an ordinance by a city or county to implement the provisions of Section 65852.1 or Section 65852.2 of the Government Code", which is implemented by the statutory exemption provided in Section 15282(h) of the State CEQA Guidelines. Based on the project description provided, the substantive changes to the Ordinance No. 348 specifically implement the provisions of Section 65852.2 of the Government Code. Therefore, the project is statutorily exempt from CEQA pursuant to PRC Section 21080.17 and State CEQA Guideline Section 15282(h). Other associated changes to Ordinance No. 348, include re-establishing, relocating and re-defining existing regulation, minor textual updates, and administrative clean ups, which are minor and non-impactful; therefore, there is no possibility that the project will have a significant effect on the environment and is, therefore, exempt from CEQA pursuant to State CEQA Guideline Section 15061(b)(3).

Robert Flores (951) 955-1195
County Contact Person Phone Number

Urban and Regional Planner IV May 20, 2020
Signature Title Date

Date Received for Filing and Posting at OPR: _____

Please charge deposit fee case#: ZEA No. **N/A** ZCFG No. **N/A**- County Clerk Posting Fee
FOR COUNTY CLERK'S USE ONLY

NOTICE OF PUBLIC HEARING

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:

CONSIDER an AMENDMENT to ORDINANCE NO. 348 ASSOCIATED with CHANGE OF ZONE NO. 2000002 – Exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15282(h) (Other Statutory Exemptions, adoption of an ordinance related to second units) and Section 15061(b)(3) (Common Sense Exemption) – Applicant: County of Riverside – Location: Countywide – **REQUEST:** The amendment to Ordinance No. 348 associated with Change of Zone No. 2000002 is an amendment to the Riverside County Land Use Ordinance proposing the following: updating regulations, development and occupancy standards, among others, related to accessory dwelling units, junior accessory dwelling units, second units, guest quarters and ranchet units; re-establishing regulations for multiple owner group units for the Eastern Coachella Valley area. The purpose of this ordinance amendment is to update the applicable zoning regulations to be consistent with State law and re-establish and update existing regulation relating to the "Coachella Valley Multiple Owners Mobile home Housing Overlay Zone."

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING: **MAY 6, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
BOARD CHAMBERS, 1ST FLOOR
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference and at the Place of Hearing, shown above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project please contact the Project Planner Robert Flores at (951) 955-1195 or email at RFlores@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-described application is exempt from the provisions of the California Environmental Quality Act (CEQA). The Planning Commission will consider the proposed application at the public hearing.

The case file for the proposed project is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. Please note that access to the meeting is limited. All comments received prior to the public hearing will be submitted to the Planning Commission for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Commission, and all correspondence received will be retained for the official record.

If this project is challenged in court, the issues may be limited to those 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: Robert Flores
P.O. Box 1409, Riverside, CA 92502-1409



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

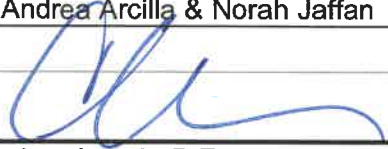
Agenda Item No.

3.2

Planning Commission Hearing: May 20, 2020

PROPOSED PROJECT

Case Number(s):	Plot Plan No. 190031	Applicant(s):	Trammell Crow So. Cal
EA No.:	Mitigated Neg. Dec. (CEQ190112)		Development Inc.
Area Plan:	Mead Valley	Representative(s):	EPD Solutions
Zoning Area:	March Area		c/o Andrea Arcilla & Norah Jaffan
Supervisory District:	First District		
Project Planner:	Tim Wheeler		
Project APN(s):	294-210-048,052,057; 295-310-049		
Continued From:	May 6, 2020		



Charissa Leach, P.E.
Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

Plot Plan No. 190031 proposes a warehousing and distribution facility consisting of 5,000 sqft. of office space and 413,000 sqft. of warehouse storage; with 50 docking bay doors. Parking would consist of 233 parking spaces, including 7 accessible parking and 6 electric vehicle spaces, and 62 truck trailer stalls within the docking bay area. Additionally, the project is proposing a guard shack and 2 water quality basins.

The above is hereinafter referred to as “the project or Project”.

The project site is located south of Harley Knox Boulevard, east of Harvill Avenue, north of Oleander Avenue, and west of the 215 Freeway.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

ADOPT a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 190112** (CEQ190112), based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment; and,

APPROVE PLOT PLAN NO. 190031, subject to the attached Advisory Notification Document, Conditions of Approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	N/A
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Community Development: Light Industrial (CD: LI)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Community Development: Light Industrial (CD: LI)
East:	215 Freeway and City of Perris
South:	Community Development: Light Industrial (CD: LI)
West:	Community Development: Light Industrial (CD: LI)
Existing Zoning Classification:	Manufacturing – Medium (M-M)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Industrial Park (I-P)
East:	N/A (215 Freeway and City of Perris)
South:	Manufacturing – Heavy (M-H)
West:	Industrial Park (I-P)
Existing Use:	Vacant Land
Surrounding Uses	
North:	Existing Industrial Building
South:	Existing Railroad Spur and Vacant Land
East:	215 Freeway and City of Perris
West:	Existing Industrial Building

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	20.22 net acres	N/A
Proposed Building Area (SQFT):	418,000 sqft.	N/A
Floor Area Ratio (FAR):	0.47	0.25 Min to 0.60 Max. for Light Industrial
Building Height (FT):	50 feet	With no setback line required, Max. height is 50 feet
Landscape Area:	16.6% provided	10.0% required

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	5,000 sqft.	1 per 250 sqft.	20	26
Warehouse	413,000 sqft.	1 per 2,000 sqft.	207	207
*Trailer stalls	*N/A	*N/A	*N/A	*62
TOTAL: 418,000 sqft			227	233

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 – Zone B
WRMESHCP Criteria Cell:	No
CVMESHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes – Inside SKR Fee Area
Airport Influence Area ("AIA"):	Yes – March Air Reserve Base, Zone C1

The other parcels involved, to the south, consist of old permitted grain storage silos and materials for a mill; an unpermitted tire shop, vehicle storage, and pallet storage business (under open code enforcement case CV1700111). The existing silos and mill materials; plus the unpermitted uses would be removed from the parcels with the approval of the proposed project (015-Planning – Void Related Projects). Additionally, the four parcels involved in this proposed project will be conditioned for a parcel merger (080 – Planning – Parcel Merger).

Plot Plan No. 190031 was submitted to the County of Riverside on October 11, 2019.

The Project proposes the construction of a warehouse facility 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.

The Project is located within the Airport Influence Area of the March Air Reserve Base, specifically located within Compatibility Zone C1. This Project was reviewed by the Riverside County Airport Land Use Commission (ALUC) on February 13, 2020. 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 California Environmental Quality Act (CEQA). Based on the findings incorporated in Environmental Assessment No. 190112 (CEQ190112) the project will not have a significant effect on the environment with incorporation of mitigation measures addressed in the Initial Study. The IS and MND represent the independent judgement of Riverside County. The documents were circulated for public review per the California Environmental Quality Act Statute and Guidelines Section 15105.

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. The Mead Valley Area Plan includes Specific Plan No. 341 (SP341) also known as The Majestic Freeway Business Center. This specific plan is for industrial development and this industrial development corridor runs along Interstate 215 from Nandina Avenue south to Nuevo Road. As this proposed project is not within the specific plan; it is surrounded by it and within the industrial development corridor at the corner of Harley Knox Boulevard and Harvill Avenue. 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 – Medium (M-M). 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 warehousing and distribution, is consistent with Ordinance No. 348 (Land Use) and is an allowable use within the Manufacturing – Medium (M-M) 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.

Plot Plan Entitlement Findings:

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 warehousing and distribution facility. 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, west, 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 east across Interstate 215 in the City of Perris have developed with or designated for industrial and warehouse type uses. The Project has oriented dock doors to the east facing interstate 215; with landscape screening. The project also includes landscaping along the Harvill Avenue right-of-way and on the property that will provide some visual buffering for traffic and 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 and Oleander 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 northwestern portion of the site to the existing southeastern drainage outlet basins. Additionally, there is an existing drainage channel along Harley Knox Boulevard and Interstate 215, to the north, that is located on Caltrans property with will remain in place.

5. The proposed uses are consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Medium (M-M) 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 – Medium (M-M) zone allows specifically for warehousing and distribution 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. Furthermore, the project has been conditioned for a parcel merger (080-Planning – Parcel Merger), prior to building permit issuance, and that the recorded parcel merger is provide to the Planning Department for clearance of said condition.

Development Standards Findings:

The proposed use is consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Medium (M-M) 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 on the Project site that will all be merged into one parcel totaling 20.32 gross acres and 20.22 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 parcel merger would be proposed.

B. Setbacks.

1. 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.
2. 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 45 feet, 205 feet, 25 feet, and 36 feet, respectively for the north, east, west, and south sides of the project site.
3. 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.

C. 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 in height unless a height up to 75 feet is approved pursuant to Section 18.34. of Ordinance No. 348. The maximum height proposed is 50 feet, which meets the 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. 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.

1. A minimum of ten percent of the site proposed for development shall be landscaped and irrigated. The Project proposes more than 16% 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.
2. A minimum ten foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways, Said

landscaping strip shall not include landscaping located within the street right-of-way. Minimum landscape areas of 25 feet are provided on-site (outside of the right-of-way) along the Harvill Avenue and Oleander Avenue frontages, excluding driveway areas for vehicular access. Additionally, a ten foot or more strip of landscape area is along the eastern portion of the project site next to the southbound on-ramp for Interstate 215 as well.

3. 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 5,000 square feet of office area and the remaining 413,000 square feet as warehouse area. At 1 space per 250 square feet, as required by Ordinance No. 348, the office area requires 20 spaces. At 1 space per 2,000 square feet, as required by Ordinance No. 348, the warehouse area requires 207 spaces. A total of 227 spaces is required. The Project proposes 233 parking spaces to meet/exceed the minimum required number of spaces. Additionally, disable persons and electric vehicle parking is noted on the site plan for 13 spaces, which meets the minimum requirements of Section 18.12 of 7 for disable persons and 6 for electric vehicle 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 area for the building. This loading area is located on the east side of the building, which does not face any public street or residential area. The trash collection area is screened by architectural features (9 foot screen wall) enclosing the loading 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-M 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-M 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. The project site is not located within a Criteria Cell of the Multi-Species Habitat Conservation Plan.
2. The project site is located within the Perris Sphere of Influence. This project was provided to the City of Perris for review and comment. No comments were received either in favor or opposition of the project.
3. The project site is located within the March Air Reserve Base Airport Influence Area ("AIA") boundary and is therefore subject to the Airport Land Use Commission ("ALUC") review. This project was submitted to ALUC for review on October 21, 2019. A meeting was scheduled for February 13, 2020 with ALUC and the project was approved. ALUC determined the Project was Conditionally Consistent with the 2014 March Air Reserve Base/Inland Port Airport Land use Compatibility Plan.
4. In compliance with Assembly Bill 52 (AB52), on December 12, 2019 notices regarding this project were mailed to seven tribes and individuals identified by the Native American Heritage Commission (NAHC). Of the tribes noticed, three of them (Rincon, Soboba, and Pechanga) requested additional consultation. Recommendations by the consulting tribes and the lead agency, County of Riverside, have resulted in conditions of approval being imposed on the project. These conditions, which includes, archaeological and tribal monitoring during ground disturbing activities have been inserted.

Per these recommendations and conditions of approval, the Rincon tribe provided a conclusion letter dated January 20, 2020. Additionally, the County has sent conclusion notices for AB52 to both Soboba and Pechanga tribes on February 10, 2020 and March 9, 2020 respectively and have not received any further replies from the tribes.

5. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.
6. The project site is located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP"). Per County Ordinance No. 663 and the SKRHCP, all applicants who submit 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 onsite 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.

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 1,400 feet of the project site. As of the writing of this report, Planning Staff has not received written communication/phone calls from the public who indicated support/opposition to the proposed project.

This project was presented before the Mead Valley Municipal Advisory Council (MAC) on November 6, 2019 (Agenda Item 4.8).

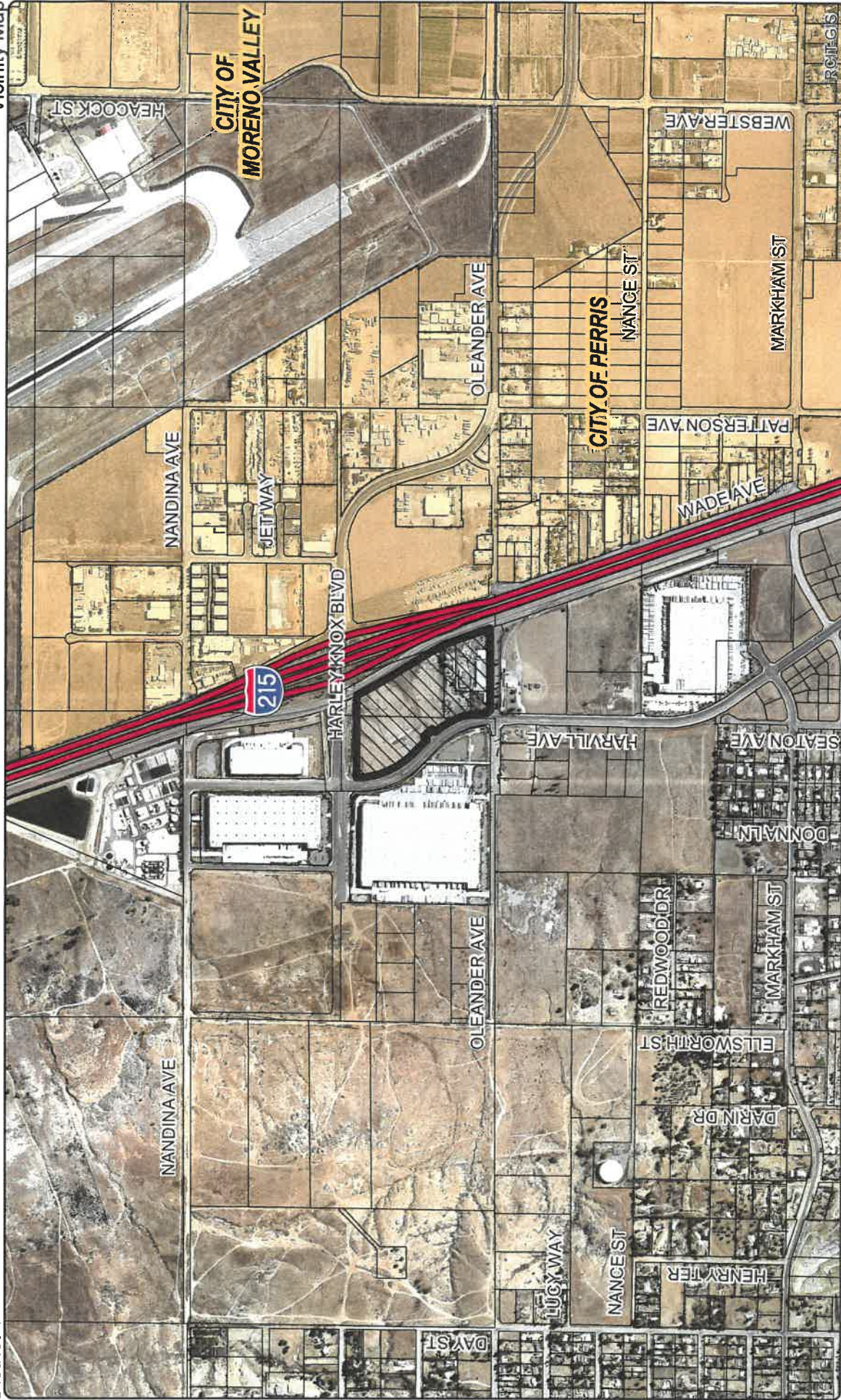
APPEAL INFORMATION

The 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
PPT190031
VICINITY/POLICY AREAS

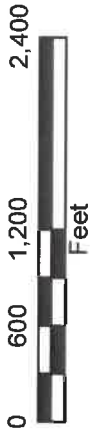
Supervisor: Jeffries
 District 1

Date Drawn: 03/19/2020
 Vicinity Map



Zoning Area: March

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at 951.955.3000 (Western County) or in Palm Desert at (760)965.2777 (Eastern County) or website: <http://www.riversideca.gov>

RIVERSIDE COUNTY PLANNING DEPARTMENT

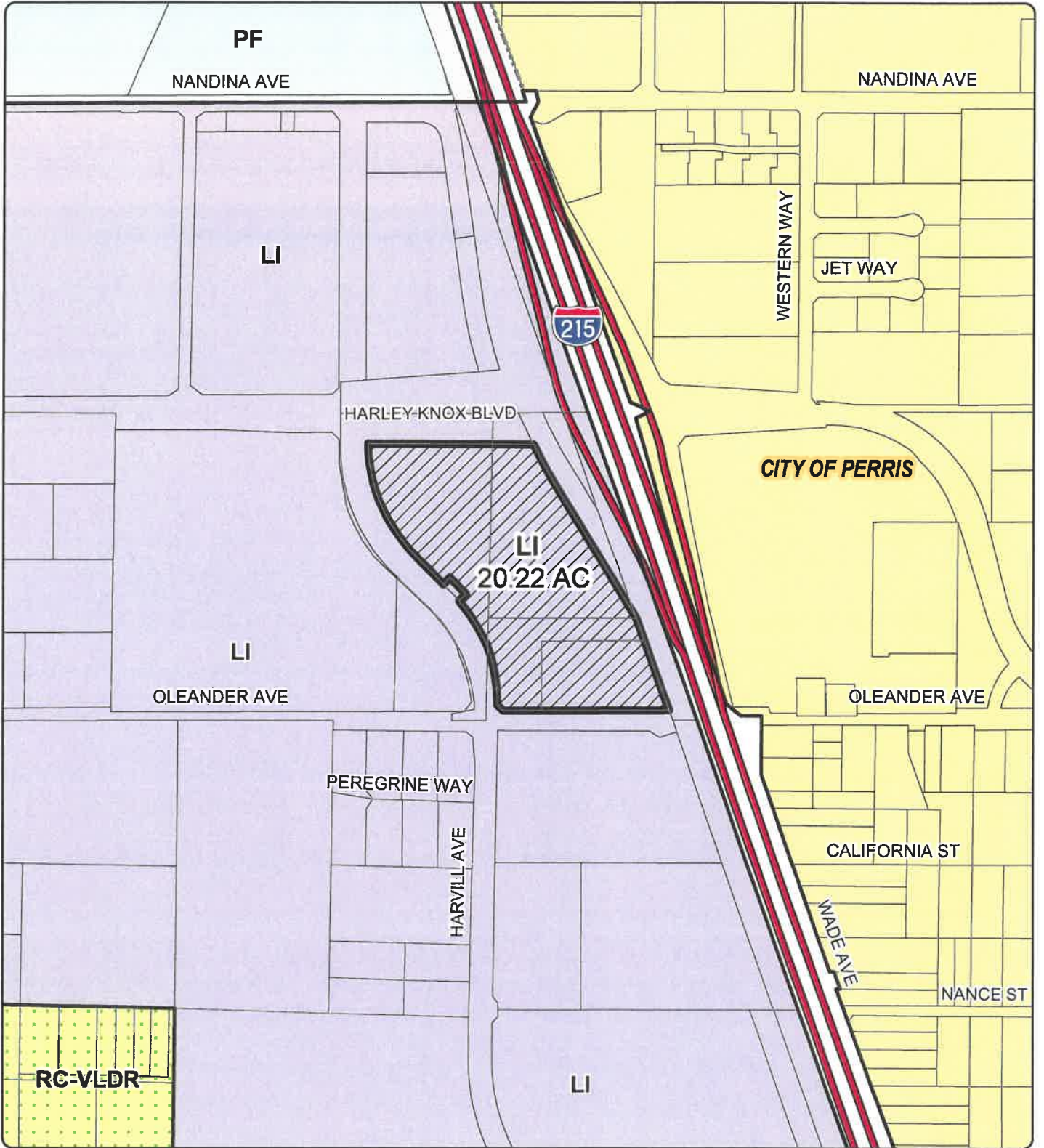
PPT190031

EXISTING GENERAL PLAN

Supervisor: Jeffries
District 1

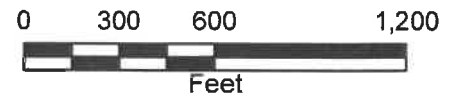
Date Drawn: 03/19/2020

Exhibit 5



Zoning Area: March

Author: Vinnie Nguyen



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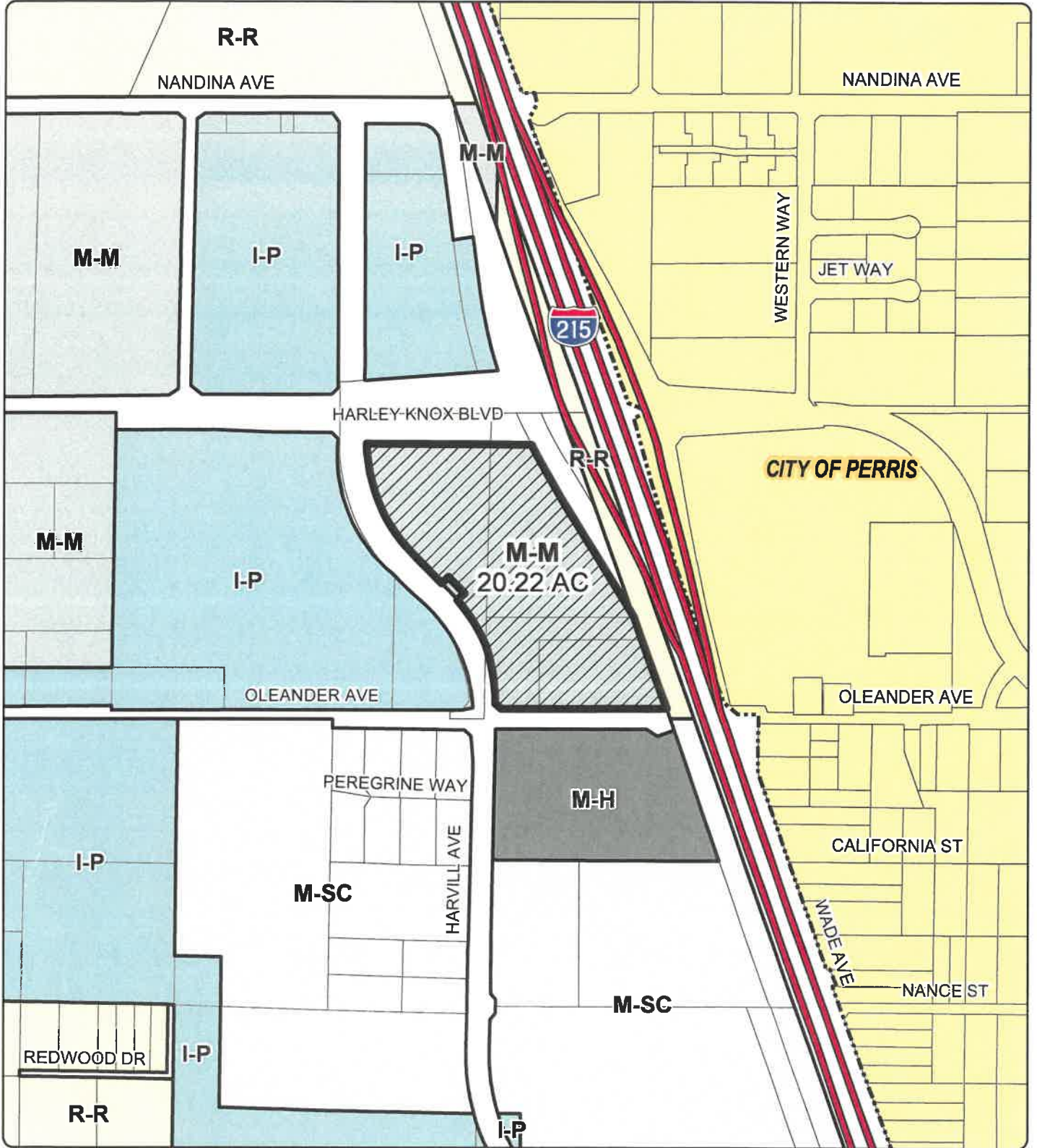
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190031

EXISTING ZONING

Supervisor: Jeffries
District 1

Date Drawn: 03/19/2020
Exhibit 2



Zoning Area: March

Author: Vinnie Nguyen

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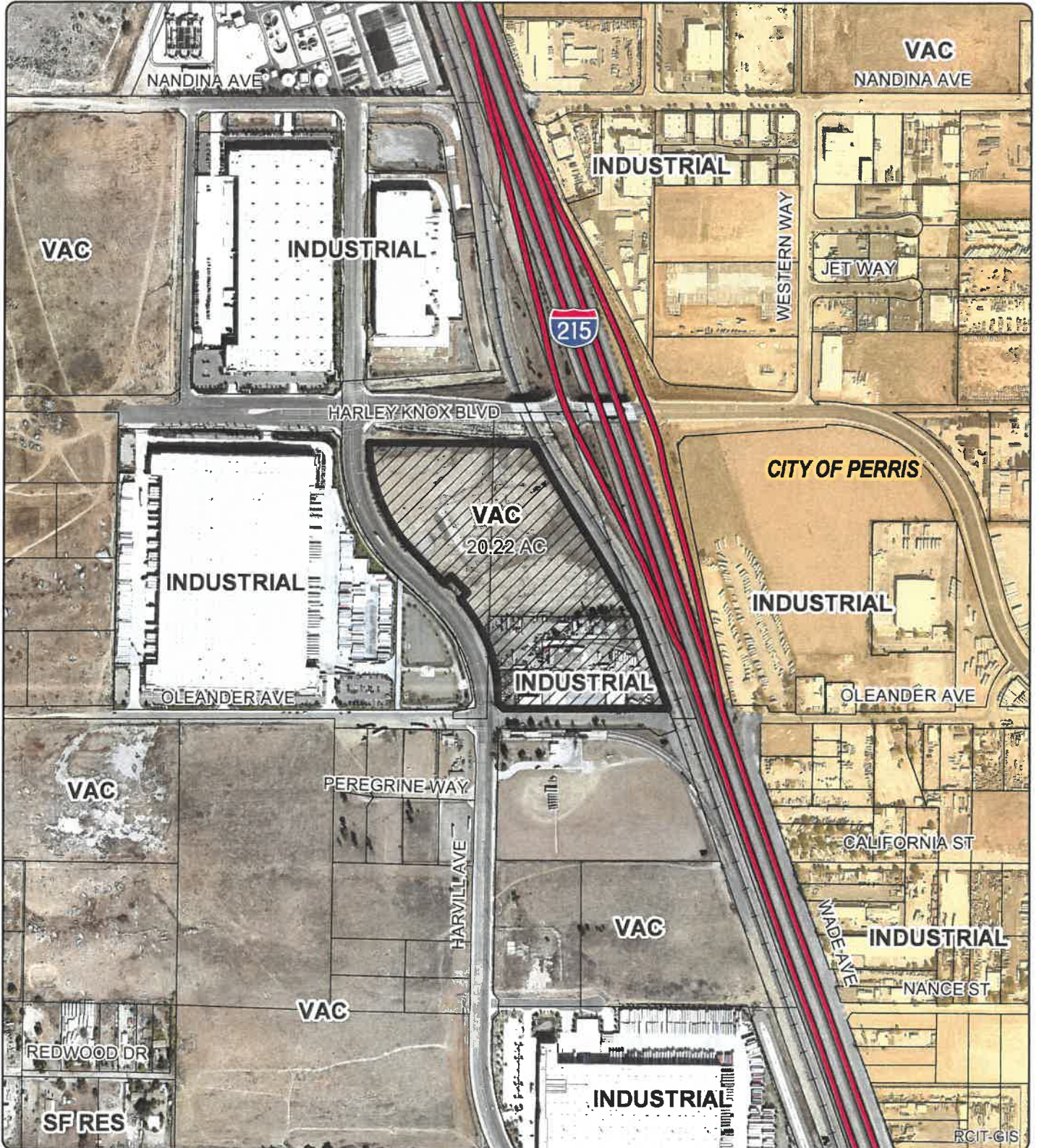
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190031

LAND USE

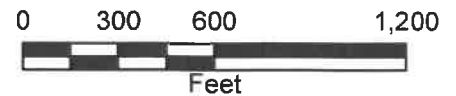
Supervisor: Jeffries
District 1

Date Drawn: 03/19/2020
Exhibit 1

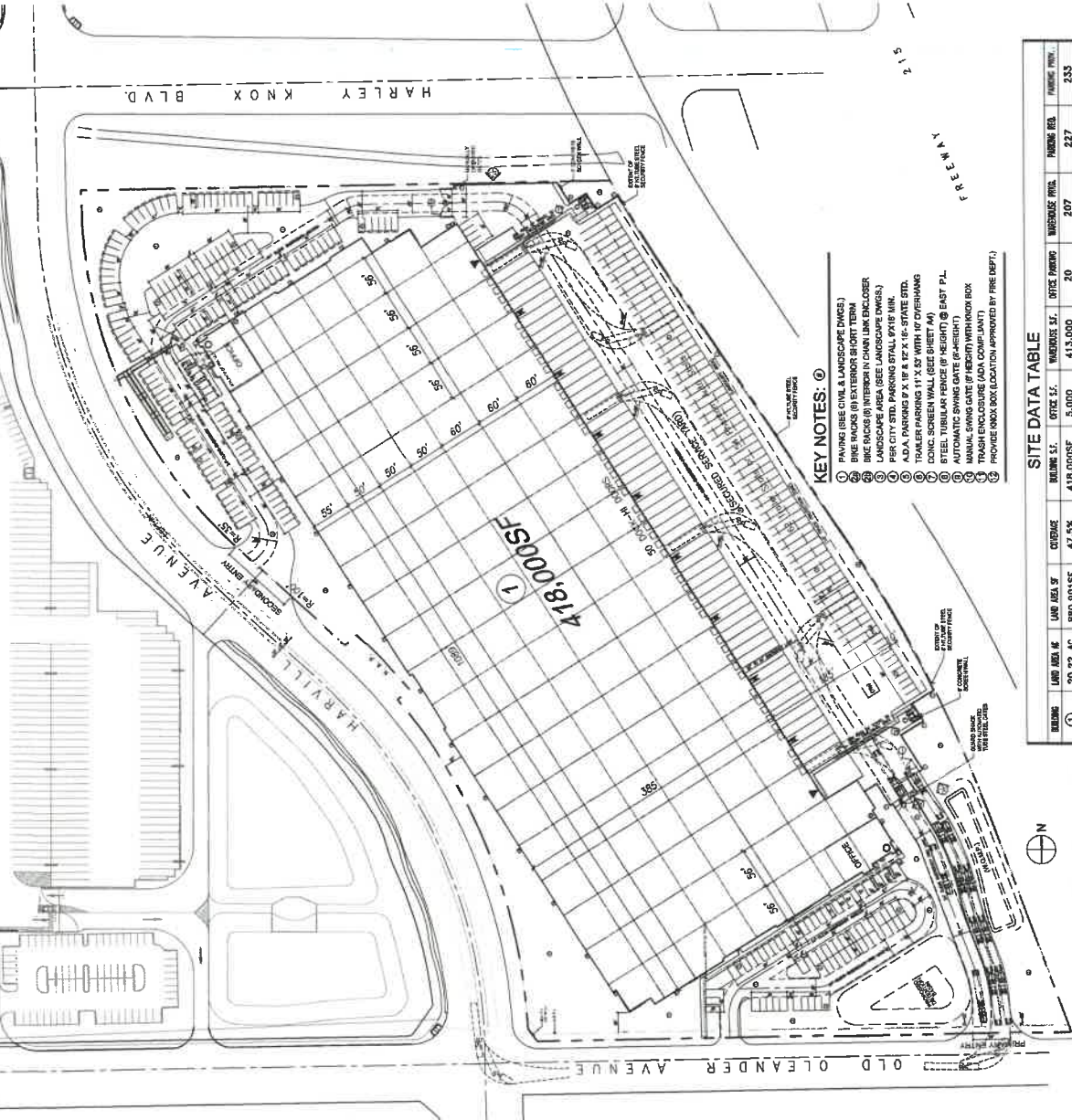


Zoning Area: March

Author: Vinnie Nguyen



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SITE DATA TABLE								
BUILDING	LAND AREA SF	LAND AREA AC	CVERAGE	OFFICE SF	OFFICE PARKING	WATERLOO PAVL	PARKING REL.	PARKING PRIN.
1	20.22 AC	860,801 SF	47.5%	5,000	413,000	20	207	227
* 7 ADA STALLS & 6 CYA STALLS PROVIDED * 24 SHORT TERM & LONG TERM BIKE RACKS PROVIDED * (1/1000)						(1/2000)		(1.56/1000)

PROJECT TEAM:
OWNER/APPLICANT:
 TRAMMELL CROW COMPANY
 144 N. ORANGE STREET
 SUITE 200
 ORANGE, CA 92666
 PHONE: (714) 983-9860
 FAX: (714) 983-9860

ARCHITECT:
 ARCHITECTS ORANGE, LP
 144 N. ORANGE STREET
 SUITE 200
 ORANGE, CA 92666
 PHONE: (714) 983-9860
 FAX: (714) 983-9860

LANDSCAPE ARCHITECT:
 T. WHEELER ARCHITECTS
 144 N. ORANGE STREET
 SUITE 200
 ORANGE, CA 92666
 PHONE: (714) 983-9860
 FAX: (714) 983-9860

ENGINEER:
 T. WHEELER ARCHITECTS
 144 N. ORANGE STREET
 SUITE 200
 ORANGE, CA 92666
 PHONE: (714) 983-9860
 FAX: (714) 983-9860

OCCUPANCY CLASSIFICATION:
 INDUSTRIAL OFFICE AND WAREHOUSE - B, S1

CONSTRUCTION TYPE:
 TYPE X TILT-UP CONCRETE

ACREAGE:
 20.22 ACRES
 876,000 SQ. FT.
 20.22 ACRES
 876,000 SQ. FT.
 20.22 ACRES
 876,000 SQ. FT.

PROJECT DATA:
 PROJECT NO. 19-0005
 SHEET NO. 1
 DATE: 05/18/2020

LEGAL DESCRIPTION:
 THE PROJECT SITES ARE 1.56 ACRES, S.F. BEARING WITH APPROXIMATELY 100' OF FRONT SETBACK FROM HARLEY KNOX BLVD. 21' DUCK DOORS AND PARKING FOR 413 VEHICLES AND TRUCKS.

ASSessor's PARCEL NUMBER(S):
 418-0005F

GRAPHIC LEGEND:
 O = OFFICE ENTRY
 G.D. = GRADE DOOR (14'X14')
 EV = ELECTRIC VEHICLE (STUB UP CHARGING)
 P = PROPERTY LINE (SEE CIVIL)
 D.D. = DOCK DOOR & LEVELER
 C.O. = CANOPY OR OVERHANG
 C.L. = CENTERLINE OR GRID LINE
 E = EASEMENT (SEE CIVIL)
 T.E. = TRASH ENCLOSURE W/ SOLID ROOF
 A.D.A. ACCESSIBLE
 T = TRACTOR TRAILER
 A.D.A. PATH OF TRAVEL
 8' HEIGHT TUBE STEEL FENCE (PAINTED)

CASE: PPT190031
EXHIBIT A: Project Site Plan
PLANNER: T. Wheeler
DATE: May 20, 2020

A1

DISCLAIMER: THIS PLAN IS PREPARED UNDER CONTRACT AND IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF ARCHITECTS ORANGE, LP.

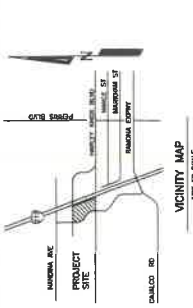
Trammell Crow Company

DIAMOND

COUNTY OF RIVERSIDE

CONCEPT SITE PLAN A 05-18-2020

Architects Orange
 144 North Orange St. Orange, CA 92666 (714) 639-9860



SHEET DESCRIPTION
 A1 OVERALL SITE PLAN
 A2 BUILDING FLOOR PLAN
 A3 BUILDING ELEVATIONS
 A4 WALL AND FENCE PLAN
 L1 CONCEPTUAL LANDSCAPE PLAN
 G1 PRELIMINARY GRADING PLAN
 G2 PRELIMINARY GRADING PLAN

PROJECT DESCRIPTION:
 THIS PROJECT PROVIDES A 1.56 ACRES, S.F. BEARING WITH APPROXIMATELY 100' OF FRONT SETBACK FROM HARLEY KNOX BLVD. 21' DUCK DOORS AND PARKING FOR 413 VEHICLES AND TRUCKS.

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 A.D.A. ACCESSIBLE
 T = TRACTOR TRAILER
 A.D.A. PATH OF TRAVEL
 8' HEIGHT TUBE STEEL FENCE (PAINTED)





East Elevation (1215 Forestry)



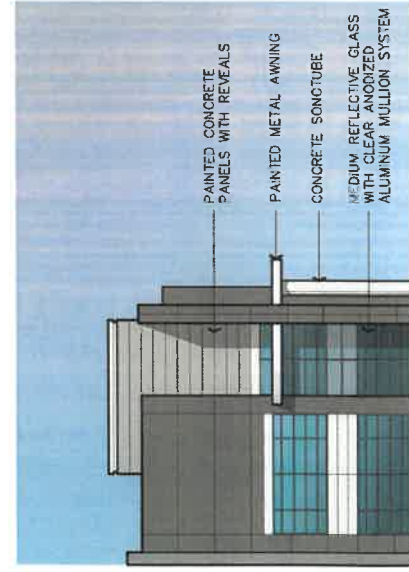
North Elevation (Haley Road)



South Elevation

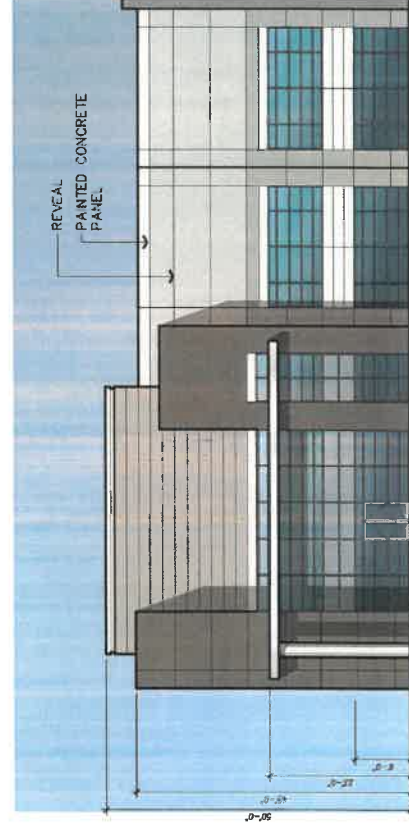


West Elevation (Harold Avenue Elevation)



Side Office Elevation

- PAINTED CONCRETE PANELS WITH REVEALS
- PAINTED METAL AWNING
- CONCRETE SONOTUBE
- MEDIUM REFLECTIVE GLASS WITH CLEAR ANODIZED ALUMINUM MULLION SYSTEM



Front Office Elevation

REVEAL PAINTED CONCRETE PANEL

DISCLAIMER:
ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT TO CHANGE PENDING OWNER AND OR AGENCY REVIEW AND IS FOR INFORMATION ONLY.

Trammell Crow Company

CASE: PPT190031
EXHIBIT B: Project Elevation &
PLANNER: T. Wheeler
DATE: May 20, 2020



DIAMOND

COUNTY OF RIVERSIDE

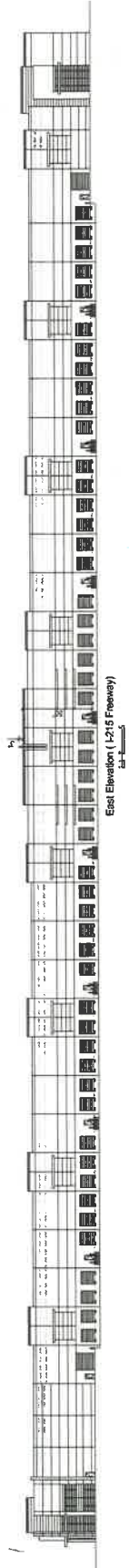
CONCEPT ELEVATIONS 10-05-2019

Architects Orange

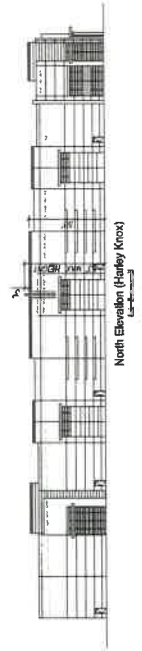
144 North Orange St. Orange, CA 92866 (714) 639-9860

ACR 2019

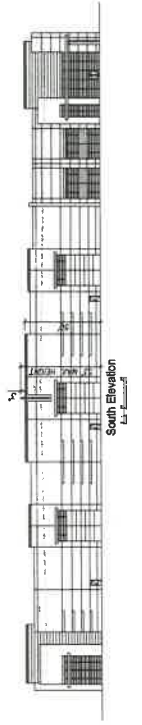




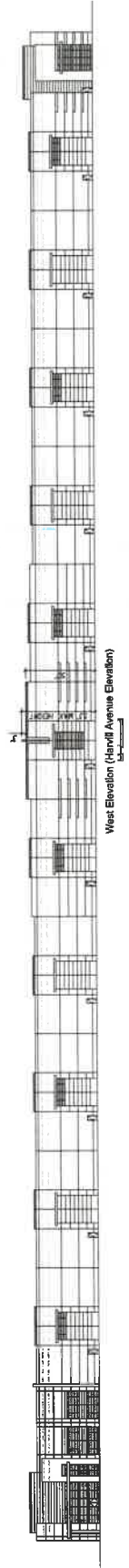
East Elevation (L215 Freeway)



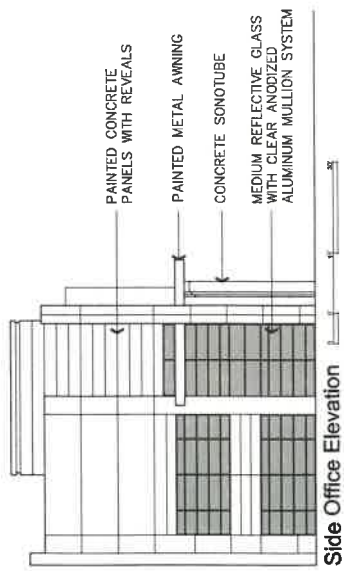
North Elevation (Harley Knox)



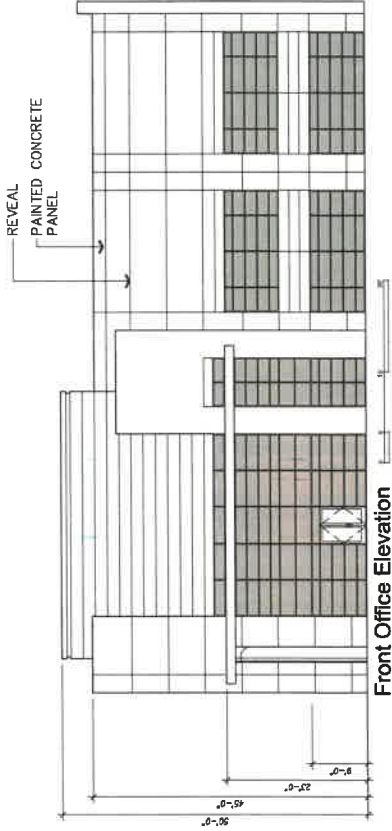
South Elevation



West Elevation (Jeffrey Avenue Elevation)



Side Office Elevation



Front Office Elevation

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TO CHANGE WITHOUT NOTICE AND WITHOUT LIABILITY.
THIS DRAWING IS FOR INFORMATION ONLY.

Trammell Crow Company

DIAMOND

COUNTY OF RIVERSIDE

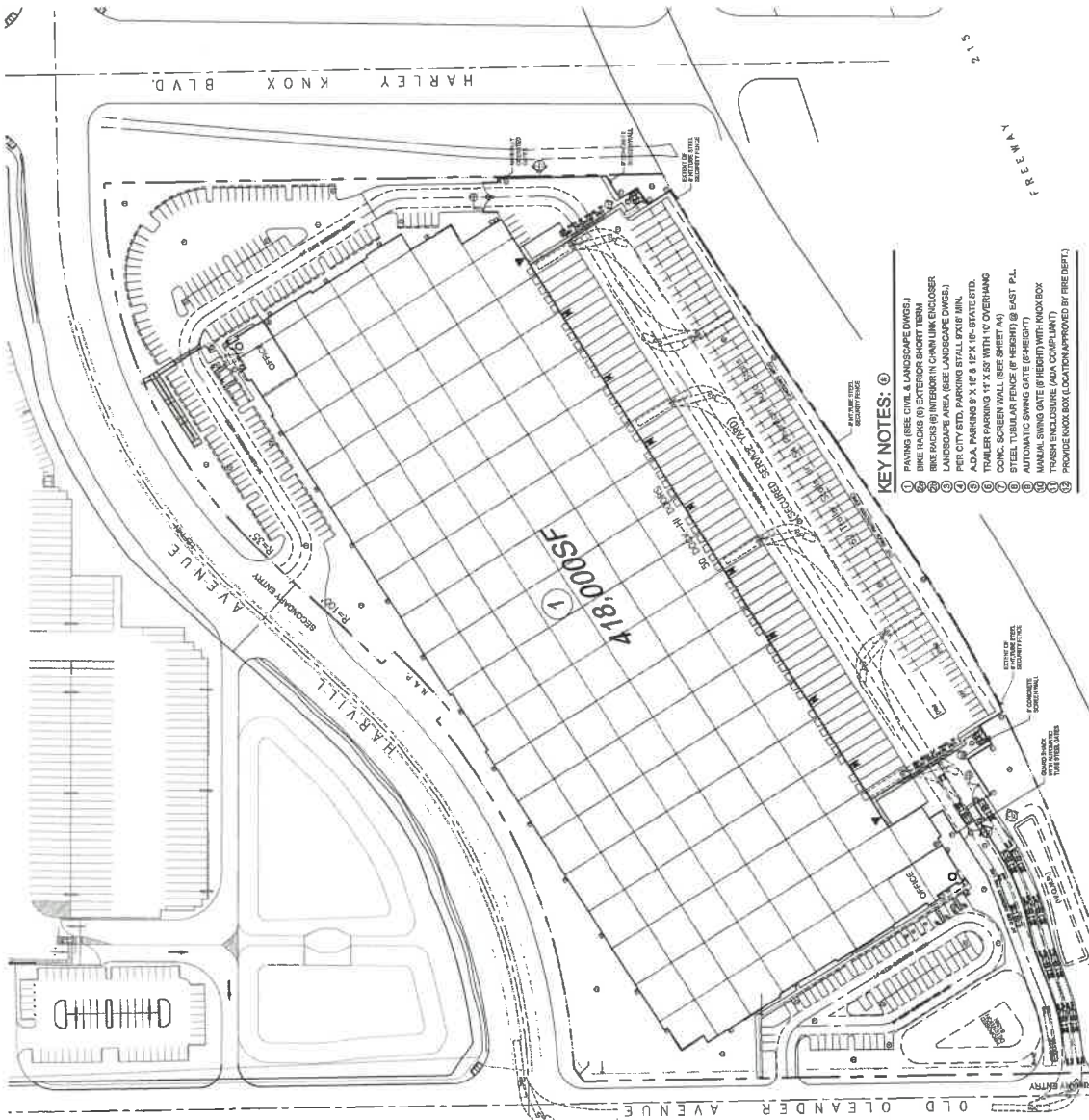
CONCEPT ELEVATIONS 01-30-2020

Architects Orange

144 North Orange St. Orange, CA 92866 (714) 639-9860

A3
A06-2019





- KEY NOTES:**
- PAVING (SEE CIVIL & LANDSCAPE DWGS.)
 - BIKE RACKS (8) EXTERIOR SHORT TERM
 - BIKE RACKS (8) INTERIOR IN CHANNEL ENCLOSURE
 - LANDSCAPE AREA (SEE LANDSCAPE DWGS.)
 - PER CITY STD. PARKING 5' FULL STOP SIGN STD.
 - TRUCKER PARKING 14' X 30' WITH 10' OVERHANG
 - CONC. SCREEN WALL (SEE SHEET A4)
 - STEEL TUBULAR FENCE (8' HEIGHT) @ EAST P.L.
 - AUTOMATIC SWING GATE (8' HEIGHT)
 - MANUAL SWING GATE (8' HEIGHT) WITH KNOX BOX
 - TRASH ENCLOSURE (ADA COMPLIANT)
 - PROVIDE KNOX BOX LOCATION APPROVED BY FIRE DEPT.

SITE DATA TABLE

BUILDING	LAND AREA AC	LAND AREA SF	CYCLONE	DATE: S.I.	WINDSHIELD S.I.	DATE: PAVING	WINDSHIELD BBL	FARMING REL.	FARMING PERM.
1	20.22	1,740,101 SF	47.5%	418,000 SF	5,000	413,000	20	207	227
							(1/1000)	(1/2000)	(.56/1000)

DISCLAIMER: PROVIDED DESIGN MAY BE SUBJECT TO CHANGE WITHOUT NOTICE AND OUR AGENCY REVIEW.

TrammellGrowCompany

DIAMOND

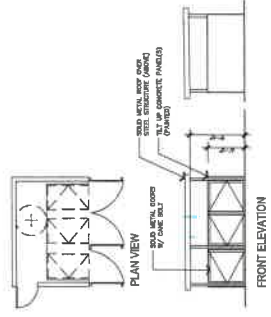
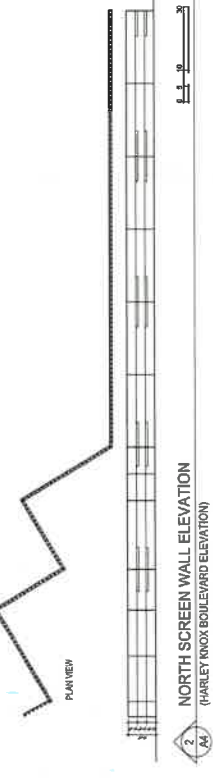
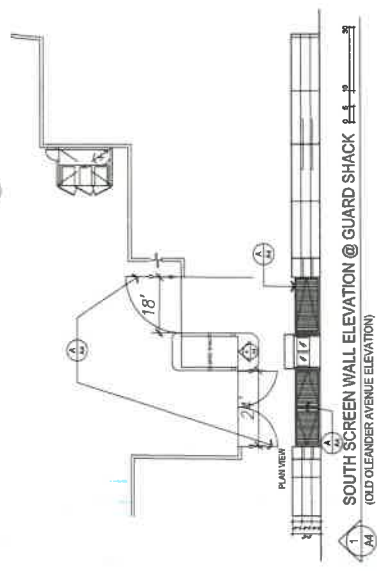
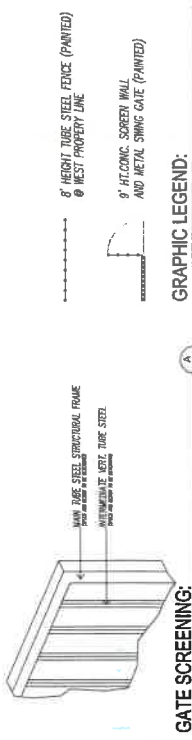
COUNTY OF RIVERSIDE

SCREEN WALL AND FENCE PLAN

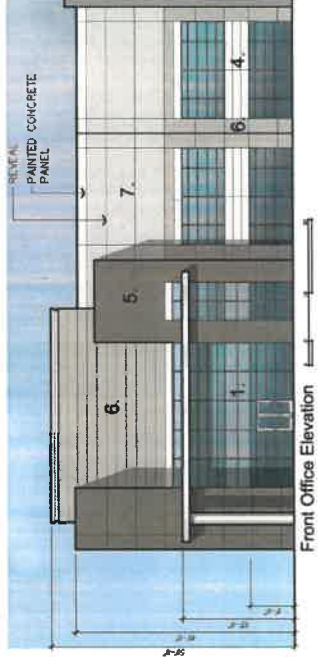
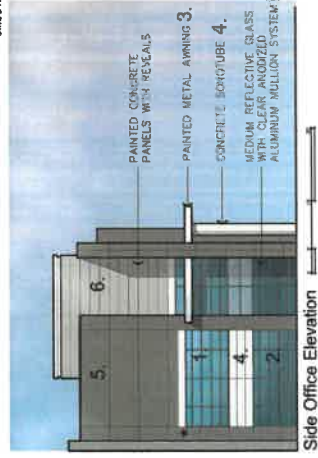
02-28-2020

144 North Orange St. Orange, CA 92866 (714) 639-9860

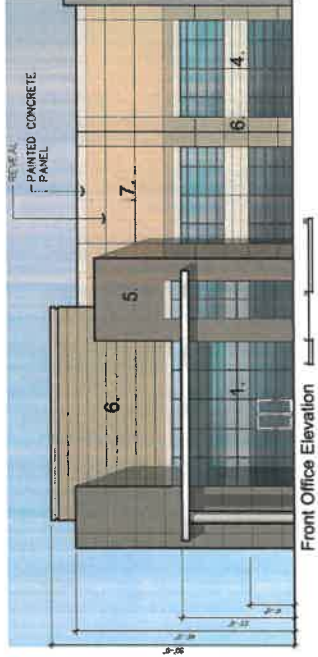
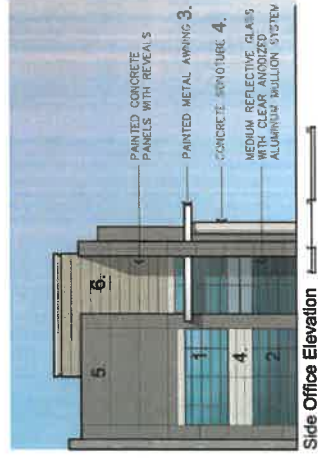
A4
A04-2019



COLOR SCHEME OPTION A



COLOR SCHEME OPTION B (COLORS TO MATCH EXISTING ADJACENT BUILDINGS)



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AND IS FOR INFORMATION ONLY.

Trammell Crow Company

DIAMOND

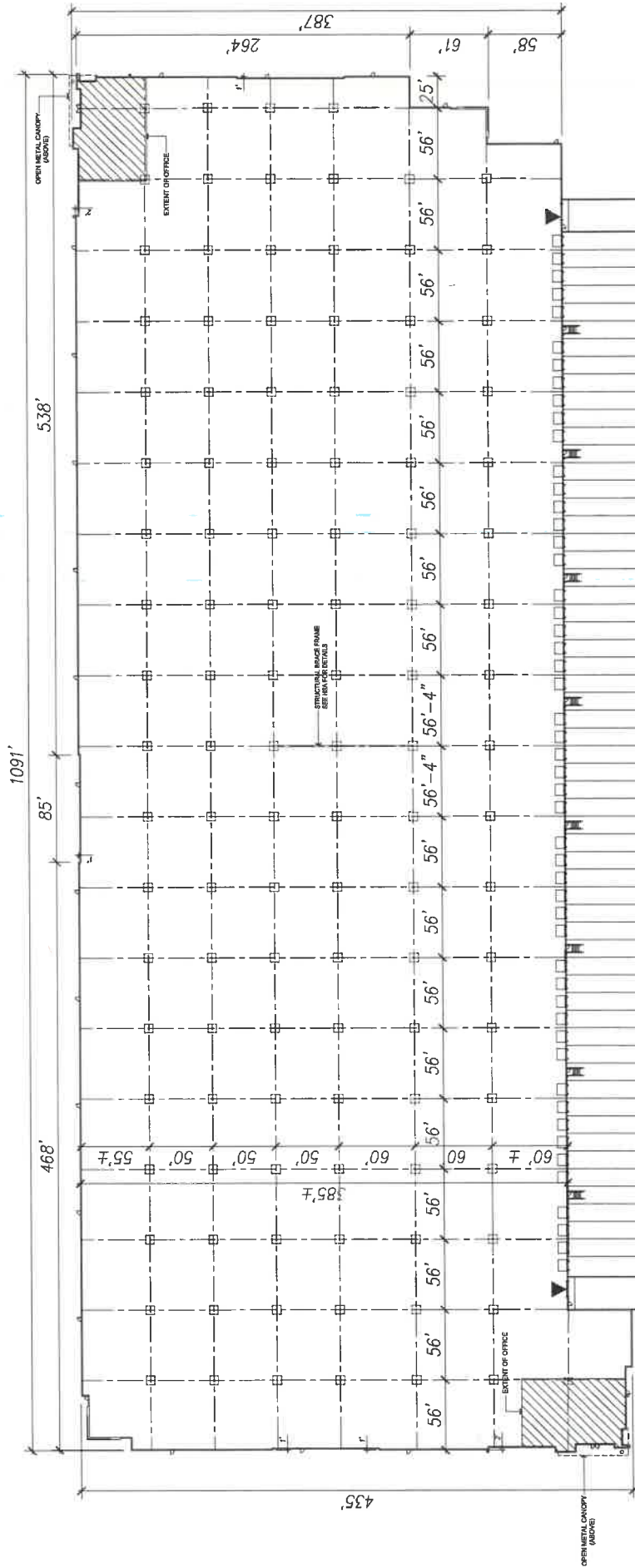
COUNTY OF RIVERSIDE

COLOR BOARD

ADR 2019

Architects Orange

144 North Orange St. Orange, CA 92866 (714) 639-9860



Conceptual Floor Plan

CASE: PPT190031
 EXHIBIT C: Project Floor Plans
 PLANNER: T. Wheeler
 DATE: May 20, 2020

DISCLAIMER:
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 TO CHANGE WITHOUT NOTICE AND WITHOUT AGENCY REVIEW
 AND IS FOR INFORMATION ONLY.

Trammell Crow Company

DIAMOND

COUNTY OF RIVERSIDE

CONCEPT FLOOR PLAN 01-30-2020

Architects Orange

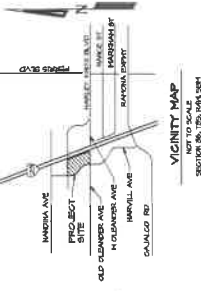
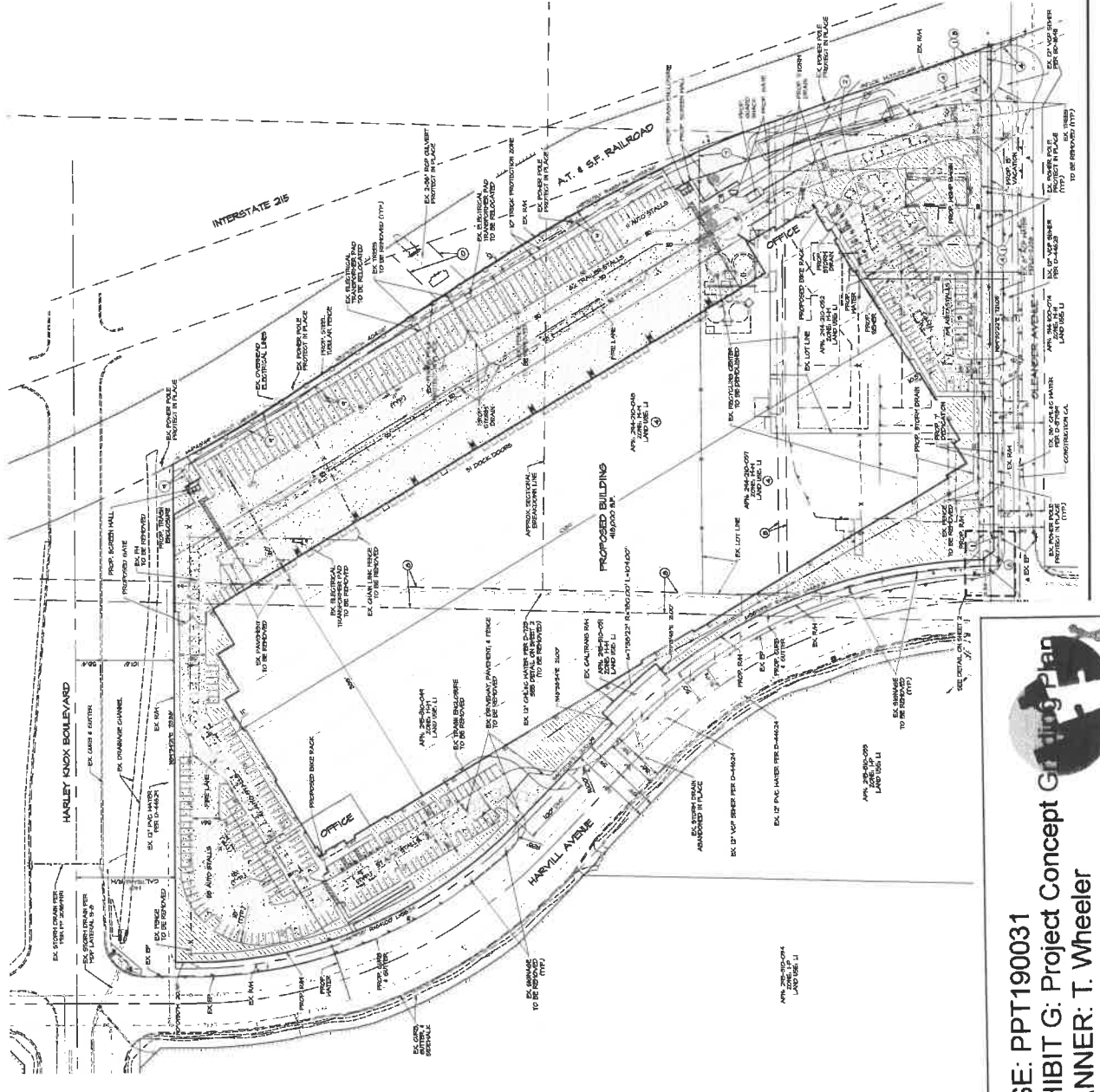
144 North Orange St. Orange, CA 92866 (714) 639-9860

A2

APR. 2016



IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TCC DIAMOND - PLOT PLAN NO. 190031
A TRAMMELL CROW COMPANY DEVELOPMENT



PROJECT DESCRIPTION:
 THE PROJECT PROPOSES A 48,000 SF. BUILDING WITH APPROXIMATELY 200,000 SF OF PARKING AND LANDSCAPING. THE PROJECT IS LOCATED WITHIN THE HARVIL VALLEY AREA PLAN.

LEGAL DESCRIPTION:
 TRAMMELL CROW COMPANY, TRACT 1, 1ST 1/4, SEC 17, T1S, R14E, S12E, COUNTY OF RIVERSIDE, CALIFORNIA.

ASSESSOR'S PARCEL NUMBER(S):
 291-234-048, 049, 051

NOTES:
 1. THE AREA IS SUBJECT TO LAND USE REGULATIONS AND IS SUBJECT TO DEVELOPMENT. THE PROJECT IS SUBJECT TO THE HARVIL VALLEY AREA PLAN AND THE COUNTY OF RIVERSIDE LAND USE REGULATIONS.

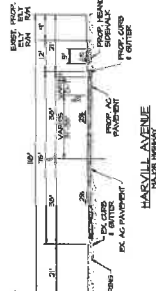
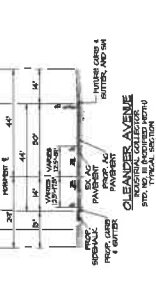
PERMITS:
 1. THE PROJECT IS SUBJECT TO THE HARVIL VALLEY AREA PLAN AND THE COUNTY OF RIVERSIDE LAND USE REGULATIONS.

ASSUMPTIONS:
 1. THE PROJECT IS SUBJECT TO THE HARVIL VALLEY AREA PLAN AND THE COUNTY OF RIVERSIDE LAND USE REGULATIONS.

UTILITY COMPANIES:
 SAN DIEGO GAS & ELECTRIC COMPANY
 SOUTHERN CALIFORNIA GAS COMPANY
 SOUTHERN CALIFORNIA EDISON COMPANY

LAND USE/ZONING:
 GENERAL COMMERCIAL (GC)
 COUNTY OF RIVERSIDE, CALIFORNIA

LEGEND:
 PROPOSED CONCRETE PAVEMENT
 PROPOSED ASPHALT DRIVEWAY
 PROPOSED ASPHALT DRIVEWAY



COUNTY OF RIVERSIDE
TCC DIAMOND
PLOT PLAN NO. 190031

A TRAMMELL CROW COMPANY DEVELOPMENT

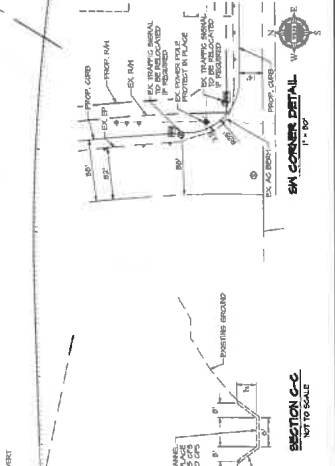
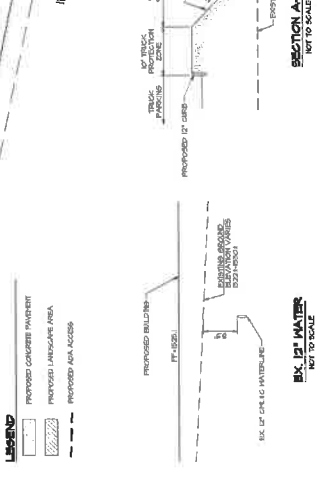
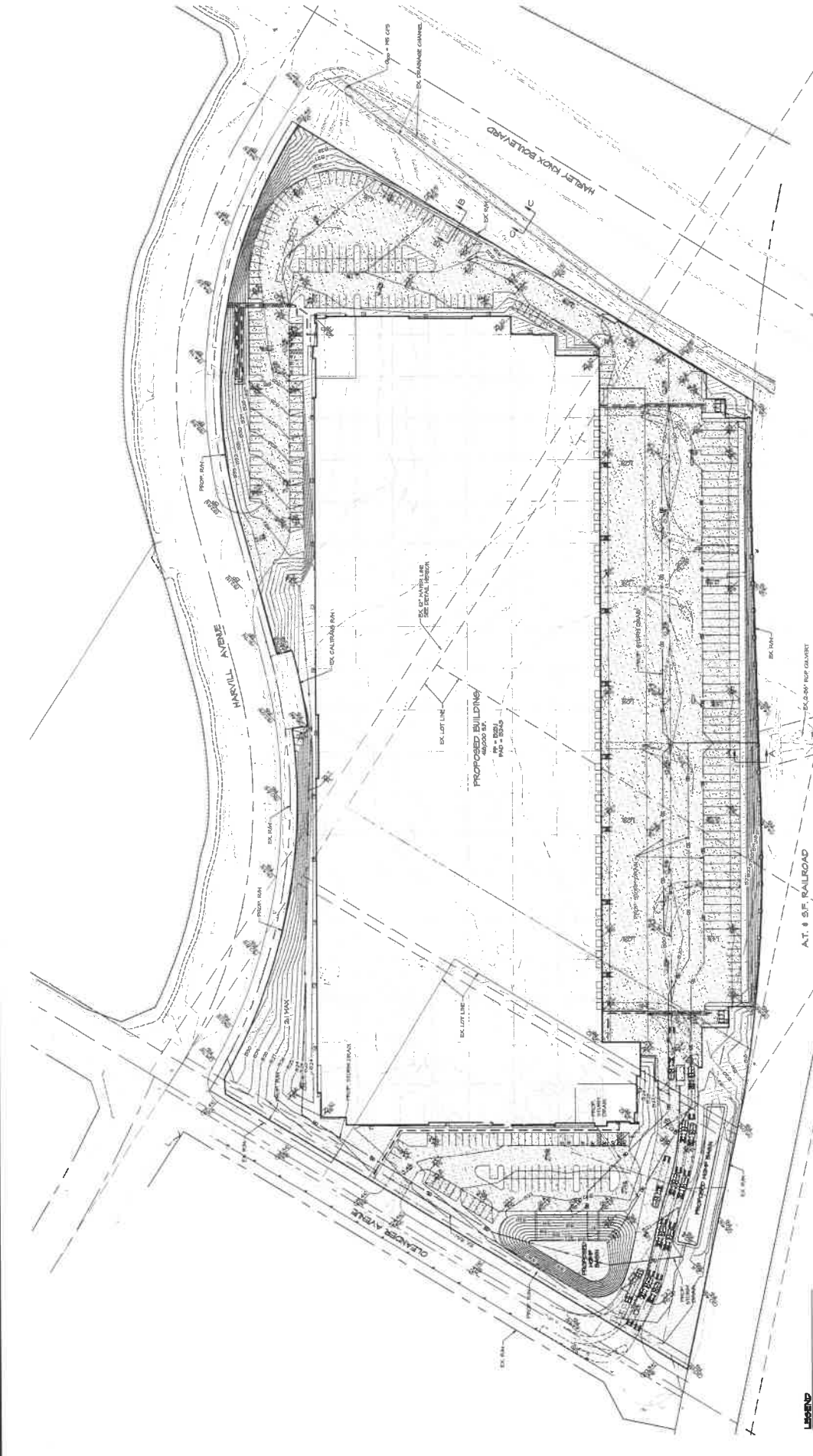
SCALE	DATE
AS SHOWN	05/20/20
AS SHOWN	05/20/20
AS SHOWN	05/20/20

CASE: PPT190031
EXHIBIT G: Project Concept Grading Plan
PLANNER: T. Wheeler
DATE: May 20, 2020

COUNTY OF RIVERSIDE
TCG DIAMOND
PLOT PLAN NO. HCOB1



WEBB
REGISTERED PROFESSIONAL ENGINEER
NO. 10305
PLANS BY: J. A. HAWES
DATE: 1/2/05
SCALE: AS SHOWN
JOB NO. 05-0025





CONTRACTING
BUSINESS
L5 14, 2019C



688 W. EMPORIA ST.
ONTARIO, CA 91762
909.381.1177



These drawings shall not be used for construction without the approval of Grogg Electric, Inc. These drawings are the property of Grogg Electric, Inc. and shall not be loaned, copied, or otherwise disseminated without the written consent of Grogg Electric, Inc. If you are a contractor, you shall be held responsible for any errors or omissions on these drawings. Grogg Electric, Inc. is not responsible for any errors or omissions on these drawings. Grogg Electric, Inc. is not responsible for any errors or omissions on these drawings.

PROJECT:
TRAMMELL
CROW
COMPANY
DIAMOND
SANTA CLARA COUNTY, CA

TITLE:
SITE LIGHTING PLAN
DATE:
SCALE:
PAGE:

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	05/20/20
2	ISSUED FOR PERMITS	05/20/20
3	ISSUED FOR PERMITS	05/20/20
4	ISSUED FOR PERMITS	05/20/20
5	ISSUED FOR PERMITS	05/20/20
6	ISSUED FOR PERMITS	05/20/20
7	ISSUED FOR PERMITS	05/20/20
8	ISSUED FOR PERMITS	05/20/20
9	ISSUED FOR PERMITS	05/20/20
10	ISSUED FOR PERMITS	05/20/20

PROJECT:
SHEET:
ESL1

CAL GREEN BUG TABLE

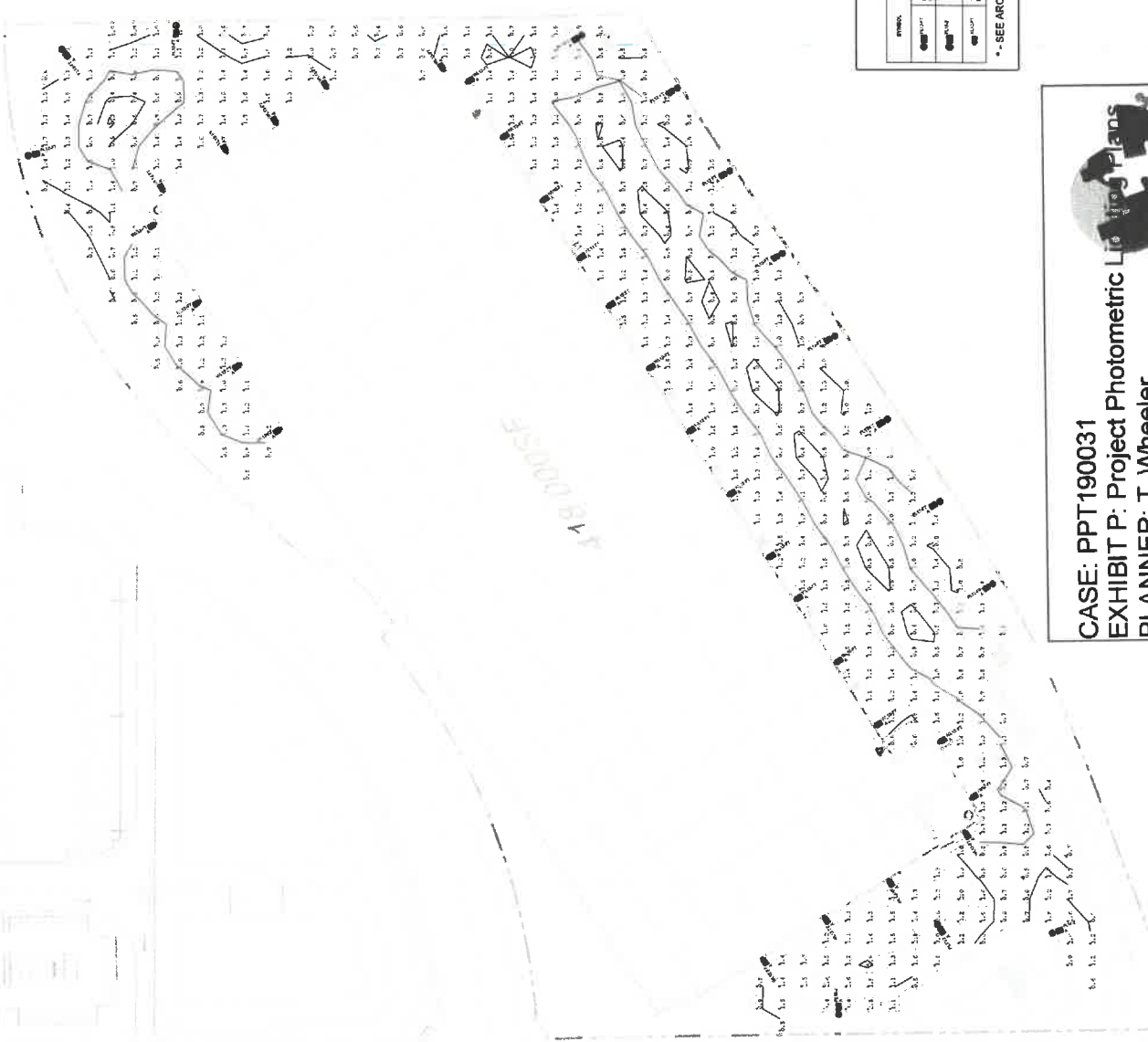
ILLUMINATION (FC) AND FOOT CANDLE (FC) CONVERSION TABLE

FOOT CANDLE (FC)	ILLUMINATION (FC)
1	10
2	20
3	30
4	40
5	50
6	60
7	70
8	80
9	90
10	100
11	110
12	120
13	130
14	140
15	150
16	160
17	170
18	180
19	190
20	200
21	210
22	220
23	230
24	240
25	250
26	260
27	270
28	280
29	290
30	300
31	310
32	320
33	330
34	340
35	350
36	360
37	370
38	380
39	390
40	400
41	410
42	420
43	430
44	440
45	450
46	460
47	470
48	480
49	490
50	500
51	510
52	520
53	530
54	540
55	550
56	560
57	570
58	580
59	590
60	600
61	610
62	620
63	630
64	640
65	650
66	660
67	670
68	680
69	690
70	700
71	710
72	720
73	730
74	740
75	750
76	760
77	770
78	780
79	790
80	800
81	810
82	820
83	830
84	840
85	850
86	860
87	870
88	880
89	890
90	900
91	910
92	920
93	930
94	940
95	950
96	960
97	970
98	980
99	990
100	1000

TITLE 24 ZONAL LUMEN TABLE

ILLUMINATION (FC) AND FOOT CANDLE (FC) CONVERSION TABLE

FOOT CANDLE (FC)	ILLUMINATION (FC)
1	10
2	20
3	30
4	40
5	50
6	60
7	70
8	80
9	90
10	100
11	110
12	120
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70	700
71	710
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74	740
75	750
76	760
77	770
78	780
79	790
80	800
81	810
82	820
83	830
84	840
85	850
86	860
87	870
88	880
89	890
90	900
91	910
92	920
93	930
94	940
95	950
96	960
97	970
98	980
99	990
100	1000



FIXTURE LEGEND

SYMBOL	DESCRIPTION	FIXTURE TYPE	FIXTURE HEIGHT	FIXTURE SPACING	FIXTURE BEAM ANGLE	FIXTURE LUMENS	FIXTURE WATTAGE	FIXTURE EFFICIENCY
○	100W FT CROWN LUMINA - 6500K 100W 100LM	100W FT CROWN LUMINA	100	100	100	100	100	100
○	100W FT CROWN LUMINA - 6500K 100W 100LM	100W FT CROWN LUMINA	100	100	100	100	100	100
○	100W FT CROWN LUMINA - 6500K 100W 100LM	100W FT CROWN LUMINA	100	100	100	100	100	100

* - SEE ARCHITECTURAL PLANS FOR ACTUAL POLE BASE HEIGHTS

SITE LIGHTING STATISTICS

SYMBOL	DESCRIPTION	QUANTITY	TOTAL LUMENS	TOTAL WATTAGE
○	100W FT CROWN LUMINA - 6500K 100W 100LM	100	10000	10000
○	100W FT CROWN LUMINA - 6500K 100W 100LM	100	10000	10000
○	100W FT CROWN LUMINA - 6500K 100W 100LM	100	10000	10000

CASE: PPT190031
EXHIBIT P: Project Photometric Lighting Plans
PLANNER: T. Wheeler
DATE: May 20, 2020



CONTRACTORS
Lic. No. 21042

Gregg Electric Inc.

1411 W. EMPORIA ST.
CHICO, CA 95922
(916) 338-1100



This drawing shall not be used for construction or installation of lighting systems without the approval of Gregg Electric, Inc. or its authorized representative. Any modification to this drawing without the written consent of Gregg Electric, Inc. is prohibited. The contractor shall be responsible for obtaining all necessary permits and for compliance with all applicable codes and regulations. The contractor shall be responsible for the proper installation and maintenance of the lighting system. The contractor shall be responsible for the safety of the lighting system. The contractor shall be responsible for the quality of the lighting system. The contractor shall be responsible for the cost of the lighting system. The contractor shall be responsible for the time of the lighting system. The contractor shall be responsible for the location of the lighting system. The contractor shall be responsible for the design of the lighting system. The contractor shall be responsible for the selection of the lighting system. The contractor shall be responsible for the installation of the lighting system. The contractor shall be responsible for the maintenance of the lighting system. The contractor shall be responsible for the repair of the lighting system. The contractor shall be responsible for the replacement of the lighting system. The contractor shall be responsible for the removal of the lighting system. The contractor shall be responsible for the disposal of the lighting system. The contractor shall be responsible for the recycling of the lighting system. The contractor shall be responsible for the reuse of the lighting system. The contractor shall be responsible for the repair of the lighting system. The contractor shall be responsible for the replacement of the lighting system. The contractor shall be responsible for the removal of the lighting system. The contractor shall be responsible for the disposal of the lighting system. The contractor shall be responsible for the recycling of the lighting system. The contractor shall be responsible for the reuse of the lighting system.

PROJECT:
TRAMMELL
COMPANY
DIAMOND
MERCED COUNTY, CA

TITLE:
LIGHTING EXTERIOR ELEVATIONS

DESIGNED BY:
LUCAS
DATE:
11/20/22

REVISION	DATE	DESCRIPTION
A-		
B-		
C-		
D-		
E-		
F-		
G-		
H-		
I-		
J-		

DATE: 11/20/22
SCALE: AS SHOWN

ESL2



LIGHTING EXTERIOR ELEVATIONS
(continued)

Performance (Cont.)

Performance of the lighting system shall be determined by the following criteria:

- 1. The lighting system shall provide uniform illumination of the building facade.
- 2. The lighting system shall provide adequate contrast between the building and the sky.
- 3. The lighting system shall provide adequate contrast between the building and the ground.
- 4. The lighting system shall provide adequate contrast between the building and the sky.
- 5. The lighting system shall provide adequate contrast between the building and the ground.

Ordering Guide

Item	Quantity	Description
1	1	1x 100W LED Flood Light
2	1	1x 100W LED Flood Light
3	1	1x 100W LED Flood Light
4	1	1x 100W LED Flood Light
5	1	1x 100W LED Flood Light
6	1	1x 100W LED Flood Light
7	1	1x 100W LED Flood Light
8	1	1x 100W LED Flood Light
9	1	1x 100W LED Flood Light
10	1	1x 100W LED Flood Light
11	1	1x 100W LED Flood Light
12	1	1x 100W LED Flood Light
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14	1	1x 100W LED Flood Light
15	1	1x 100W LED Flood Light
16	1	1x 100W LED Flood Light
17	1	1x 100W LED Flood Light
18	1	1x 100W LED Flood Light
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96	1	1x 100W LED Flood Light
97	1	1x 100W LED Flood Light
98	1	1x 100W LED Flood Light
99	1	1x 100W LED Flood Light
100	1	1x 100W LED Flood Light

Feature & Specifications (Cont.)

1. The lighting system shall provide uniform illumination of the building facade.

2. The lighting system shall provide adequate contrast between the building and the sky.

3. The lighting system shall provide adequate contrast between the building and the ground.

4. The lighting system shall provide adequate contrast between the building and the sky.

5. The lighting system shall provide adequate contrast between the building and the ground.

Feature & Specifications

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Feature & Specifications

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4. The lighting system shall provide adequate contrast between the building and the sky.

5. The lighting system shall provide adequate contrast between the building and the ground.



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach
Assistant TLMA Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: PPT190031 /CEQ190112

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: Tim Wheeler Title: Project Planner Date: April 13, 2020

Applicant/Project Sponsor: Trammell Crow So. Cal Development Inc. Date Submitted: October 11, 2019

ADOPTED BY: Planning Commission

Person Verifying Adoption: Tim Wheeler Date: May 20, 2020

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 Tim Wheeler at 951-955-6060.

Please charge deposit fee case#: ZCEQ190112

FOR COUNTY CLERK'S USE ONLY



DIAMOND WAREHOUSE PROJECT

Admin Draft Environmental Assessment/Mitigated
Negative Declaration

Lead Agency:

County of Riverside
Tim Wheeler, Project Planner
4080 Lemon Street 12th Floor
Riverside, CA 92502

Project Applicant:

Trammell Crow So. Cal Development Inc
3501 Jamboree Road
Suite 230
Newport Beach, CA 92660

CEQA Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2 Park Plaza, Suite 1120
Irvine, CA 92614

April 2020

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1.0 INTRODUCTION

1.1 PURPOSE OF THIS ENVIRONMENTAL ASSESSMENT

This Initial Study (referred to as an "Environmental Assessment" by Riverside County) has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this Environmental Assessment (EA) has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed project. As required by State CEQA Guidelines Section 15063, this Environmental Assessment is a preliminary analysis prepared by the Lead Agency, Riverside County, in consultation with other jurisdictional agencies, to determine if a Negative Declaration, Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is required for the project.

This EA informs Riverside County decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project. A "significant effect" on the environment means *"a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project"* (Guidelines §15382). The County determined that the EA and its supporting materials provide substantial evidence that an MND is the appropriate environmental document for the proposed project.

1.2 DOCUMENT ORGANIZATION

This EA/MND includes the following sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an EA/MND was prepared by Riverside County to evaluate the proposed project's potential to impact the physical environment.

Section 2.0 Environmental Setting

Provides information about the proposed project's location and surrounding setting.

Section 3.0 Project Description

Includes a description of the proposed project's location, physical features, and construction and operational characteristics.

Section 4.0 Environmental Checklist

Includes the County of Riverside Environmental Checklist and evaluates the proposed project's potential to result in significant adverse effects to the physical environment.

Section 5.0 Preparers and Persons Contacted

Provides a list of people that prepared this MND and the associated technical studies, and people contacted in preparation of this document.

2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The 20.32-acre gross (20.22 net) Diamond Warehouse Project (“project” or “proposed project”) site is located within unincorporated Riverside County and consists of four parcels (APNs 295-310-049, 294-210-052, 294-210-057, 294-210-048). As depicted in Figure 1, *Regional Location*, the project site is located approximately 5 miles south of downtown Moreno Valley and 9 miles southeast of downtown Riverside.

As depicted on Figure 2, *Local Vicinity*, the project site is bounded by Harley Knox Boulevard to the north, Harvill Avenue to the west, Old Oleander Avenue to the south, and I-215 to the east. Regional access is provided via Interstate 215 (I-215), which is located directly adjacent to the project site after a Burlington Northern Santa Fe Railway (BNSF) railroad easement. Local access is provided by Harley Knox Boulevard, Harvill Avenue, and Old Oleander Avenue.

2.2 EXISTING LAND USES AND DESIGNATION OF THE PROJECT SITE

The northern (and majority) of the project site is vacant and undeveloped. The ground surface throughout the majority of the site consists of exposed soils; however, two areas of asphalt exist in the northeastern and western portions of the site and remnants of previous urban uses are scattered throughout the undeveloped area.

The southern portion of the project site contains a developed area with industrial uses that includes two industrial buildings with metal-frame construction and metal siding. The larger building is approximately 40,000 square feet and is being used by a wooden pallet manufacturer. The smaller building is approximately 10,000 square feet and is being used as a truck/trailer repair shop. The areas near the repair shop are being used for truck and trailer storage.

There are also five empty silos and associated infrastructure are located on the southern portion of the project site. The silos are 20 to 30 ± feet in diameter and approximately 30 feet tall. In addition, areas of asphalt parking are located on the developed southern portion of the site. Figure 3, *Aerial Photograph*, shows the project site and surrounding area.

The project site is located within the Mead Valley Area Plan of the Riverside County General Plan Land Use Element and is designated for Light Industrial uses (LI), which includes industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. Similarly, the site has a zoning designation of Manufacturing Medium (M-M). As described by the County’s Municipal Code Section 17.104.010, the M-M zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the county’s economic base; provide the necessary improvements to support industrial growth; insure the new industry is compatible with uses on adjacent lands, and protect industrial areas from encroachment by incompatible uses that may jeopardize industry.

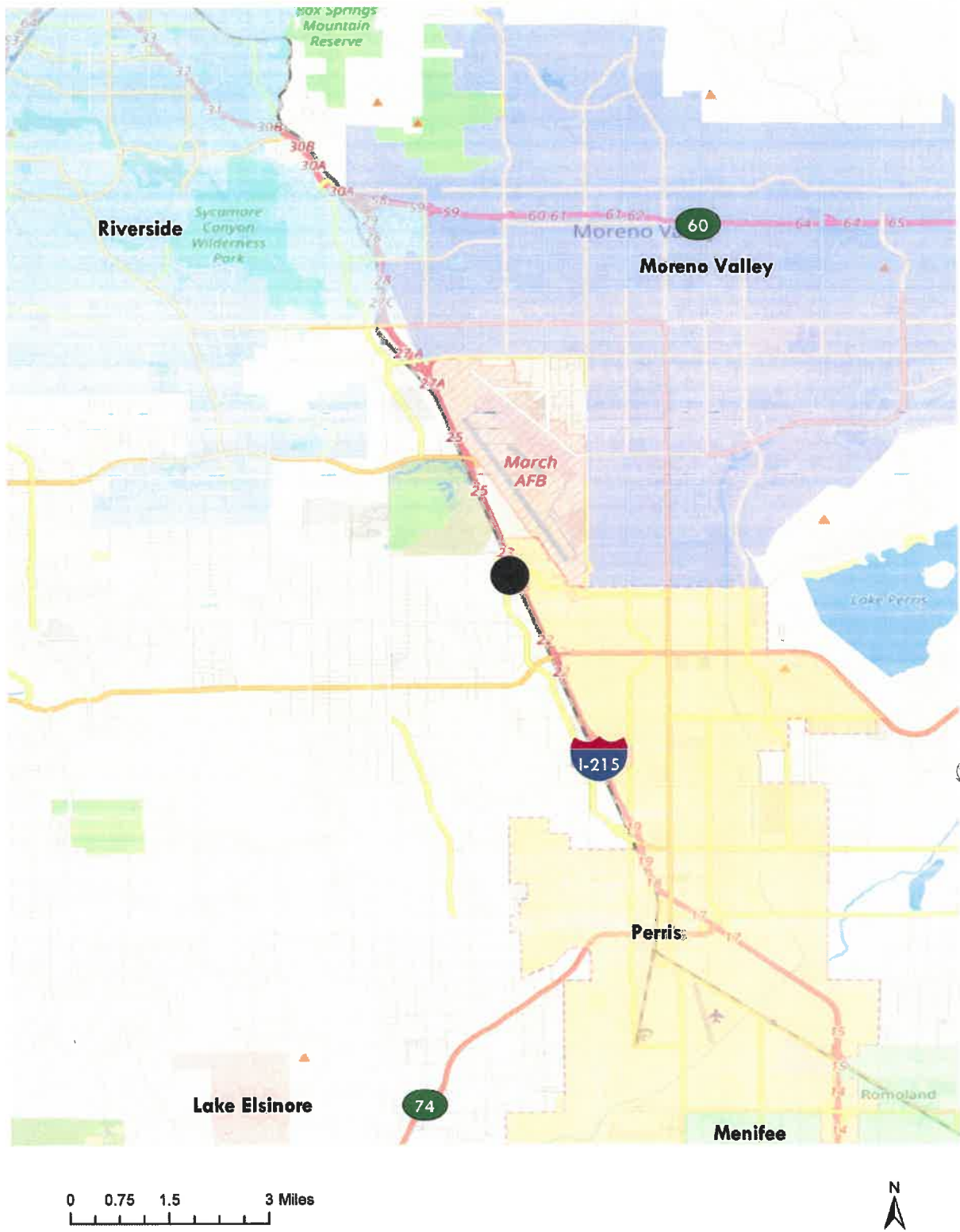
2.3 SURROUNDING LAND USES AND ZONING DESIGNATIONS

As shown in Figure 3, the project site is bounded to the north by Harley Knox Boulevard, to the west by Harvill Avenue, to the south by Old Oleander Avenue (followed by a rail line spur and a rail support facility), and to the east by a railroad and the I-215 freeway. The existing development beyond the roadways includes industrial type uses. A residential home and truck storage yard are

located on the southwest corner of Harvill Avenue and Old Oleander, approximately 301 feet southwest of the project site. The next closest residence is located on the east side of the I-215, approximately 1,229 feet southeast of the project site, at the east end of Redwood Drive. The General Plan land uses and zoning designations of the areas surrounding the project site are listed below.

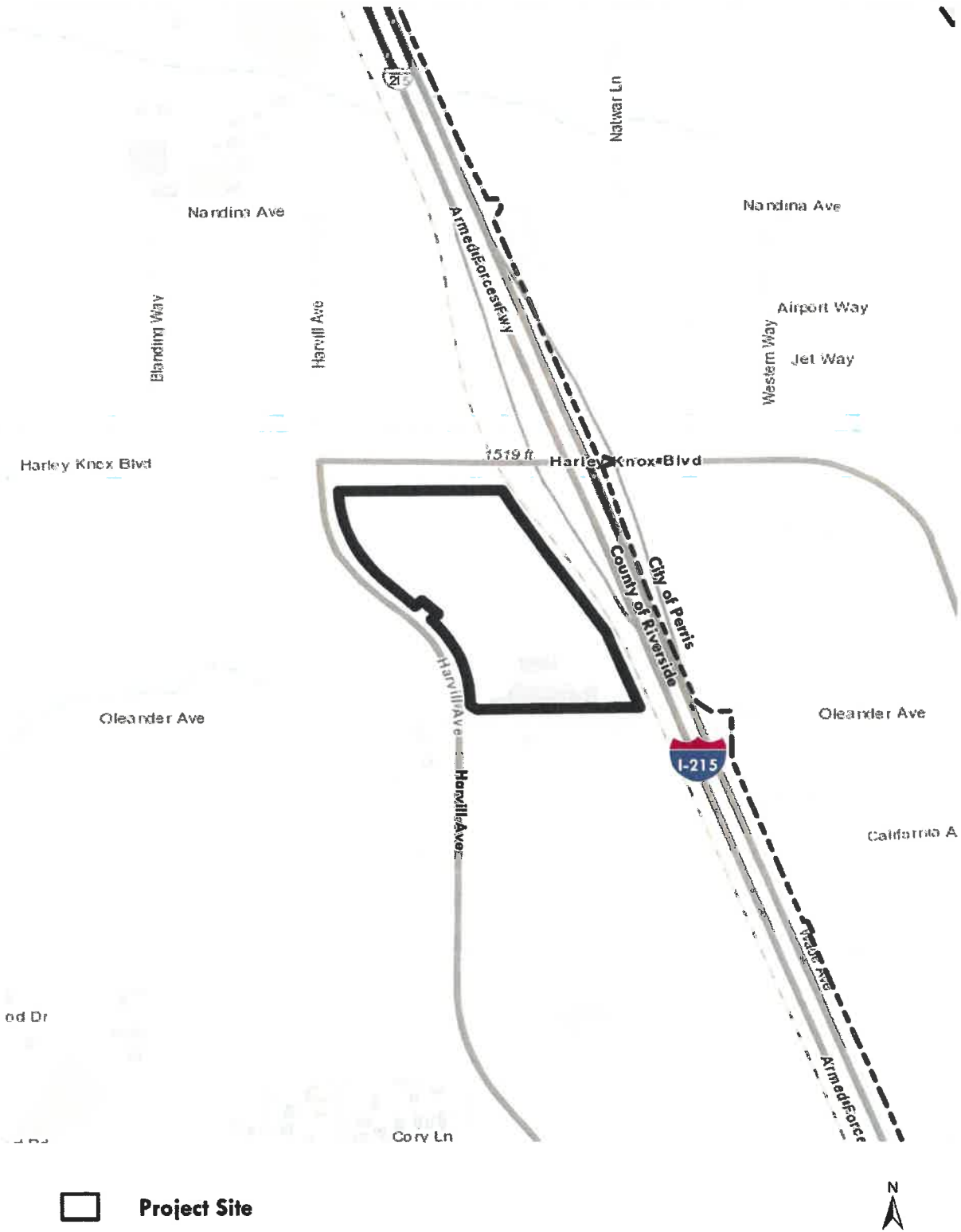
Direction	Land Use	General Plan Designation	Zoning Designation
North	Warehouse/Distribution	Light Industrial	I-P
South	Rail Line Spur and Rail Support	Light Industrial	M-H
East	Rail line/I-215	N/A	N/A
West	Warehouse/Distribution	Light Industrial	I-P

Regional Map



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Local Vicinity



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Aerial Photograph



 Project Site



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3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

As discussed in Section 2.1 above, the 20.32-acre project site is located within unincorporated Riverside County and consists of four parcels (APNs 295-310-049, 294-210-052, 294-210-057, 294-210-048). As depicted on Figure 2, *Local Vicinity*, the project site is bounded by Harley Knox Boulevard to the north, Harvill Avenue to the west, Old Oleander Avenue to the south, and I-215 to the east.

3.2 PROJECT CHARACTERISTICS

Light Industrial Warehousing Uses

The proposed Diamond Warehouse project (“project”) would remove the existing improvements and storage areas on the project site and would develop the 20.32-acre project site with one 418,000 square-foot warehouse building. The building would have 50 loading docks that would be oriented toward the I-215 freeway, adjacent to the northeast of the project site. The site would also be developed with surface automobile and truck and trailer parking lots and an approximately 3,600 square foot storm water bio-retention basin located in the southeast corner of the site, as shown in Figure 4, *Proposed Site Plan*. The project would also include landscaping, driveways, vehicle travel lanes, walls/fencing, interior gates, and relevant infrastructure (gas, water, sewer, electricity, cable) to serve the site.

The building would be used for warehousing and office space, as detailed in Table 1, *Summary of Proposed Building*. The proposed building would have a maximum height of 50 feet. As shown in Figure 5, *Proposed Project Elevations*, roof top equipment would not extend above 50 feet.

Table 1: Summary of Proposed Building

Building Component	Area (Square feet)
Warehouse	413,000
Office	5,000
Building Area Total	418,000

The proposed structure would be painted concrete and have accented glass window and doors at the front entrance location. The building’s main entry would be identified by metal entry canopy and glass entry door. The overall color scheme of the building would include grays, beige, and off-white, with aluminum and blue glass accents. To vary the visual height of the 50-foot high building, the building’s roof would have architectural projections. In addition, the sides of the building would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the building.

Access and Circulation

The project site would be accessible via three driveways; a 40-foot wide truck access driveway from Old Oleander Avenue for access to the loading bays and trailer parking on the eastern portion of the project site, a 26-foot wide driveway from Old Oleander Avenue for passenger car access, and a 45-foot wide driveway for passenger car access from Harvill Avenue. Internal vehicular circulation would be provided around the north, east, and south sides of the building (as

shown in Figure 4, *Site Plan*), with turnarounds provided to the north and east of the building for truck circulation.

Parking

Truck and trailer parking and loading would be located on the eastern portion of the project site, accessible from the both the Old Oleander Avenue and Harvill Avenue access driveways. Passenger car parking would be available within the northern, western, and southern portions of the project site and would be provided at the following ratios pursuant to Riverside County Ordinance No. 348.4896 Section 18.12:

- Office: 1 parking space per 250 square feet
- Warehouse: 1 parking space per 2,000 square feet

The project also proposes a total of 62 trailer stalls and 6 electric vehicle charging stations. Total parking onsite is shown in Table 2, *Proposed Parking* below.

Table 2: Proposed Parking

Parking Spaces	Required	Provided
Standard Spaces	207	226
ADA Spaces	7	7
Total Passenger Car Parking	227	233
Total Trailer Parking	-	62
Total Parking Onsite	227	295

Solar Panels

The project proposes to use photovoltaic (PV) solar panels onsite to offset its energy demand by 20 percent, in compliance with the County's Climate Action Plan Measure R2-E10¹. This would be accomplished through the provision of onsite renewable energy through the installation of onsite solar panels which would generate approximately 165,896 kilowatt (kW) hours per year or a total of 118 kW. The solar panels would be installed either on "carport" style mounting structures above portions of the planned parking areas to the northeast and southwest of the building, or on the building's rooftop.

The carport structures would be constructed from finished tubular and I-beam steel columns, with lighting underneath the canopies to maintain parking area lighting and security. The solar arrays would be aligned with the proposed parking plan and curbs, using industry-standard spans, spacing and dimensions arrays. If rooftop mounted solar equipment is utilized, it would not extend above 50-foot building height limit.

Landscaping and Screening

The project would provide approximately 144,594 square feet of new ornamental landscaping throughout the project site that would include a variety of trees, shrubs, accent species, and ground covers. Overall, landscaping would cover approximately 16.6 percent of the project site, which would exceed the landscaped area requirement of 12 percent.

Landscaping would be installed within building setbacks and parking lot areas, as well as around the building perimeter to provide layered landscape screening for adjacent parcels and public

¹ It should be noted that in the County's proposed CAP Update (November 2019), this measure has been renamed to R2-CE1.

right-of-way. New plant species would be drought-tolerant, non-invasive, and compliant with the Riverside County's landscaping requirements. The project's loading bays and trailer parking areas would be screened by 24-inch box and 15 gallon trees, which would be planted adjacent to a 8-foot tube steel security fence on the eastern portion of the project site. See Figure 6, *Conceptual Landscape Plan*.

In addition, all parking areas, excluding driveways and drive aisles, would be designed to receive a shading minimum of 50 percent (approximately 30,582 square feet) utilizing an assortment of evergreen and deciduous trees. As proposed, the parking areas would provide 30,972 square feet of shading for a total of 51 percent (assuming carport shade structures are not provided).

The project would provide water efficient irrigation that is compliant with California Title 24 and Riverside County Ordinance 859.3 related to water efficiency.

Infrastructure Improvements

The project site is located within an area that contains existing infrastructure within the adjacent right-of-way. The proposed project would install onsite infrastructure that would connect to the existing infrastructure that surrounds the site as described below.

Water

The project would connect to and be served by the existing water infrastructure located in the adjacent right-of-way. Existing 12-inch water lines are located in Harvill Avenue, Old Oleander Avenue, and adjacent to the northern boundary of the project site.

Sewer

The project would connect to and be served by the existing sewer infrastructure located in the adjacent right-of-way. Existing 12-inch sewer lines are located in both Harvill Avenue and Old Oleander Avenue.

Drainage

The project would install an onsite storm water drainage system that would outlet to an existing concrete box storm drain that is adjacent to the east of the project site and conveys flows to the Perris Valley storm drain channel. Onsite storm water flows generated by the proposed project would flow to a water quality storage basin, before being pumped into an adjacent bio-retention basin located in the southeast corner of the project site.

The project would connect to existing dry utility infrastructure in the right of way of Old Oleander Avenue, including telephone, electrical, and cable. Dry utilities would be installed underground. The project would not connect to gas lines.

Proposed Site Plan

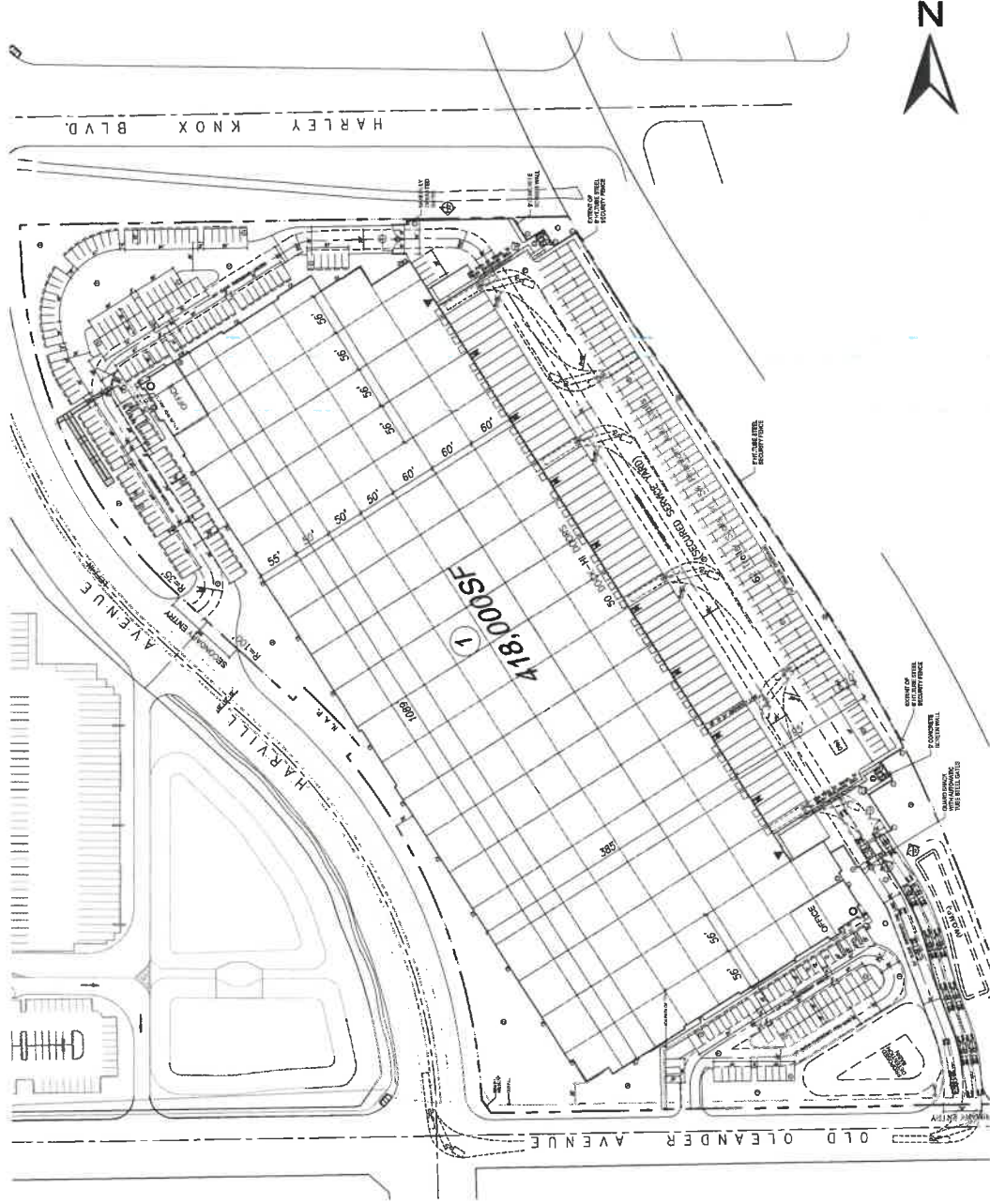
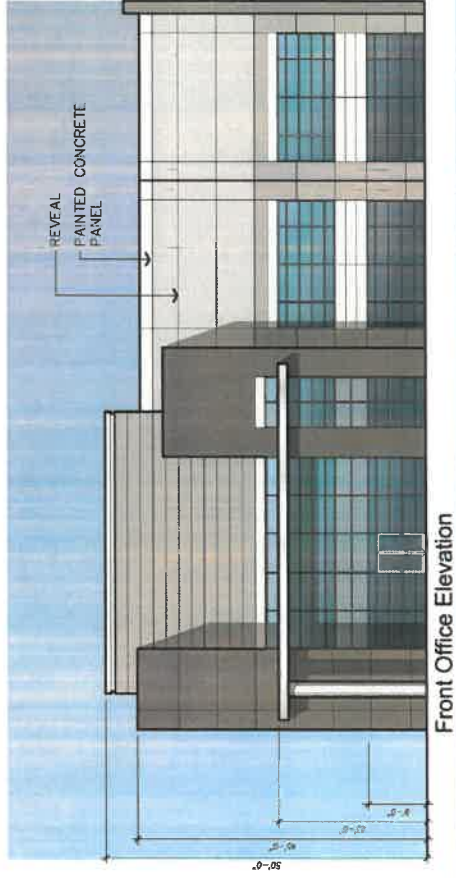


Figure 4

Diamond Warehouse Project
Mitigated Negative Declaration

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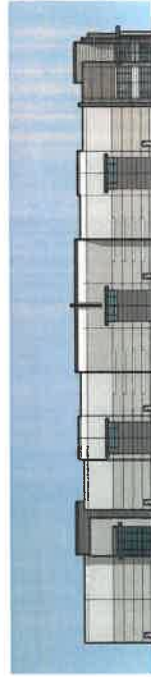
Proposed Elevations



Front Office Elevation



East Elevation (1215 Fremont)



North Elevation (Harley Knox)

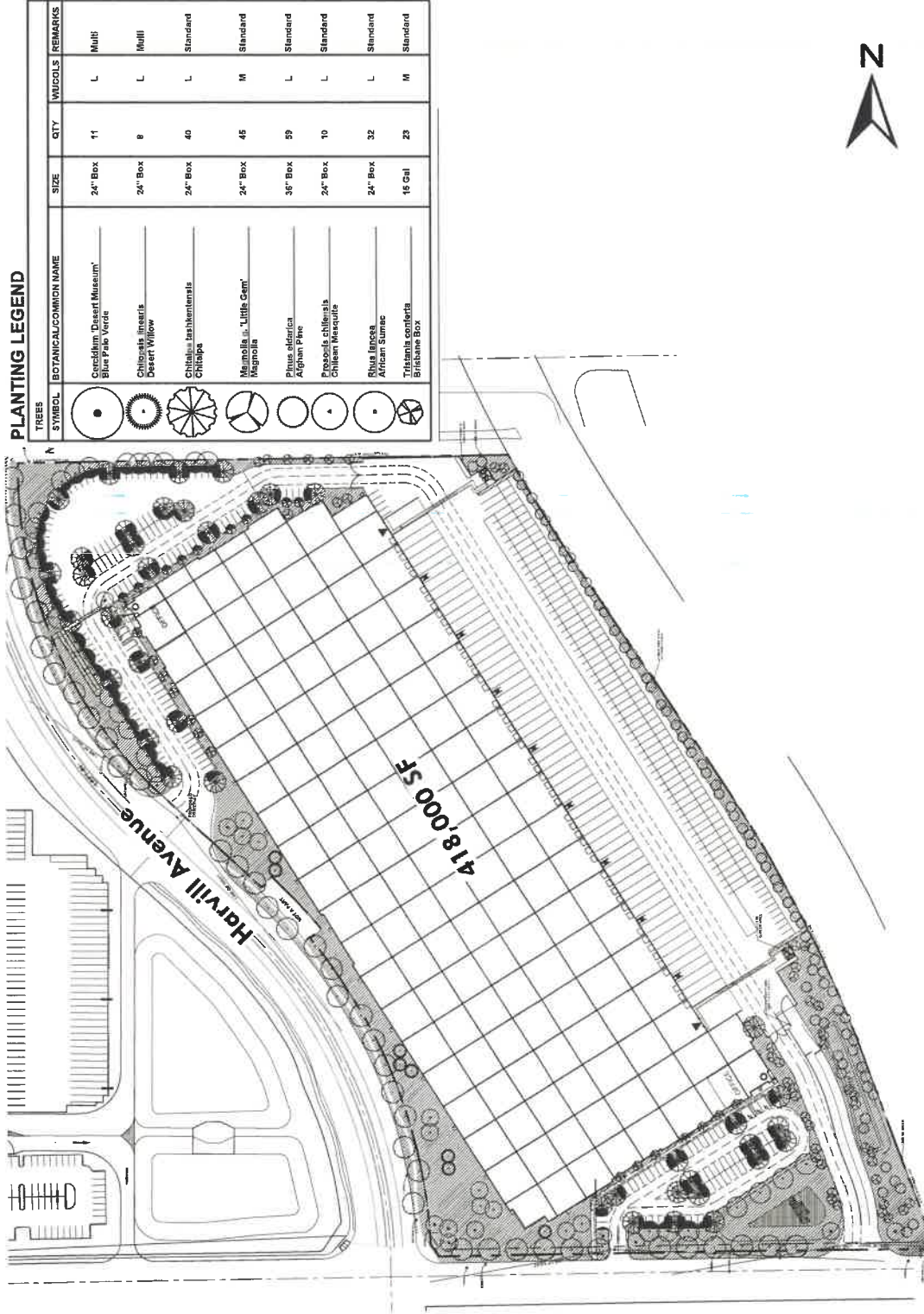


South Elevation



West Elevation (Harrell Avenue Elevation)

Conceptual Landscape Plan



PLANTING LEGEND

TREES SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercocarpus 'Desert Museum' Silver Cholla Yucca	24" Box	11	L	Multi
	Chilopsis linearis Desert Willow	24" Box	8	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	40	L	Standard
	Mangrove, 'Little Gem' Magnolia	24" Box	45	M	Standard
	Pinus edulis Argemone Tree	36" Box	59	L	Standard
	Proserpinaca chilensis Chilean Mesquite	24" Box	10	L	Standard
	Rhus ligata African Sumac	24" Box	32	L	Standard
	Titania conferta Brisbane Box	16 Gal	23	M	Standard

Figure 6

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Construction

Project construction would take approximately 18 months and is anticipated to start in 2020 and be completed by 2021. Project construction would include demolition, grading, construction of infrastructure, followed by building construction. Table 3, *Construction Activity and Equipment Schedule* provides the anticipated equipment list and construction schedule.

Table 3: Construction Activity and Equipment Schedule

Activity	Equipment	Amount	Work Days
Demolition	Concrete/Industrial Saws	1	20
	Excavators	3	
	Rubber Tired Dozers	2	
Site Preparation	Crawler Tractors	4	10
	Rubber Tired Dozers	3	
Grading	Crawler Tractors	2	35
	Excavators	2	
	Graders	1	
	Rubber Tired Dozers	1	
	Scrapers	2	
Building Construction	Cranes	1	345
	Crawler Tractors	3	
	Forklifts	3	
	Generator Sets	1	
	Welders	1	
Paving	Pavers	2	40
	Paving Equipment	2	
	Rollers	2	
Architectural Coating	Air Compressors	1	20
Total Duration			18 months

Operations

The proposed building is planned as a speculative light industrial warehouse building. The proposed project is anticipated to operate up to 7 days a week and 24 hours a day. Operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays.

3.2 DISCRETIONARY APPROVALS

The following discretionary approval and permits are anticipated to be necessary for implementation of the proposed project:

COUNTY OF RIVERSIDE

- Adoption of Initial Study/EA and MND
- Grading, Building, Improvement, and Occupancy Permits
- Plot Plan

OTHER AGENCIES

This Initial Study/EA and Mitigated Negative Declaration would also provide environmental information to responsible agencies and other public agencies that may be required to grant approvals or coordinate with the County as part of project implementation. These agencies include, but are not limited to the following:

- Regional Water Quality Control Board for approval of a Stormwater Pollution Prevention Plan and a Water Quality Management Plan.
- Eastern Municipal Water District
- Riverside County Airport Land Use Commission
- Federal Aviation Administration

Riverside County

4.0 COUNTY OF RIVERSIDE ENVIRONMENTAL ASSESSMENT FORM: MND

Environmental Assessment (CEQ / EA/Addendum) Number:

Project Case Type (s) and Number(s): Plot Plan

Lead Agency Name: Riverside County Planning Department

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

Contact Person: Tim Wheeler

Telephone Number:

Applicant's Name: Trammell Crow So. Cal. Development, Inc.

Applicant's Address: 3501 Jamboree Road, Suite 230, Newport Beach, CA 92660

I. PROJECT INFORMATION

Project Description: Refer to previous section.

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

B. Total Project Area: 20.32 acres

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Industrial Acres: 20.35	Lots: 1	Sq. Ft. of Bldg. Area: 418,000	Est. No. of Employees:
Other:			

C. Assessor's Parcel No(s): 295-310-049, 294-210-052, 294-210-057, 294-210-048

D. Street References: The project site is located to the north of Old Oleander Avenue, to the east of Harvill Avenue, to the south of Harley Knox Avenue, and to the west of I-215

E. Section, Township & Range Description or reference/attach a Legal Description: 3SR4W SEC 35 SE and T3SR4W SEC 36 SW

F. Brief description of the existing environmental setting of the project site and its surroundings: Refer to previous section.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. Land Use: Light Industrial

2. Circulation: Access would be provided to the project site by three new driveways with access from Old Oleander Avenue and Harvill Avenue. As described herein, implementation of the project would not result in new impacts related to circulation. In addition, the project is planned with adequate internal circulation and is consistent with the Circulation Element of the General Plan.

3. Multipurpose Open Space: The project site has been planned for development and the proposed warehouse uses and does not require provision of open space for recreation or biological resource purposes, and no natural open space land would be affected by the

proposed project. The proposed project would not conflict with the Multipurpose Open Space Element.

4. **Safety:** The proposed project is not located within any special hazard zone (including fault zone, high liquefaction, dam inundation zone, high fire hazard area, etc.). The proposed project has allowed for sufficient provision of emergency response services to the future users of this project through the design and payment of development impact fees. The proposed project meets with all other applicable Safety Element policies.
5. **Noise:** The project would not generate noise levels in excess of standards established in the General Plan or noise ordinance. The project meets all other applicable Noise Element Policies.
6. **Housing:** The project would develop and operate warehouse uses on the project site, which has been planned for light industrial uses. The project would not require relocation of existing residential and does not include residential uses. Therefore, no impacts related to housing would result from the project.
7. **Air Quality:** The proposed project has been conditioned to control any fugitive dust during grading and construction activities and would not exceed air quality emissions thresholds during either construction or operation of the project. The proposed project meets all other applicable Air Quality element policies.
8. **Healthy Communities:** The project would develop and operate warehouse uses on the project site. The project would not result in any air quality, hazardous materials, noise or other impacts that would affect Healthy Communities. Thus, the project would not result in conflicts with the Healthy Communities policies.

B. General Plan Area Plan(s): Mead Valley Area Plan

C. Foundation Component(s): N/A

D. Land Use Designation(s): Light Industrial (LI)

E. Overlay(s), if any: There are no General Plan Policy Overlays for the project site.

F. Policy Area(s), if any: N/A

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Mead Valley Area Plan

2. **Foundation Component(s):** N/A

3. **Land Use Designation(s):** Light Industrial (LI)

4. **Overlay(s), if any:** There are no General Plan Policy Overlays surrounding the project site.

5. **Policy Area(s), if any:** N/A

H. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any:

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

I. Existing Zoning: M-M

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning: M-M

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input 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 checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Paleontological Resources | <input 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 | |

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
--

<input checked="" type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

<input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

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

Tim Wheeler

Printed Name

Date

4/10/20

Charissa Leach

For:

Asst. TLWA Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): Riverside County General Plan Figure C-8 “Scenic Highways”, Mead Valley Area Plan Figure 10 “Scenic Highways”; California Scenic Highway Mapping System (Caltrans 2019). Accessed: [s/ https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways](https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways)

a) No Impact. The project site is not located along an officially designated scenic highway corridor. The closest highway is I- 215, which is approximately 110 feet east of the project site but is not designated as a scenic highway corridor. The closest “Officially Designated” State Scenic Highway is Highway 243, which is located approximately 23 miles east of the project site. State Highway 74, which is located approximately 9.5 miles south of the project site is identified as an Eligible State Scenic Highway – Not Officially Designated. The project site is not visible from either Highway 243 or State Highway 74. Due to the distance from scenic corridors, development of the project site would not result in impacts.

b) Less Than Significant Impact. The site does not contain and is not adjacent to any scenic resources. A majority of the site is vacant and undeveloped but contains remnants of previous urban uses scattered throughout the area. The southern (and developed portion of the site), contains two industrial buildings with metal-frame construction and metal siding. The larger building is approximately 42,000 square feet and is being used by a wooden pallet manufacturer. The smaller building is

approximately 11,000 square feet and is being used as a truck/trailer repair shop. The areas near the repair shop are being used for truck and trailer storage.

The site was used for grain milling between the 1960s and 1990s and there are five empty silos and associated infrastructure on the southern portion of the project site. The silos are 20 to 30 ± feet in diameter and approximately 30 feet tall. In addition, areas of asphalt parking are located on the developed southern portion of the site.

The project site is surrounded by roadways and rail lines. Beyond the roadways, areas are developed with light industrial uses, limited residential, and the I-215 freeway. The project area provides distant views of mountains and some nearby hills to the east depending on the weather conditions and viewing locations. The project site and vicinity does not include any unique visual features, significant rock outcropping, or landmark features; the project site does not exist within a prominent scenic vista. Thus, these types of resources would not be impacted by implementation of the proposed project. The project would develop a new 50-foot high industrial warehouse building that would be set back from the adjacent streets and would not encroach into the existing public long-distance views. Thus, the proposed project would not substantially damage scenic resources.

The proposed structure would be painted concrete and have accented glass window and doors at the front entrance location. The building's main entry would be identified by metal entry canopy and glass entry door. The overall color scheme of the building would include grays, beige, and off-white, with aluminum and blue glass accents. To vary the visual height of the 50-foot high building, the building's roof would have architectural projections. In addition, to visually reduce the size and bulk of the structure, the sides of the building would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the building. Parking and landscaping areas would be located in the setback space between roadways and the building, which would minimize the visual scale of the structure.

The proposed project would install landscaping onsite and along Harley Knox Boulevard, Harvill Avenue, Old Oleander Avenue, and behind the building toward the I-215 freeway. Areas adjacent to the building would be landscaped with trees and a variety of shrubs and ground covers. The size and height of these proposed trees (that include vertical growing species) would reduce the visual perception of the 50-foot high building and provide uniform landscaping onsite. Trees would be installed pursuant to the County's standard requirements for landscape screening (as verified during the permitting process) which states that landscaping around the perimeter of the proposed building shall be designed to be opaque up to a minimum height of 6-feet at maturity. Thus, a portion of the project frontage would be screened with landscaping. Additionally, the layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structure. As a result, 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. Thus, impacts would be less than significant.

c) No Impact. The project site is within an urbanizing area that is mostly developed with industrial uses, roadways, and rail lines. As described in the previous response, implementation of the proposed project would develop an industrial warehouse building on the partially undeveloped, but graded site. The project area provides distant views of mountains and hillsides to the east in certain locations. However, as described in the previous response, the project has been designed with architectural projections to visually reduce the size and bulk of the structure, the sides of the building would be articulated with different setbacks, heights to provide separation between different portions of the building. The building would be setback from the streets to reduce the visual scale. In addition, the site would be landscaped pursuant to the County's landscaping requirements and would be consistent with the Municipal Code standards for the M-M zone, which would be verified during the permitting process. Therefore, the proposed project would not substantially degrade the existing visual character or quality

of public views of the site and its surroundings, nor conflict with applicable zoning and other regulations governing scenic quality. Thus, impacts would not occur.

2. Mt. Palomar Observatory	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?				

Source(s): Riverside County General Plan, Ord. No. 655 (Regulating Light Pollution); Ord. No. 915 (Regulating Outdoor Lighting); Mead Valley Area Plan Figure 7 “Mt. Palomar Night Time Lighting Policy Area”

a) Less than Significant Impact. The proposed project site is approximately 42 miles northwest of the Mt. Palomar Observatory, and is within Zone B, as designated by Riverside County Ordinance No. 655. Zone B includes areas between 15 and 45 miles from the observatory. Areas within Zone B are required to meet specific lighting design standards to minimize light that could have a detrimental effect on astronomical observation and research. To ensure that lighting meets the required standards, the proposed project is required to submit lighting plans for approval as part of the project permitting process. Thus, through the County’s development review process and conditions of approval, the proposed project would be required to comply with Riverside County Ordinance No. 655 and No. 915, and potential project interference with nighttime use of the Mt. Palomar Observatory would be less than significant.

3. Other Lighting Issues	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County Ord. No. 655 (Regulating Light Pollution), Ord. No. 915 (Regulating Outdoor Lighting); Owner’s Engineering Report for Solar Glare Hazard Analysis, Diamond PV Project Perris, California, Enertis 2019 (Enertis 2019).

a) Less than Significant Impact. The project site is largely undeveloped, and the existing sources of onsite nighttime lighting is limited to the southern portion of the site that is adjacent to Old Oleander Avenue and used for industrial uses, including a recycling center. In addition, areas nearby the project site provide sources of nighttime lighting including: security and parking lot lighting from developed parcels, offsite interior illumination from nearby uses passing through windows, and illumination from vehicle headlights along Harvill Avenue, Old Oleander Avenue, Harley Knox Boulevard, and I-215. Typical sensitive receptors relative to lighting and glare include residents, motorists, and pedestrians.

A residential home and truck storage yard are located on the southwest corner of Harvill Avenue and Old Oleander, approximately 301 feet southwest of the project site. The next closest residence is located on the east side of the I-215, approximately 1,229 feet southeast of the project site, at the east end of Redwood Drive. Light from operation of the freeway, including from vehicle headlights, electrified freeway lighting during the nighttime hours contribute to the ambient light on the project site. In addition, the number of pedestrians on the roadways surrounding the project site are limited.

The proposed project would include installation of new lighting sources on the project site including exterior lighting for security in the parking lot and along the building exterior; and interior lighting that could be visible through windows to the outside. The exterior security and parking lot lighting would be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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hooded, appropriately angled to focus on the project site, and would comply with the County’s lighting ordinance and Building and Safety standards, as required by County Ordinances No. 655 and No. 915 to prevent light trespass. In addition, as described above, the proposed project would be required to submit lighting plans for approval as part of the project permitting process to ensure compliance with the Riverside County lighting requirements. Therefore, implementation of the project would not result in a substantial new source of light, and impacts would be less than significant.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. However, the proposed industrial building would be concrete and would not be developed with reflective surfaces and would not include large areas of windows.

As discussed, the project proposes to use photovoltaic (PV) solar panels onsite to offset its building energy demand by 20 percent. The offset would be accomplished through the installation of onsite solar panels either on “carport” style mounting structures above portions of the planned parking areas to the northeast and southwest of the building, or as roof mounted solar arrays. The carport structures would be constructed from finished tubular and I-beam steel columns, with lighting underneath the canopies to maintain parking area lighting and security. The solar arrays would be aligned with the proposed parking plan and curbs, using industry-standard spans, spacing and dimensions arrays. The solar arrays are below the grade of all surrounding roadways and would not be visible from motorists, thereby avoiding glare impacts. If roof mounted, the solar equipment would be below the parapet, would not be visible to motorists, and would not exceed the 50-foot maximum building height. A Solar Glare Hazard Analysis was conducted demonstrating the project would not pose a risk aircraft for roof mounted or carport mounted solar.

Therefore, the proposed project would not generate substantial sources of glare, and impacts related to glare would be less than significant.

b) No Impact. As described above, the closest residence is located 301 feet southwest of the project site on an industrially zoned parcel. The next closest residence is approximately 1,229 feet southeast of the project site, on the east side of I-215 at the east end of Redwood Drive. Additionally, the project would adhere to all applicable Riverside County lighting regulations that specify lighting be hooded, and angled to focus on the project site, and away from residential uses. The proposed project would be required to submit lighting plans for approval as part of the project permitting process per Ordinances No. 655 and No.915 to ensure compliance with the Riverside County lighting requirements. No residential property would be exposed to unacceptable levels of light; and impacts related to unacceptable levels of light would not occur.

Conditions of Approval:

- **Lighting Plans:** All parking lot lights and other outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way, and 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.
- **Outdoor Lighting:** All outdoor luminaires in shall be appropriately located and adequately shielded and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. In addition, outdoor luminaires shall not blink, flash, or rotate and shall be shown

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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. 915.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:				
4. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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(s): Riverside County General Plan Figure OS-2 "Agricultural Resources", Mead Valley Area Plan Figure 3, Land Use Plan, and the Farmland Mapping and Monitoring Program (FMMP) California Important Farmland Finder. Accessed: <http://www.conservation.ca.gov/dlrp/fmmp> <http://maps.conservation.ca.gov/ciff/ciff.html>. Riverside County GIS Parcel Report. Accessed: https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

a) No Impact. The project site is identified by the Farmland Mapping and Monitoring Program as both Farmland of Local Importance and Urban and Built-Up Land; and is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Likewise, none of the lands nearby the project site are identified as Prime, Unique, or Farmland of Statewide importance. Therefore, implementation of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; and impacts would not occur.

b) No Impact. The zoning code designation for the project site is Manufacturing Medium (M-M), and the site is surrounded by similarly zoned parcels. Therefore, a conflict with an agricultural zoning would not occur. In addition, the County GIS data shows that the project site and surrounding areas are not subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. As a result, impacts related to conflict with agricultural zoning, agricultural use, a Williamson Act contract, or a Riverside County Agricultural Preserve from implementation of the proposed project would not occur.

c) No Impact. The zoning code designation for the project site is Manufacturing Medium (M-M), and the site is surrounded by similarly zoned parcels. There are no agriculturally zoned property within 300 feet of the project site. Therefore, impacts related to agriculture uses would not occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) No Impact. As described above, there is no agriculturally zoned property or existing agriculture onsite or in the surrounding area. Thus, the development of the proposed project would not result in conversion of Farmland, to non-agricultural use, and impacts would not occur.

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

Source(s): Riverside County General Plan Figure OS-3a “Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas,” Figure OS-3b “Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas.”

a-c) No Impact. The project site and surrounding lands are either vacant and undeveloped; or are areas developed with industrial uses, roadways, and rail lines. There is no existing forest land or timberland on the project site or in the project vicinity. The zoning code designation of the project site is Manufacturing Medium (M-M); and the zoning designations of the areas surrounding the project site do not include forest or timberland. The Mead Valley Area Plan (Figure 3) shows that there are no properties zoned for forest land or timberland surrounding the project site. Thus, the proposed project would not conflict with zoning or cause rezoning or any forest or timber land, result in the loss of forest land, or involve other changes that could result in the conversion of forest land to non-forest uses, and impacts would not occur.

Conditions of Approval

No conditions of approval related to agriculture and forest resources are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”) (November 2019), SCAQMD CEQA Air Quality Handbook; Air Quality Impact Analysis, prepared by Urban Crossroads, 2020 (Urban 2020) (Appendix A); Mobile Source Health Risk Assessment, prepared by Urban Crossroads, 2019 (Urban 2019) (Appendix B).

a) No Impact. The project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the SCAQMD. The SCAQMD and SCAG are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources. As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD’s CEQA Air Quality Handbook (1993) and described in the Air Quality Analysis (Appendix A), if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project’s density is consistent with the General Plan, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD’s attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The project site is located with the Mead Valley Area Plan of the Riverside County General Plan and has a land use designation of Light Industrial (LI). This land use designation which includes industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The project site has a zoning designation of Manufacturing Medium (M-M). This designation allows for industrial, warehousing, and manufacturing activities (the specific allowed uses are identified in Municipal Code Section 14.104.010). The Municipal Code does not identify a target density, density range, or Floor Area Ratio (FAR) for the M-M zone. The project proposes the construction of a 418,000 square-foot light industrial and warehousing building on the 20.35-acre site. The uses proposed by the project are consistent with the County’s land use designations. Therefore, the development density of the proposed project would also be consistent with the assumptions in the AQMP and would not conflict with SCAQMD’s attainment plans.

In addition, emissions generated by construction and operation of the project would not exceed thresholds as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the project does not exceed any of the thresholds it would not conflict with SCAQMD’s goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the project would not occur.

b) Less than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. The SCAQMD's CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds²

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SOx	150	150
CO	550	550
Lead	3	3

Construction

Construction activities associated with the proposed project would generate pollutant emissions from the following: (1) demolition and removal of the existing onsite improvements and recycling debris; (2) grading and excavation; (3) construction workers traveling to and from project site; (4) delivery and hauling of construction supplies to, and debris from, the project site; (5) fuel combustion by onsite construction equipment; (6) building construction; application of architectural coatings; and paving. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling.

Table AQ-2: Construction Emissions Summary

Year	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Summer						
2020	5.65	63.84	36.12	0.12	11.48	6.65
2021	59.06	63.38	54.45	0.16	8.34	3.79
Winter						
2020	5.64	63.84	33.75	0.12	11.48	6.65
2021	59.04	63.31	51.64	0.15	8.34	3.79

² Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015.

				Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Maximum Daily Emissions	59.06	63.84	54.45	0.16	11.48	6.65
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 2020

As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Therefore, emissions from construction activities would not result in a new or increased impact.

Operations

Implementation of the proposed light industrial warehousing building would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, operational vehicular emissions would generate a majority of the emissions generated from the project.

Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

Table AQ-3: Summary of Peak Operational Emissions

Operational Summer Emissions (lbs/day)						
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Area Source	9.54	9.60e-04	0.11	1.00e-05	3.80e-04	3.80e-04
Energy Source	0.02	0.16	0.13	9.60e-04	0.01	0.01
Mobile Source (Passenger Cars)	1.35	1.16	19.62	0.06	5.88	1.58
Mobile Source (Trucks)	0.96	31.94	6.36	0.12	4.90	1.77
Onsite Equipment Source	0.27	3.09	1.55	6.37e-03	0.10	0.10
Total Maximum Daily Emissions	12.14	36.35	27.77	0.18	10.90	3.45
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Operational Winter Emissions (lbs/day)						
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Area Source	9.54	9.60e-04	0.11	1.00e-05	3.80e-04	3.80e-04
Energy Source	0.02	0.16	0.13	9.60e-04	0.01	0.01
Mobile Source (Passenger Cars)	1.20	1.20	15.89	0.05	5.88	1.58
Mobile Source (Trucks)	0.94	33.36	6.14	0.12	4.90	1.77
Onsite Equipment Source	0.27	3.09	1.55	6.37e-03	0.10	0.10
Total Maximum Daily Emissions	11.98	37.81	23.82	0.18	10.90	3.45
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 2020

c) Less than Significant Impact. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Localized Significance Threshold Methodology, “off-site mobile emissions from the project should not be included in the emissions compared to the LSTs” (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 23, Metropolitan Riverside County.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. Although located on an industrially zoned parcel, the nearest sensitive receptor is an existing residence located approximately 301 feet southwest of the project site at 22980 Peregrine Way (Urban 2020). The next closest residence is approximately 1,229 feet southeast of the project site at 1330 California Avenue, on the east side of I-215. As such, the Air Quality Analysis utilizes a sensitive receptor distance of 301 feet, as measured in a straight line from the project site’s property line to receptor structure, as shown in Figure A-1, *Sensitive Receptor Locations*.

For evaluation of localized NO₂ and CO impacts, the nearest receptor location where an individual can remain onsite for a 1 or 8-hour period is the rail spur facility located 128 feet south of the project site. As such, a 128-foot distance is used to evaluate construction and operational air quality impacts for emissions of NO₂ and CO.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD’s Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. The Air Quality Impact Analysis (Appendix A) determined that the proposed project would disturb a maximum of 4 acres per day.

Table AQ-4 identifies the localized impacts at the nearest receptor location in the vicinity of the project. As shown, project construction-source emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. Thus, implementation of the project would not result in a localized air quality impact.

Table AQ-4: Localized Significance Summary of Construction

Onsite Demolition Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	33.20	21.75	4.13	1.92
SCAQMD Localized Threshold	135	762	27	7
Threshold Exceeded?	No	No	No	No
Onsite Site Preparation Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	63.79	22.39	11.28	6.59
SCAQMD Localized Threshold	237	1,504	46	12
Threshold Exceeded?	No	No	No	No
Onsite Grading Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	60.88	32.40	6.47	3.74
SCAQMD Localized Threshold	254	1,641	49	13

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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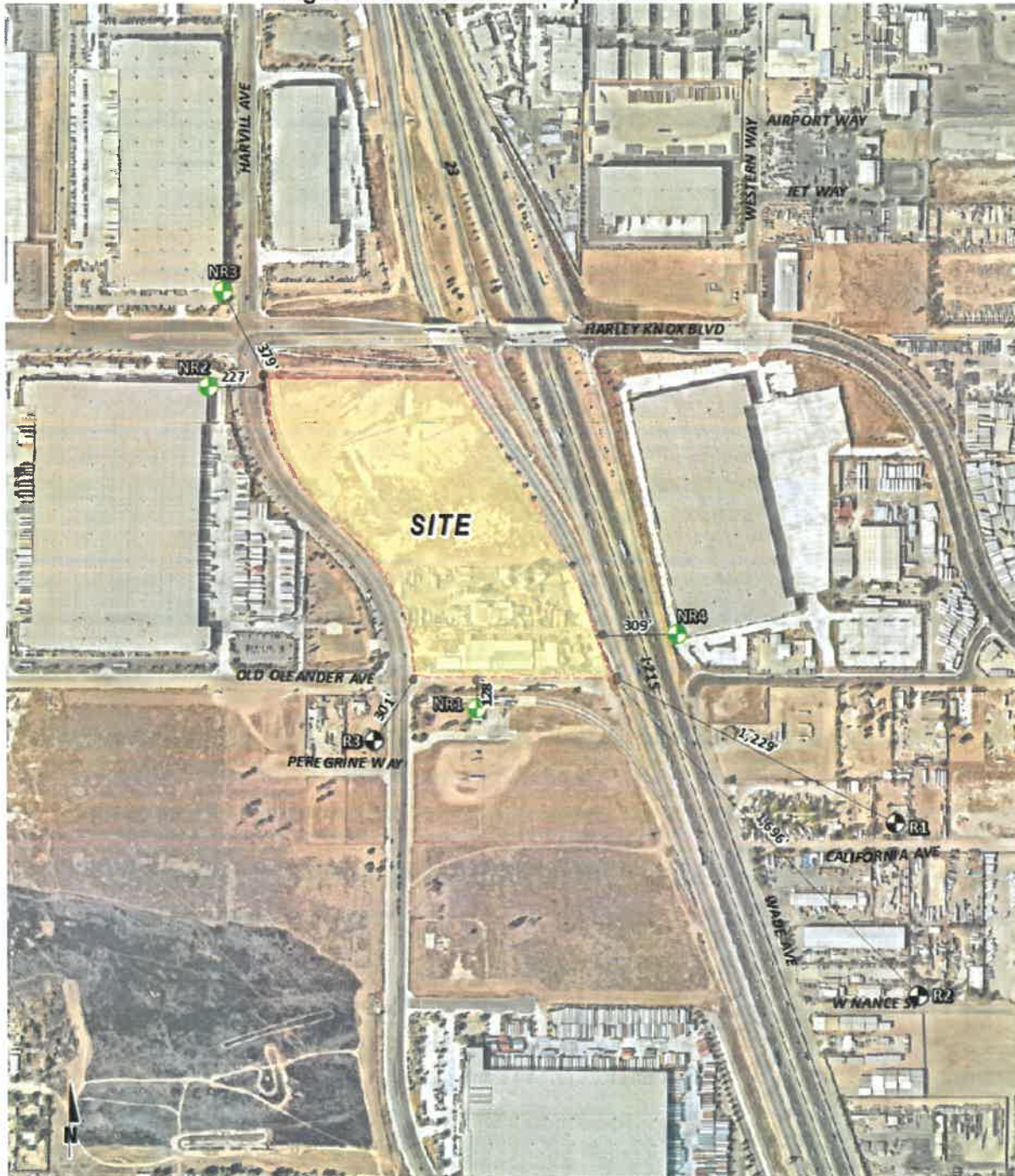
Threshold Exceeded?	No	No	No	No
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Source: Urban Crossroads, 2020

Note: PM10 and PM2.5 emissions reflect reductions associated with implementation of SCAQMD Rule 403 via the "mitigation" option in CalEEMod.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure A1: Sensitive Receptor Locations



LEGEND:

- Residential Receptor Location
- Non-Residential (Commercial/Industrial) Receptor Location
- Distance from Receptor (Residential or Non-Residential) to Project site boundary (in feet)

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

For operational LSTs, onsite passenger car and truck travel emissions were modeled. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state Ambient Air Quality Standards. As shown on Table AQ-5, operational emissions would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, the project would not result in a localized air quality impact from operational activities.

Table AQ-5: Localized Significance Summary of Operations

Operational Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	4.91	3.09	0.66	0.28
SCAQMD Localized Thresholds	288	1,914	13	4
Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2020

Diesel Mobile Source Health Risk

A Mobile Source Health Risk Assessment, included as Appendix B, was prepared for the project to evaluate the health risk impacts as a result of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks entering and leaving the site during operation of the proposed project and exposing nearby sensitive receptors.

Onsite truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB’s idling limit of 5 minutes, SCAQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD’s recommendation, although the project would be required to limit truck idling to no more than five minutes.

As described above, SCAQMD recommends using a 10 in one million as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Residential: The nearest residential land use with the greatest potential exposure to project DPM source emissions is an existing residence located approximately 301 feet southwest of the project site. At 301 feet from the site, the maximum incremental cancer risk attributable to project DPM source emissions is calculated at 1.24 in one million, which is substantially less than the SCAQMD threshold of 10 in one million (Urban 2019). Additionally, non-cancer risks were calculated to be 0.0004, which would not exceed the applicable threshold of 1.0 (Urban 2019). At the next closest residence, located 1,229-feet southeast of the project site and across I-215, the maximum incremental cancer risk would be much less because emissions disperse with the increased distance. As such, the project would not cause a significant human health or cancer risk to adjacent residences, and impacts would be less than significant.

Workers: The nearest offsite workers with the greatest potential exposure to project DPM source emissions are located 128 feet south of the project site. At the maximally exposed worker (MEIW), the maximum incremental cancer risk impact at this location is 0.20 in one million which is less than the threshold of 10 in one million. Also, the non-cancer risks were calculated to be 0.0007, which would not

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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exceed the applicable threshold of 1.0 (Urban 2019). As such, the project would not cause a significant human health or cancer risk to nearby workers, and impacts would be less than significant. The SCAQMD guidance does not require assessment of the potential health risk to onsite workers. Onsite worker health and safety is regulated by the State of California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA, protects

School Children: There are no schools located within a 0.25 mile of the project site. The closest school is the Perris Spanish Seventh-day Adventist Church located at 22905 Alviso Drive, more than 1-mile (5,280 feet) south of the project site. Due to the distance between the project site and the closest school, the project would not cause a significant human health or cancer risk to any school children, and impacts would be less than significant (Urban 2019).

CO “Hot Spot” Analysis

Regarding potential “hot spots” of CO that could result from the project, the Air Quality Impact Analysis describes that a daily traffic volume of 400,000 vehicles per day would not exceed the most stringent 1-hour CO standard (20 ppm).

With implementation of the project, the highest average daily trips on a segment of road would be much less than the volume of traffic required to generate a CO hot spot (Urban 2020). Thus, no impacts related to a CO hot spot would result from implementation of the proposed project.

d) No Impact. The proposed project would not generate other emissions, not described previously. The project site does not contain land uses typically associated with emitting objectionable odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed project would develop and operate an industrial warehousing building, which would not involve the types of uses.

Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project’s operational uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction; no impact would occur.

It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County’s solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 (included as a County condition of approval) to prevent occurrences of public nuisance odors. Therefore, other emissions (such as those leading to odors) that could adversely affect a substantial number of people would not occur from the proposed project.

Conditions of Approval

Rule 402: The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Rule 403: The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

Rule 1113: The project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Biological Resources Report, prepared by Hernandez Environmental Services (Hernandez 2019) (Appendix C). Burrowing Owl Survey Report prepared by Hernandez Environmental (Hernandez 2020) (Appendix M).

a) Less than Significant Impact with Mitigation Incorporated. The project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The project site is not located within or adjacent to a Plan Cell Group, Plan Criteria Cell, or Conservancy Area; and is not located within plan-defined areas requiring surveys for narrow endemic plant species, or criteria area plant species. However, the project is located within a designated area requiring surveys for burrowing owl (Hernandez 2019). As a result, the General Biological Assessment Report that was prepared for the project (Hernandez 2019) conducted the habitat assessment outlined by the MSHCP in *Step 1: Habitat Assessment*, which identified suitable habitat for burrowing owls.

Consistent with the MSHCP requirements, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (2006). The focused surveys were conducted on 8, March 9, March 30 and March 31, 2020. The focused survey effort resulted in the detection and mapping of 19 suitable burrows measuring four inches or greater in diameter within the Project and associated 150-meter buffer study area. No burrowing owls or sign were observed within the study area.

Because the burrowing owl is known to occur in the vicinity of the project site and because the species is migratory and could use/occupy the site prior to ground-disturbing construction activities, potential impacts to burrowing owl could occur. Thus, Mitigation Measure BIO-1 is provided to require preconstruction surveys to ensure that construction of the project would not result in impacts to burrowing owl.

Regarding MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, the project site does not contain riparian/riverine habitat areas as defined in Section 6.1.2 of the Western Riverside County MSHCP. There are no depressions or areas where water would pool were observed within the project site. No vernal pools occur on the project site and there is no suitable habitat for fairy shrimp to occur. Further, none of the riparian/riverine species listed in Section 6.1.2 of the MSHCP were found within the project site. Thus, impacts related to MSHCP Section 6.1.2 would not occur from implementation of the project.

In addition, MSHCP Section 6.1.3 Protection of Narrow Endemic Plant Species is not applicable to the site because the project site is not within an MSHCP-defined Narrow Endemic Plant Species survey area (NEPSSA) or Criteria Area Species survey area (CASSA). Likewise, MSHCP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface are not applicable to the project site because the guidelines are related to the MSHCP Conservation Area; and the project site is not within the vicinity of a conservation area. Thus, impacts related to MSHCP Section 6.1.4 would not occur from implementation of the project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Less than Significant Impact with Mitigation Incorporated. The project site contains approximately 6.68 acres of disturbed, developed areas, 0.46 acre of ornamental vegetation, 3.60 acre of acres of disturbed coastal sage scrub habitat, and 9.26 acres of disturbed non-vegetated areas (Hernandez 2019). The ornamental vegetation occurs along the project site boundaries. The ornamental vegetation consists of wattle (*Acacia sp.*), Peruvian pepper tree (*Schinus molle*), tree tobacco (*Nicotiana glauca*), and oleander (*Nerium oleander*).

The disturbed coastal sage scrub contains a high percentage of invasive non-native plants predominantly italian thistle (*Carduus pycnocephalus*), fiddleneck (*Amsinckia menziesii*), filaree (*Erodium cicutarium*), black mustard (*Brassica nigra*), shortpod mustard (*Hirschfeldia incana*), foxtail brome (*Bromus madritensis ssp. rubens*). Other common plant species found in this habitat type include California buckwheat (*Eriogonum fasciculatum*), black sage (*Salvia mellifera*), goldenbush (*Isocoma menziesii*), deerweed (*Acmispon glaber*), California encelia (*Encelia californica*), and sweetbush (*Bebbia juncea*) and does not require mitigation (Hernandez 2019).

None of the plant species listed as state and/or federal Threatened, Endangered, or Candidate species have been found to have a potential to exist on the project site (Hernandez 2019). Four wildlife species listed as state and/or federal threatened, endangered, or candidate or for special consideration under the Western Riverside County MSHCP have the potential to exist on the project site, which include the following:

- California horned lark (*Eremophila alpestris actia*) is a CDFW watch list wildlife species. The species is found in marine intertidal and splash zone communities, meadow and seep. This species was observed on the project site during the field visit. However, this species is covered by the Western Riverside County MSHCP and is considered adequately conserved.
- Burrowing owl (*Athene cunicularia*) is a CDFW Species of Special Concern and a Western Riverside County MSHCP covered species. The species lives in dry open areas with no trees and short grass. The project site contains habitat for this species. As described in Response a), consistent with the MSHCP requirements, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (2006)*. The results of these surveys were negative. In addition, Mitigation Measure BIO-1 requires pre-construction burrowing owl surveys and the implementation of avoidance or exclusion measures if owls are found during the surveys. With implementation of Mitigation Measure BIO-1, potential conflict with the provisions of an adopted Habitat Conservation Plan related to Burrowing Owl would be less than significant.
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) is CDFW Species of Special Concern. It is found in grasslands, Riversidean sage scrub, Riversidean alluvial fan sage scrub, Great Basin sagebrush, desert scrub, and juniper and oak woodlands. The project site contains habitat for this species, but the species was not observed during the field visit. This species is a Western Riverside County MSHCP covered species and is considered adequately conserved.
- Coast horned lizard (*Phrynosoma blainvillii*) is CDFW Species of Special Concern. It is found in coastal sage scrub, washes, and grasslands. The project site contains habitat for this species (Hernandez 2019) but the species was not observed during the field visit. However, as a Western Riverside County MSHCP covered species and is considered adequately conserved. Mitigation Measure BIO-3 requires a that three days prior to any ground disturbing activities or vegetation removal, a qualified biological monitor should conduct a preconstruction survey to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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identify any sensitive biological resources to flag for avoidance. Any reptile species that may be present within the project area shall be relocated outside of the impact areas.

Therefore, impacts related to threatened and endangered species would be less than significant with implementation of mitigation.

c) Less than Significant Impact with Mitigation Incorporated. As described in the previous response, the focused burrowing owl surveys were conducted on March 8, March 9, March 30 and March 31, 2020. The focused survey effort resulted in the detection and mapping of 19 suitable burrows measuring four inches or greater in diameter within the Project and associated 150-meter buffer study area. No burrowing owls or sign were observed within the study area.

In addition, Mitigation Measure BIO-1 requires pre-construction burrowing owl surveys and the implementation of avoidance or exclusion measures if owls are found during the surveys, which are implemented as part of the building plancheck process. With implementation of MSHCP and Mitigation Measure BIO-1, potential conflict with the provisions of an adopted Habitat Conservation Plan related to burrowing owl would be less than significant.

The remainder of the special status wildlife species identified on the site are covered under the MSHCP. No additional special-status species not included for coverage under the MSHCP were observed or are expected to occur within the project site. Therefore, the project would result in a less than significant impact related to candidate, sensitive, or special status species in local or regional plans, or state regulations.

d) Less than Significant Impact with Mitigation Incorporated. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The project site does not contain, or is not adjacent to, any wildlife corridors. The project site is surrounded by roadways and rail lines. Areas of industrial, residential, undeveloped graded land, and additional roadways are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

As described previously, the project site contains 0.46 acre of ornamental vegetation along the site boundaries and 3.60 acre of acres of disturbed coastal sage scrub habitat. The ornamental vegetation and coastal sage scrub habitat provide potentially suitable habitat for nesting birds. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-2 has been included to require a nesting bird survey to be conducted prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree. With the implementation of Mitigation Measure BIO-2, impacts related to nesting birds would be reduced to a less than significant level.

e) No Impact. The Biological Resources Report describes that the project site does not contain any drainage, riparian, or riverine features. There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the project site boundaries. The project area does not contain any wetlands or vernal pools. Also, as described previously, the project site contains approximately 6.68 acres of disturbed, developed areas, 0.46 acre of ornamental vegetation, 3.60 acre of acres of disturbed coastal sage scrub habitat, and 9.26 acres of disturbed non-vegetated areas; none of which is a sensitive natural community (Hernandez 2019).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, the project would not result in impacts related to riparian habitat or other sensitive natural community.

f) No Impact. As described in the previous response, the project site does not include any wetlands or vernal pools. In addition, there are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the project site boundaries. Therefore, the project would not impact federally protected wetlands.

g) No Impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources. See prior discussions regarding compliance with the MSHCP. The County of Riverside has two tree management ordinances; one which manages the removal of oak trees, and the other that manages the removal of trees above 5,000 feet in elevation. The project does not include any oak trees. The proposed project site does not contain any oak trees and elevation of the project site ranges between 1,517 feet msl to 1,536 feet msl (Hernandez 2019). Thus, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impacts would not occur.

Conditions of Approval

County Ordinance No. 810. Prior to the issuance of any grading permits, fees required pursuant to Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program Ordinance) shall be submitted to the County. County Ordinance No. 810 requires a per-acre local development impact and mitigation fee payment prior to the issuance of a building permit.

Mitigation

Mitigation Measure BIO-1: Burrowing Owl Pre-Construction. Within 30 days of construction, conduct burrowing owl (BUOW) take avoidance surveys within the project site and the 150-meter survey area surrounding the project site for BUOW presence/absence, per guidelines specified in the Western Riverside County Regional Conservation Authority Burrowing Owl Survey Instructions for the Plan Area (2006).

If BUOW are observed to occupy the project site and/or adjacent areas during take avoidance surveys or incidentally during construction, the Riverside County Planning Department and the Environmental Programs Department will be notified, and avoidance measures shall be implemented during the breeding season (March 1 through August 31). If it is determined that the project site is occupied by BUOW, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act (MBTA). If burrowing owls are present during the non-breeding season (September 1 through February 28), burrowing owl exclusion measures may be implemented in accordance with the MSHCP. Relocation outside of the nesting season 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, in accordance with California Department of Fish and Wildlife (CDFW) guidelines. In the event that burrowing owls are occupying the Project site at the time of the pre-construction survey, passive relocation shall not be allowed. A grading permit may be issued once the species has been relocated. If the grading permit is not obtained within 30 days of the survey, a new survey shall be required.

Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. 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 Environmental Programs Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

Mitigation Measure BIO-3: Sensitive Biological Resources Pre-Construction Survey. Three days prior to any ground disturbing activities or vegetation removal, a qualified biological monitor should conduct a preconstruction survey to identify any sensitive biological resources to flag for avoidance. Any reptile species that may be present within the project area shall be relocated outside of the impact areas.

Monitoring

Prior to the issuance of any grading permits, the results of the preconstruction surveys shall be reviewed by the Riverside County Planning Department. If burrowing owls are identified onsite prior to initiation of grading activities, a Burrowing Owl Protection and Relocation Plan shall be prepared in accordance with the MSHCP prior to the issuance of any grading permits. If active nesting birds are observed, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques

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

Source(s): Phase I Environmental Site Assessment (Phase 1 2019) (Appendix D); Cultural Resources Assessment, Prepared by Material Culture Consulting. 2019. (MCC 2019) (Appendix E).

a) No Impact. As described by the Phase I Environmental Site Assessment, the project site was undeveloped prior to the existing uses on the site, which are not historic resources. The existing buildings onsite consist of a one-story office building and large warehouses/sheds with concrete/asphalt floors and metal siding/roofs that are used for storage/manufacturing of wooden pallets/repair of diesel engines. Five empty silos , built sometime after 1978, and associated infrastructure are also located on the southern portion of the project site. There are no historic sites within the project site, and impacts related to historic sites would not occur from implementation of the project.

b) No Impact. As described by the previous response, the project site contains industrial uses that include a one-story office building, large warehouses/sheds with concrete/asphalt floors and metal

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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siding/roofs, and five empty silos and associated infrastructure, which are not historic resources. As the site does not include any historic resources, an impact related to the significance of a historical resource would not occur from implementation of the project.

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

Source(s): Cultural Resources Assessment, Prepared by Material Culture Consulting. 2019. (MCC 2019) (Appendix E).

a) Less than Significant Impact with Mitigation Incorporated. The project site is a partially developed and previously graded site. The Cultural Resources Assessment prepared for the project did not identify any previously recorded resources within the project site and the field survey yielded negative results for newly discovered resources. However, a total of 85 previously recorded cultural resources are located within a 1-mile radius of the project site. In addition, three significant cultural resources, all prehistoric bedrock milling features, are located within a 0.5-mile radius of the project, in an alluvial plain setting similar to the project site. Each of these resources have been identified during construction phase archaeological monitoring. Therefore, based on the results of the cultural resources records search and survey, the Cultural Resources Assessment determined that the project site has a moderate sensitivity for presence of archaeological deposits. Therefore, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to be present at the pre-grade meeting, archaeological monitoring for all initial ground disturbing activities, and for contractors to halt work within 50 feet in the event of uncovering a potential archaeological resource and to have the find evaluated by a qualified archaeologist. Because the Cultural Resources Assessment (including field survey) did not identify any previously recorded or new resources within the project site, no evidence exists of the presence of archaeological resources on the project site. Further, implementation of Mitigation Measure CUL-1 would ensure the proper treatment of any unknown resources that might be identified during construction activities. Therefore, impacts to archaeological sites would be less than significant with implementation of mitigation.

b) Less than Significant Impact with Mitigation Incorporated. As described in the previous response, the Cultural Resources Assessment (including field survey) prepared for the project did not identify any previously recorded or new resources within the project site. However, 85 previously recorded cultural resources are located within a 1-mile radius of the project site, and three significant cultural resources are located within a 0.5-mile radius of the project site, in an alluvial plain setting similar to the project. Thus, the project site has a moderate sensitivity for presence of archaeological deposits. Therefore, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to be present at the pre-grade meeting, archaeological monitoring for all initial ground disturbing activities, and for contractors to halt work within 50 feet in the event of uncovering a potential archaeological resource and to have the find evaluated by a qualified archaeologist. Because the Cultural Resources Assessment did not identify any previously recorded or new resources within the project site, no evidence exists of the presence of archaeological resources on the project site. Further, implementation of Mitigation Measure CUL-1 would ensure the proper treatment of any unknown

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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resources that might be identified during construction activities. Therefore, impacts to archaeological resources would be less than significant with implementation of mitigation.

c) No Impact. The project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur.

Conditions of Approval

Human Remains. Should human remains be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation

Mitigation Measure CUL-1: Inadvertent Discoveries. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologists have been retained will be present at pre-grade meetings and for all initial ground disturbing activities. In addition, the developer shall provide an executed pre-excavation agreement for a Native American monitor during grading, protocols for treatment of Native American human remains, and the repatriation of Native American sacred items and artifacts.

In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the County shall be immediately notified. The archeologist shall be contacted to flag the area in the field and shall determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)).

If the find is considered a "resource" the archeologist in coordination with the Native American monitor shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the County. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the developer/applicant's expense.

Monitoring

Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee identifying that the qualified archaeologist has been retained for activities detailed in Mitigation Measure CUL-1.

ENERGY Would the project:				
10. Energy Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (CAP) (November 2019), Energy Analysis, prepared by Urban Crossroads (Urban 2019) (Appendix F).

a) Less than Significant Impact.

Construction

During construction of the proposed project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Based on these uses of energy during construction activities, the proposed building and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction does not involve any unusual or increased need for energy. In addition, the extent of construction activities that would occur is limited to an 18-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the County's construction permitting process. In addition, compliance with existing CARB idling restrictions would reduce fuel combustion and energy

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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consumption. The energy modeling shows that project construction electricity usage over the 18-month construction period would be approximately 218,196 kWh. Also, as shown in Table E-1, the construction equipment used to develop the proposed project is estimated to result in the need for 93,265 gallons of diesel fuel.

Table E-1: Estimated Construction Equipment Fuel Consumption

Activity/Duration	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption (gal. diesel fuel)
Demolition (20 days)	Concrete/Industrial Saws	81	1	8	0.73	473	511
	Excavators	158	3	8	0.38	1,441	1,558
	Rubber Tired Dozers	247	2	8	0.40	1,581	1,709
Site Preparation (10 days)	Crawler Tractors	212	4	8	0.43	2,917	1,577
	Rubber Tired Dozers	247	3	8	0.40	2,371	1,282
Grading (35 days)	Crawler Tractors	212	2	8	0.43	1,459	2,759
	Excavators	158	2	8	0.38	961	1,817
	Graders	187	1	8	0.41	613	1,160
	Rubber Tired Dozers	247	1	8	0.40	790	1,495
	Scrapers	367	2	8	0.48	2,819	5,332
Building Construction (345 days)	Cranes	231	1	8	0.29	536	9,994
	Crawler Tractors	212	3	8	0.43	2,188	40,800
	Forklifts	89	3	8	0.20	427	7,967
	Generator Sets	84	1	8	0.74	497	9,274
Paving (20 days)	Welders	46	1	8	0.45	166	3,088
	Pavers	130	2	8	0.42	874	944
	Paving Equipment	132	2	8	0.36	760	822
Architectural Coating (40 days)	Rollers	80	2	8	0.38	486	526
	Air Compressors	78	1	8	0.48	300	648
Total Construction Process Fuel Demand (Gallons Diesel Fuel)							93,265

Source: Urban Crossroads, 2019

Table E-2 shows that construction workers would use approximately 61,199 gallons of fuel to travel to and from the project site. This is in addition to the construction equipment fuel listed in Table E-1. Tables E-3 and E-4 shows that approximately 17,514 gallons of fuel would be used by medium high duty trucks, and 26,630 gallons of fuel would be used for hauling by heavy high duty trucks during construction of the proposed project.

Table E-2: Estimated Construction Worker Fuel Consumption

Construction Activity	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2020 Construction Activities					
Demolition (20 days)	15	14.7	4,410	30.76	143
Site Preparation (10 days)	18	14.7	2,646	30.76	86
Grading (35 days)	20	14.7	10,290	30.76	335
Building Construction (83 days)	367	14.7	447,777	30.76	14,557
2021 Construction Activities					

				Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Building Construction (261 days)	367	14.7	1,408,069		31.59	44,580	
Paving (20 days)	15	14.7	4,410		31.59	140	
Architectural Coating (40 days)	73	14.7	42,924		31.59	1,359	
Total Construction Worker Fuel Consumption						61,199	

Source: Urban Crossroads, 2019

Table E-3: Estimated Construction Vendor Fuel Consumption (Medium High Duty Trucks)

Construction Activity	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2020 Vendor Trips					
Building Construction (83 days)	72	6.9	40,948	9.56	4,283
2021 Vendor Trips					
Building Construction (261 days)	72	6.9	128,764	9.73	13,230
Total Construction Vendor Fuel Consumption					17,514

Source: Urban Crossroads, 2019

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table E-4: Estimated Construction Hauling Fuel Consumption (Heavy High Duty Trucks)

Construction Activity	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2020 Vendor Trips					
Building Construction (83 days)	72	6.9	40,948	6.82	6,002
2021 Vendor Trips					
Building Construction (261 days)	72	6.9	128,764	6.93	18,575
2020 Hauling Trips					
Demolition (20 days)	221	20	88,400	6.82	12,958
Total Construction Vendor/hauling Fuel Consumption					37,536

Source: Urban Crossroads, 2019

Overall, construction activities would comply with all existing regulations, and would therefore not be expected to use fuel in a wasteful, inefficient, and unnecessary manner. Thus, no impacts related to construction energy usage would occur.

Operation

Once operational, the project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, no additional energy infrastructure would be required to be built to operate the project, and no operational activities would occur that would result in extraordinary energy consumption.

The proposed project would be required to meet the current Title 24 energy efficiency standards. The County’s administration of the Title 24 requirements and the County’s Climate Action Plan (CAP) includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar-reflective roofing materials; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. All development is required to comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6) and the California Green (CalGreen) Building Standards (included as a condition approval and is a standard requirement of any development project in the County). As discussed, the project proposes to use photovoltaic (PV) solar panels onsite to offset its energy demand by 20 percent, in compliance with the County’s Climate Action Plan Measure R2-E10. This would be accomplished through the provision of onsite renewable energy generation with the installation of onsite solar panels which would generate approximately 165,896 kWh/year or a total of 118 kW. Thus, operation of the project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As detailed in Table E-5, operation of the proposed project is estimated to result in the annual use of 285,101 gallons of fuel.

Table E-5: Estimated Annual Operational Vehicle Fuel Consumption

Vehicle Type	Annual Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Passenger Cars			
LDA	1,547,746	31.59	49,002
LDT1	107,286	26.44	4,058
LDT2	528,756	24.76	21,356
MDV	338,327	19.93	16,979
Trucks			
LHDT	267,990	14.09	19,014
MHDT	359,386	9.73	36,927
HHDT	955,005	6.93	137,765
Total	4,104,496	-	285,101

Source: Urban Crossroads, 2019

In addition, Table E-6 details that operation of the proposed project would use approximately 597,740 thousand British thermal units (kBTU) per year of natural gas and that approximately 829,480 kilowatt-hour (kWh) per year of electricity would be used for operation.

Table E-6: Estimated Annual Operational Natural Gas and Electricity Demand

Natural Gas Demand	kBTU/year
Other Non-Asphalt Surfaces	0
Parking Lot	0
Warehouse	597,740
Total Project Natural Gas Demand	597,740
Electricity Demand	kWh/year
Other Non-Asphalt Surfaces	0
Parking Lot	35,280
Warehouse	794,200
Total Project Electricity Demand	829,480

Source: Urban Crossroads, 2019

b) No Impact. The proposed project would be required to meet the CCR Title 24/Calgreen energy efficiency standards in effect during permitting of the project. The County’s administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, the project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. As discussed, the project proposes to use photovoltaic (PV) solar panels onsite to offset its energy demand by 20 percent, in compliance with the County’s Climate Action Plan Measure R2-E10. This would be accomplished through the provision of onsite renewable energy generation with the installation of onsite solar panels which would generate approximately 165,896 kWh/year or a total of 118 kW. The solar panels would be installed either on “carport” style mounting structures above portions of the planned parking areas to the northeast and southwest of the building, or on the building’s rooftop. As such, development of the site would not result in obstruction of opportunities for use of renewable

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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energy. Thus, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

Conditions of Approval

CalGreen Compliance: The project is required to comply with the CalGreen Building Code as included in the County’s Municipal Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				

Source(s): Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones;” Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2019) (Appendix G); California Geological Survey Earthquake Zones of Required Investigation, Accessed: <https://maps.conservation.ca.gov/cgs/EQZApp/App/>

a) No Impact. The project site is not located within an Alquist-Priolo Earthquake Fault zone (Geo 2019). The closest Alquist-Priolo Earthquake Fault zones are the San Jacinto Fault zone that is located 14 miles to the southwest, and the Elsinore Fault zone that is located 10 miles to the northeast of the project site. Due to the distance of the project site from the fault zones, impacts related to a fault zone would not occur from implementation of the proposed project.

12. Liquefaction Potential Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be subject to seismic-related ground failure, including liquefaction?				

Source(s): Riverside County General Plan Figure S-3 “Generalized Liquefaction;” Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2019) (Appendix G).

a) Less than Significant Impact. Liquefaction occurs when vibrations or water pressure causes soil particles to lose its friction properties. As a result, soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. However, effects of liquefaction can include sand boils, settlement, and structural foundation failures. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands in areas where the groundwater table is within approximately 50 feet below ground surface.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Riverside County GIS data indicates that the site is within an area of low liquefaction susceptibility. The Geotechnical Investigation describes that no groundwater was encountered during onsite borings to a depth of approximately 30 feet below the ground surface, and that the nearest groundwater monitoring well (located 3,400 feet southeast) indicates a high groundwater level of 72.64 feet below the ground surface in April 2019. Thus, groundwater is not anticipated to be within 50 feet of the ground surface. In addition, the site is underlain by medium dense to very dense older alluvial soils and bedrock. Therefore, the Geotechnical Investigation determined that the project site has a low liquefaction susceptibility potential (Geo 2019).

Additionally, all structures built in the County are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as Chapter 16.08 of the County's Municipal Code. Compliance with the CBC would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction.

The Riverside County Department of Building and Safety reviews structural plans and geotechnical data prior to issuance of a grading permit and conducts inspections during construction, which would ensure that all required CBC measures are incorporated. Compliance with the CBC as included as a condition of approval and verified by the County's review process would ensure that impacts related to liquefaction are less than significant.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source(s): Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map;" and Figures S-13 through S-21 (showing General Ground Shaking Risk); Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2019) (Appendix G).

a) Less than Significant Impact. The project site, like most of southern California, could be subject to seismically related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

The closest faults to the project site include the San Jacinto Fault zone that is located 14 miles to the southwest and the Elsinore Fault zone that is located 10 miles to the northeast of the project site. A major earthquake along either of these faults or another regional fault could cause substantial seismic ground shaking at the site. However, structures built in the County are required to be built in compliance with the CBC (California Code of Regulations, Title 24, Part 2) that provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking.

The Riverside County Department of Building and Safety permitting process would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC as verified by the County's review process and included as a condition of approval, would reduce impacts related to strong seismic ground shaking to a less than significant level.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Landslide Risk	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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(s): Riverside County General Plan Figure S-5 “Regions Underlain by Steep Slope;” Mead Valley Area Plan Figure 14, Steep Slopes; Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2019) (Appendix G).

a) Less than Significant Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The project site and the adjacent parcels are flat and do not contain any hills or steep slopes. The elevation of the project site ranges between 1,517 feet msl to 1,536 feet msl (Hernandez 2019), and no landslides on or adjacent to the project site would occur. Furthermore, the project area is not identified as an area having a risk of landslides on the Mead Valley Area Plan Figure 14, Steep Slopes. Therefore, impacts related to landslides or rock falls would not occur from implementation of the proposed project.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. As described previously, high groundwater does not exist in the project vicinity and the site is underlain by medium dense to very dense older alluvial soils and bedrock that are not liquefiable. Therefore, the Geotechnical Investigation determined that the project site has a low liquefaction susceptibility potential (Geo 2019). Similarly, the susceptibility for lateral spreading is also low, and less than significant with compliance with the mandatory CBC requirements.

In addition, the Geotechnical Investigation describes that the medium dense to very dense older alluvial soils have the potential for settlement of approximately 0.1 feet. However, the grading, foundation work, and compliance with the CBC as required through the County’s permitting process would ensure that settlement related impacts would be less than significant.

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

Source(s): Riverside County General Plan Figure S-7 “Documented Subsidence Areas Map;” Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2019) (Appendix G).

a) Less than Significant Impact. Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occur in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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drainage. The project site is located within a susceptible subsidence hazard zone as shown on Riverside County General Plan Figure S-7. However, due to the shallow bedrock underlying the site, the potential for subsidence to occur on this site is low. Also, groundwater extraction is managed by groundwater management plans, which limits the allowable withdrawal of water and potential of subsidence.

In addition, compliance with the CBC would be required by the Riverside County Department of Building and Safety, as implemented as a condition of approval. Compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that impacts related to subsidence would be less than significant.

16. Other Geologic Hazards

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

Source(s): Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2019) (Appendix G).

a) No Impact. A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest water body is the Perris Reservoir, which is located approximately 3.6 miles from the project site. Due to the distance of the closest water body an impact related to seiche would not occur from the project.

A mudflow is an earthflow consisting of material that is wet enough to flow rapidly and typically occurs in small, steep stream channels. The project site and the adjacent parcels are relatively flat. The elevation of the project site ranges between 1,517 feet msl to 1,536 feet msl (Hernandez 2019). The site does not contain steep slopes and is not adjacent to any steep slopes that could be subject to a mudflow. Therefore, the proposed project would not be subject to a mudflow, and no impacts would occur.

In addition, there are no known volcanoes in the project region. Thus, impacts related to volcanic hazards would not occur. Overall, the proposed project would not result in impacts related to seiche, mudflow, or volcanic hazards, and no impacts would occur.

17. Slopes

a) Change topography or ground surface relief features?

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

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

Source(s): Riv. Co. 800-Scale Slope Maps; Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2019) (Appendix G).

a) No Impact. As described previously, the project site and the adjacent parcels are relatively flat. The elevation of the project site ranges between 1,517 feet msl to 1,536 feet msl (Hernandez 2019). The

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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site does not contain steep slopes and is not adjacent to any steep slopes. The proposed project would include excavation to a depth of approximately 2-feet below existing grade and to a depth of approximately 2-feet below the building pad subgrade elevation, whichever is greater. These areas would be backfilled with development of the building structure. Thus, the project would not change topography or ground surface relief features, and impacts would not occur.

b) No Impact. As described in the previous response, the project would include excavation to a depth of approximately 2-feet below existing grade and to a depth of approximately 2-feet below the building pad subgrade elevation, whichever is greater. Thus, the project would not create cut or fill slopes greater than 2:1 or higher than 10 feet, and impacts would not occur.

c) No Impact. The project includes installation of an onsite sewer system that would connect to the existing system in the adjacent roadway. The installation and grading of the site would be completed pursuant to the County’s and service provider’s required specifications for sewer installation such that the project would not negate the use of the sewage disposal systems. Therefore, no impacts would occur.

18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative 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(s): U.S.D.A. Soil Conservation Service Soil Surveys, Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2019) (Appendix G).

a) Less than Significant Impact. Construction of the proposed project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the project would expose and loosen topsoil, which could be eroded by wind or water. However, the County’s Municipal Code Chapter 13.12, Article 2 Stormwater Management and Discharge Controls implement the requirements of the California Regional Water Quality Control Board, Riverside County (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R8-2010-0033 (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for the project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these County and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by the County’s conditions of approval. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of: silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the County’s Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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which would be implemented by the County’s project review by the Department of Building and Safety, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed project includes installation of landscaping adjacent to the proposed building and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could erode by wind or water, would not exist upon operation of the proposed project. In addition, as described in Section 25, Hydrology and Water Quality, the hydrologic features of the proposed project have been designed to slow, filter, and retain stormwater within landscaping and the proposed detention basin, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the project requires County approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

b) Less than Significant Impact. Expansive soils contain significant amounts of clay particles that swell when wet and shrink when dry. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation prepared for the project conducted soils testing, which determined that onsite soils have a low expansion index (Geo 2019). In addition, as described above, compliance with the CBC is a standard County practice and is included as a condition of approval. Therefore, compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that expansive soil related impacts would be less than significant.

c) No Impact. The project includes installation of an onsite sewer system that would connect to the existing system in the adjacent roadway and the project would not use septic tanks or alternative wastewater disposal systems. As a result, no impacts related to septic tanks or alternative wastewater disposal systems would not occur from implementation of the proposed project.

19. Wind Erosion and Blows and from project either on or off site.

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

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

a) No Impact. Like the majority of the County, the project site is identified by the General Plan Safety Element Figure S-8 as having a moderate wind erosion susceptibility. The General Plan, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads that are covered by the CBC. In addition, as described above, the proposed project includes installation of landscaping adjacent to the proposed building and throughout the parking areas. With this landscaping, areas of loose topsoil that could erode by wind, would not exist upon operation of the proposed project. As described previously, the proposed project would be developed in compliance with CBC regulations (included as condition of approval), which would be verified by the County Department of Building and Safety prior to approval of building permits. Therefore, the project would not result in an increase in wind erosion and blow sand, either on or off site, and impacts would not occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Conditions of Approval

CBC Compliance. The project is required to comply with the California Building Standards Code as included in the County's Municipal Code Chapter 16.08 to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.

Comply with NPDES. Since this project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans during the life of this permit.

NPDES/SWPPP. Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:				
20. Greenhouse Gas Emissions				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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(s): Riverside County General Plan, Riverside County Climate Action Plan (CAP); Greenhouse Gas Analysis, prepared by Urban Crossroads, 2020 (Urban 2020) (Appendix H).

Thresholds

The analysis methodologies from SCAQMD and the Riverside County Climate Action Plan (CAP) are used in evaluating potential impacts related to GHG from implementation of the proposed project.

SCAQMD: SCAQMD does not have approved thresholds; however, does have draft thresholds that provides a tiered approach to evaluate GHG impacts. The current interim SCAQMD thresholds consist of the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to the project’s operational emissions. If a project’s emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and Commercial land use: 3,000 MTCO₂e per year
 - Industrial land use: 10,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3, 2020 target for service populations (SP), which includes residents and employee: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

In addition, SCAQMD methodology for project’s construction are to average them over 30-years and then add them to the project’s operational emissions to determine if the project would exceed the screening values listed above (Urban 2020).

Climate Action Plan: The County of Riverside adopted the CAP in December 8, 2015. The CAP was designed under the premise that Riverside County’s emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner.. The County of Riverside Climate Action Plan Update, November 2019 (CAP Update) 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 CO₂e below the Adjusted Business As Usual (ABAU)³ scenario by 2030 and at least 2,982,948 MT CO₂e below the ABAU scenario by 2050 (CAP Update, p.7-1)

In order to evaluate consistency of development projects with the CAP, the CAP includes Screening Tables to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The CAP contains a menu of measures potentially applicable to discretionary development that include energy conservation, water use reduction, increased residential density or mixed uses, transportation management and solid waste recycling. Individual sub-measures are assigned a point value within the overall screening table of GHG implementation measures. The point values are adjusted according to the amount of GHG emissions are reduced by the measures.

The CAP identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e per year is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO₂e per year are required to quantify and disclose the anticipated GHG emissions then either 1) demonstrates GHG emissions at project buildout year levels of efficiency and includes project design

³ Adjusted Business As Usual (ABAU) Scenario reflects GHG emissions reductions achieved through anticipated future State actions (CAP Update, p. 2-1).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables.

Projects that garner at least 100 points (equivalent to an approximate 49 percent reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the CAP. As such, pursuant to the County’s CAP, projects that achieve a total of 100 points or more are considered to have a less than significant individual and cumulative impact on GHG emissions (Urban 2020).

a) Less than Significant with Mitigation with Mitigation Incorporated. Construction activities produce combustion emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

In addition, operation of the proposed industrial warehouse would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the building would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source.

The estimated operational GHG emissions that would be generated from implementation of the proposed project are shown in Table GHG-1. Additionally, in accordance with SCAQMD recommendation, the project’s amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the project’s total annual GHG emissions.

Table GHG-1: Greenhouse Gas Emissions

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Annual construction-related emissions amortized over 30 years	67.94	0.01	0.00	68.18
Area Source	0.03	7.00e-05	0.00	0.03
Energy Source	296.19	0.01	2.84e-03	297.32
Mobile Source (Passenger Car)	775.95	0.02	0.00	776.41
Mobile Source (Truck)	1,852.83	0.02	0.00	1,853.36
Onsite Equipment	101.68	0.03	0.00	102.50
Waste	79.76	4.71	0.00	197.60
Water Usage	431.70	3.17	0.08	534.04
Total CO₂E (All Sources)	3,829.44			

Source: Urban Crossroads, 2020.

As shown on Table GHG-1, the project would result in approximately 3,829.44 MTCO₂e per year; exceeding the County’s screening threshold of 3,000 MTCO₂e per year. Thus, the project is required to demonstrate compliance with the County’s CAP Screening Tables and achieve a minimum 100 points (Urban 2020).

As currently designed the project would achieve 110 points, as shown in Table GHG-2, which would exceed the required 100 point minimum. Mitigation Measure GHG-1, as listed below, would ensure application of the CAP measures. Therefore, impacts related to greenhouse gas emissions would be less than significant with mitigation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table GHG-2: Project Consistency with CAP Measures

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.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.6 Artificial Lighting	High Efficiency Lights (50% of in-unit fixtures are high efficiency)	7
EE10.C.1 Building Placement	North/south alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	4
W2.D.1 Water Efficient Landscaping	Only low water using plants	3
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets have a combined point value of 6 points)	6
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
T3.A.2 Cars/Vanpools	Car/vanpool program with preferred parking	2
T3.A.2 Cars/Vanpools	Complete Sidewalk to residential within ½ mile	1
T3.A.2 Cars/Vanpools	Bike Lockers and secure racks	1
T1.F.1 Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles	1
T4.B.1 Electric Vehicle Recharging	Install electric vehicle charging stations in garages/parking areas	40 ⁴
TOTAL POINTS		110

Source: Urban Crossroads, 2020

b) Less than Significant with Mitigation with Mitigation Incorporated. The proposed project would result in development of an industrial warehouse. The design of the building would comply with state and federal programs that are designed to be energy efficient. The proposed project would comply with all mandatory measures under the California Title 24, California Energy Code, and the CALGreen Code, which would provide efficient energy and water consumption.

In addition, the project would be consistent with the County's CAP, as detailed in Table GHG-2. The project would comply with CAP Measure R2-E10, which requires that if any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new building totaling more than 100,000 gross square feet of commercial, office, industrial or manufacturing development the project must offset its energy demands by 20 percent. This would be accomplished through the provision of onsite renewable energy.

⁴ The project is anticipated to include 5 electric vehicle charging stations. Per the Screening Tables, each station is 8 points.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project proposes to use photovoltaic (PV) solar panels onsite to offset its building energy demand by 20 percent. This would be accomplished through the installation of onsite solar panels which would generate approximately 165,896 kWh/year or a total of 118 kW. The solar panels would be installed either on “carport” style mounting structures above portions of the planned parking areas to the northeast and southwest of the building, or on the building’s rooftop. The carport structures would be constructed from finished tubular and I-beam steel columns, with lighting underneath the canopies to maintain parking area lighting and security. Through the incorporation of energy reducing project design features, the proposed project would be in compliance with CAP Measure R2-E10.

As described previously, Mitigation Measure GHG-1 requires application of the CAP measures. In addition, Mitigation Measure GHG-2 requires project compliance with CAP Measure R2-E10 (Energy Use). As the CAP regulates GHG emissions from the project area, implementation of these mitigation measures would ensure that the proposed project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas.

Conditions of Approval

CALGreen Code. Listed previously in Section 10.

Mitigation

Mitigation Measure GHG-1: Climate Action Plan Measures. Prior to issuance of a building permit, the project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating that the improvements and/or buildings subject to a building permit application include the measures from the County of Riverside Climate Action Plan (CAP) GHG Emissions Screening Tables (Appendix D to the CAP), as needed to achieve a minimum of 100 points. Alternatively, with the exception of Measure R2-E10, specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction and achieves the minimum of 100 points under the screening tables, subject to County of Riverside Transportation Land Management Agency review.

Mitigation Measure GHG-2: Energy Measures. Prior to issuance of each building permit, the project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating implementation of CAP Measure R2-E10 (Energy Use), which includes onsite renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development to offset its energy demand. For industrial developments, measure R2-E10 requires a 20 percent offset in building energy demand.

Monitoring

Prior to issuance of each building permit, the project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating compliance with the CAP measures.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<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(s): Phase I Environmental Site Assessment, prepared by Haley and Aldrich (Phase I 2019) and the Limited Environmental Site Investigation (Phase II 2019) (Appendix D).

a) Less than Significant Impact. A hazardous material is typically defined as any material that due to its quantity, concentration, or physical or chemical characteristics, poses a significant potential hazard to human health and safety or the environment if released. Hazardous materials may include, but are not limited to hazardous substances, hazardous wastes, and any material that would be harmful if released.

There are multiple state and local laws that regulate the storage, use, and disposal of hazardous materials. The Riverside County Department of Environmental Health Hazardous Materials Branch is the local administrative agency that coordinates regulatory programs that regulate use, storage, and handling of hazardous materials, including Hazardous Materials Business Plans. As required by the County's standard conditions of approval, should tenants of the proposed building utilize or transport hazardous materials, the tenant/business would also be required to comply with Riverside County Department of Environmental Health conditions, and if required, the California Accidental Release Program (CalARP). CalARP would require the tenant to provide a Risk Management Plan and allow site access for routine inspections of CalARP facilities.

Construction

Construction activities for the proposed project would involve routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and calking. In addition, routine hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials routinely used during construction are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by existing state and federal laws that the project is required to strictly adhere to. As a result, the routine transport, use or disposal of hazardous materials during construction activities for the proposed project would be less than significant.

Operation

The proposed project would operate an industrial warehouse, which generally uses limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of these products would not result in a significant hazard to residents or workers in the vicinity of the project.

Also, should any future business that occupies the proposed building handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the Riverside County Department of Environmental Health Hazardous Materials Branch. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County Hazardous Materials Branch 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 with the County. A Hazardous Materials Business Emergency Plan 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 Hazardous Materials Business Emergency Plan is to satisfy federal and state right-to-know laws and to provide detailed information for use by emergency responders.

Therefore, if future businesses that use or store hazardous materials occupy the proposed building, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as permitted by the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. Overall, operation of the proposed project would result in a less than significant impact related to the routine transport, use, or disposal of hazardous materials.

b) Less than Significant Impact.

Construction

As described previously, the southern portion of the site is currently being used for industrial uses, including a pallet manufacturer and a truck/trailer repair shop, both of which utilize hazardous materials. Therefore, a Phase I and Phase II Environmental Site Assessment that included soils and soil vapor testing was completed to identify the potential of hazardous materials that would need to be removed and disposed of during construction activities. As detailed in the Phase I and Phase II studies (Appendix D), the soil samples collected from soil borings did not contain detectable concentrations of VOCs or TPHg; metals concentrations were within naturally occurring background concentrations; and arsenic concentrations were either not detected or below naturally occurring background concentrations. Therefore, the Phase II study determined that based on the testing results, there are no concentrations of hazardous materials in onsite soils that are likely to pose a risk to human health for workers.

However, the Phase I study describes that buildings on the project site were constructed in the 1970s and 1980s when many structures were constructed with what are now recognized as hazardous building materials, such as lead and asbestos. Demolition of these structures could result in the release of hazardous materials. However, asbestos abatement contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403 to ensure that asbestos is removed during demolition and is transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permit until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. These

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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requirements are implemented through a County condition of approval to ensure that the project applicant submits verification to the County that the appropriate activities related to asbestos have occurred, which would reduce the potential of impacts related to asbestos to a less than significant level.

Additionally, the lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. Federal regulations to manage and control exposure to lead-based paint are provided in Code of Federal Regulations Title 29, Section 1926.62, and state regulations related to lead are provided in the California Code of Regulations Title 8 Section 1532.1, as implemented by Cal-OSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. Implementation of the existing Cal/OSHA standards, which are verified prior to receipt of demolition permits through the County's plan check process, would ensure potential lead related impacts are less than significant.

Also as described previously, construction of the proposed project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by County conditions of approval) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the County through construction permitting, the project's construction-related impacts would be less than significant.

Operation

As described previously, operation of the proposed industrial warehouse includes use of limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. These types of hazardous materials are not acutely hazardous and regulated by existing laws that have been implemented to reduce risks related to the use of these substances. Similarly, should any future business that occupies the approved or proposed building handle acutely hazardous materials, it would be required to file a Hazardous Materials Business Plan and receive a permit from the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. As a result, operation of the proposed project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would be less than significant.

c) No Impact. The County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan (July 2018) that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. The proposed project would operate an industrial warehouse that would be permitted and approved in compliance with existing safety regulations, such as the CBC and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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California Fire Code to ensure that it would not conflict with implementation of the Multi-Jurisdictional Local Hazard Mitigation Plan.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction of the project driveways along Harvill Avenue and Old Oleander Avenue, the roadways would remain open to ensure adequate emergency access to the project area and vicinity, and impacts related to interference with an adopted emergency response of evacuation plan during construction activities would not occur.

Operation

Operation of the proposed project would also not result in a physical interference with an emergency response evacuation. Direct access to the project site would be provided from Harvill Avenue and Old Oleander Avenue, which are adjacent to the project site. The project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Municipal Code and the Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9. As a result, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

d) No Impact. There are no schools located within a 0.25 mile of the project site. As such, there would be no impacts that would occur to any schools in the vicinity of the project. The closest school site is at the Perris Spanish Seventh-day Adventist Church, located at 22905 Alviso Drive, more than 1-mile (5,280 feet) south of the project site.

As described previously, the use of hazardous materials related to the proposed industrial warehouse uses would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential of accidental release into the environment. Also, the emissions that would be generated from construction and operation of the proposed project were evaluated in the air quality analysis presented in Section 3, and the emissions generated from the proposed project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the proposed project would not emit hazardous or handle acutely hazardous materials, substances, or waste within 0.25 mile of school, and no impacts would occur.

e) No Impact. The Phase I Environmental Site Assessment conducted database searches to determine if the project area or any nearby properties are identified as currently having hazardous materials. The record searches determined that although the site has a history of various uses and identified as previously generating hazardous wastes and clean-up activities, the project site is not located on or near by a site which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (Phase I 2019).

In addition, the Phase I ESA did not identify any nearby or surrounding area sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed project.

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

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," Mead Valley Area Plan Figure 5 "March Air Reserve Base & Perris Valley Airport Influence Area," March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, 2014 (ALUCP 2014). Accessed: <http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>.

a) Less than Significant Impact. The project site is identified as within Compatibility Zones C1 and C2 in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). The C1 zone is identified as a primary approach/departure zone. The ALUCP restricts the number of people within the C1 zone to an average of 100 people per acre, with no more than 250 people in one acre. Prohibited used within the C1 Zone are children's schools, day care centers, libraries, hospitals, congregate care facilities, places of assembly, highly noise-sensitive outdoor non-residential uses and hazards to flight (such as tall objects, visual hazards, and electronic forms of interference with the safety of aircraft operations).

The C2 zone is identified as a flight corridor zone for March Air Reserve Base. The ALUCP restricts the number of people within the C2 zone to an average of 200 people per acre, with no more than 500 people in one acre. In addition, highly noise-sensitive outdoor non-residential uses and hazards to flight are prohibited. In addition, an airspace review is required for any objects taller than 70-feet in height within the C2 zone.

On February 13, 2020, the project was reviewed for consistency with the ALUCP by the Riverside County Airport Land Use Commission (ALUC). ALUC determined the project would be consistent with the ALUCP, subject to conditions of approval. With implementation of these conditions of approval listed below, impacts related to an inconsistency with an Airport Master Plan would be less than significant.

b) Less than Significant Impact. As described in the previous response, the project has been reviewed for consistency with the ALUCP by the Riverside County ALUC. ALUC determined the project would be consistent with the ALUCP, subject to conditions of approval. With implementation of these conditions of approval, impacts related to an inconsistency with an Airport Master Plan would be less than significant.

c) Less than Significant Impact. The March ARB is located approximately 0.5 mile north of the project site. As described previously, the project site is identified as within Compatibility Zones C1 and C2, which is a flight corridor zone. The project has been reviewed by the Riverside County ALUC. ALUC

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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determined the project would be consistent with the ALUCP, subject to conditions of approval. These conditions of approval include actions that would minimize the potential for harm to workers at the project site, such as a requirement for interior noise levels from aircraft operations to be attenuated to 45 dBA CNEL or less. With implementation of these conditions of approval, impacts related to a safety hazard for people residing or working in the project area would be less than significant.

d) No Impact. The project site is not located within the vicinity of a private airstrip and would not result in a safety hazard related to an airstrip for people residing or working in the project area.

Conditions of Approval

SCAQMD Rule 1403. Prior to issuance of demolition permits, the project applicant shall submit verification to the Riverside County Department of Building and Safety that an asbestos survey has been conducted at all existing buildings located on the project site. If asbestos is found, the project applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

ALUC Conditions. The project will be required to comply with the following conditions issued by the Airport Land Use Commission on February 13, 2020:

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 1 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 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.
4. Additionally, the following uses are prohibited within the Compatibility Zone C1 portion of the site: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), and critical community infrastructure facilities.
5. A notice (attached to the February 15, 2020 ALUC staff report) shall be given to all prospective purchasers of the property and lessees/tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basin/water quality management basin on the site 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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated for a total of 418,000 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
9. Solar panels shall incorporate smooth glass and shall be fixed with no rotation. Rooftop solar panels shall have a tilt of 25 degrees and orientation of 150 degrees and shall be limited to 167,200 square feet. Carport solar panels shall have a tilt of 10 degrees and shall be limited to 18,700 square feet. Carport Arrays 1 and 4 shall have an orientation of 180 degrees. Arrays 2 and 5 shall have an orientation of 150 degrees. Array 3 shall have an orientation of 240 degrees.
10. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" or "red" level glare, and require ALUC review.
11. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
12. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

13. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-A WP-15181-0E) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
14. The proposed building shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,581 feet above mean sea level.
15. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
16. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,581 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
17. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
23. Water Quality Impacts				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course	<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
of a stream or river or through the addition of impervious surfaces?				
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone,” Riverside County Flood Control District Flood Hazard Report; Preliminary Water Quality Management Plan, prepared by Webb Associates, 2019 (WQMP 2019) (Appendix I); Eastern Municipal Water District 2015 Urban Water Management Plan (UWMP 2015); Mead Valley Area Plan Figure 11, Special Flood Hazard Zones; Federal Emergency Management (FEMA) Flood Insurance Rate Map (FIRM) number 06065C1410G.

a) Less than Significant Impact. The project site is within the Santa Ana Watershed Region of Riverside County, within the San Jacinto Sub-Watershed and under the jurisdiction of the Santa Ana RWQCB, which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the Santa Ana RWQCB are documented in its Basin Plan, and the regulatory program of the Santa Ana RWQCB is designed to minimize and control discharges to surface and groundwater, largely through permitting, such that water quality standards are effectively attained.

The ground surface throughout the majority of the site consists of exposed soils; however, the site includes 278,610 square feet of impervious surfaces). Additionally, the site currently drains from west to the east (WQMP 2019).

Construction

Construction of the proposed project would require demolition of the existing improvements on the site and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff could wash into and pollute waters.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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These types of water quality impacts during construction of the project would be prevented through implementation of a grading and erosion control plan that is required by the Construction Activities General Permit (State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer, as discussed previously in Section 18. The SWPPP is required for plan check and approval by the County’s Building and Safety Division, prior to provision of permits for the project, and would include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

Adherence to the existing requirements and implementation of the appropriate BMPs per the permitting process would ensure that activities associated with construction would not violate any water quality standards. The project would be required to have an approved grading and erosion control plan and approval of a SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution, per County conditions of approval, which would be implemented during construction to protect water quality. As a result, impacts related to the degradation of water quality during construction of the proposed project would be less than significant.

Operation

The proposed project would operate an industrial warehouse facility, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002 the proposed project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would to minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed project would install an onsite bio-retention basin in the southeast corner of the site to treat stormwater, which would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). The additional types of BMPs that would be implemented as part of the proposed project are listed in Table HWQ-1.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table HWQ-1: Types of BMPs Incorporated into the Project Design

Type of BMP	Description of BMPs
LID Site Design	<u>Optimize the site layout:</u> The site has been designed so that runoff from impervious surfaces would flow over pervious surfaces or to the bio-retention basin. Runoff would be directed to the onsite bio-retention basin that would slow and retain runoff.
	<u>Use pervious surfaces:</u> Landscaping and an onsite bio-retention basin is incorporated into the project design to increase the amount of pervious area and onsite retention of stormflows.
Source Control	<u>Storm Drain Stenciling:</u> All inlets/catch basins would be stenciled with the words "Only Rain Down the Storm Drain," or equivalent message.
	<u>Need for future indoor & structural pest control:</u> The building would be designed to avoid openings that would encourage entry of pests.
	<u>Landscape/outdoor pesticide use:</u> Final landscape plans would accomplish all of the following: <ul style="list-style-type: none"> • Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution. • Consider using pest-resistant plants, especially adjacent to hardscape. • To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions
	<u>Roofing, gutters and trim:</u> The architectural design would avoid roofing, gutters, and trim made of copper or other unprotected metals that may leach into runoff.
	<u>Plazas, sidewalks and parking lots:</u> Plazas, sidewalks, and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing would be collected to prevent entry into the storm drain system. Wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer and not discharged to a storm drain.
Treatment Control	<u>Biofiltration Systems:</u> The bio-retention basin proposed for the project would detain runoff, filter it prior to discharge.

With implementation of the operational source and treatment control BMPs that is outlined in the preliminary WQMP (Appendix I) that would be reviewed and approved by the County during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed project would not substantially degrade water quality. Therefore, impacts would be less than significant.

b) Less than Significant Impact. The proposed project would not deplete groundwater supplies. The Eastern Municipal Water District provides water services to the project site and vicinity, which receives a large portion of water from imported sources (UWMP 2015). The project area overlies the Perris North Groundwater basin, which is located within the West San Jacinto Basin, and is managed through the West San Jacinto Groundwater Management Plan. The plan manages groundwater extraction, supply, and quality. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the project would not pump water from the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project area (as water supplies would be provided by EMWD), the proposed project would not result in a substantial depletion of groundwater supplies.

In addition, development of the proposed project would result in a large area of impervious surface on the project site. However, the project design includes a bio-retention basin that would capture and filter runoff. In addition, the project includes installation of landscaping that would infiltrate stormwater onsite. As a result, the proposed project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The proposed project would have a less than significant impact.

c) Less than Significant Impact. The project site does not include or is adjacent to any river or stream. Thus, impacts related to alteration of the course of a stream or river would not occur. The stormwater runoff from the addition of impervious surfaces from development of the project would be conveyed to the bio-retention basin that would be developed in the southeast corner of the project site, which would filter, retain, and slowly discharge drainage into a storm drain, such that drainage would be controlled and would not result in substantial alteration of the drainage pattern. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process and through conditions of approval. Therefore, the proposed project would have a less than significant impact.

d) Less than Significant Impact. As described previously, existing RQWCB and County regulations require the project to implement a project specific SWPPP during construction activities, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion. In addition, the project is required to implement a WQMP that would provide operational BMPs to ensure that operation of the industrial warehouse use would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

e) Less than Significant Impact. As detailed previously, runoff generated by the proposed project would be conveyed to a bio-retention basin that would be developed in the southeast corner of the project site, which would filter, retain, and slowly discharge drainage into a storm drain, such that drainage would be controlled and would not result in an increase in runoff that could result in on or off-site flooding. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process to ensure that the proposed project would meet the stormwater control requirements. Therefore, the proposed project would not increase the rate or amount of surface runoff in a manner which would result in flooding onsite or off-site, and impacts would be less than significant.

f) Less than Significant Impact. As described previously, the runoff generated by the proposed project would be conveyed to a bio-retention basin that would be developed in the southeast corner of the project site, which would filter, retain, and slowly discharge drainage into a storm drain. The basin has been sized to accommodate the anticipated flows, and would control drainage, such that it would not exceed the capacity of the stormwater drainage system. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process to ensure that the proposed project would not provide additional sources of polluted runoff. As listed previously in Section 18, implementation of a WQMP during the County’s standard review and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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permitting process would result in less than significant impacts related to the stormwater drainage system and polluted runoff.

g) No Impact. The project would develop a largely vacant site into an industrial warehouse facility and install a bio-retention basin onsite that would retain and convey storm flows to the drainage system. According to the FEMA FIRM map (06065C1410G) and the Mead Valley Area Plan Figure 11, Special Flood Hazard Zones, the project site is not located within a flood zone. Thus, the proposed project would not impede or redirect flood flows, and no impacts would occur.

h) No Impact. As described above, the project is not located within a flood zone. Therefore, the project would not potentially risk the release of pollutants due to project inundation. The project site is located over 36 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the project is not located within a tsunami zone and no impacts would occur. Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no water bodies near enough to the project site to pose a flood hazard to the site resulting from a seiche. The nearest water body is the Perris Reservoir, which is located approximately 3.6 miles from the project site. Therefore, no seiche impacts would occur.

i) No Impact. As described previously, the project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the County during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed project would not obstruct implementation of a water quality control plan.

Also as described previously, the project site overlies the Perris North Groundwater basin, which is located within the West San Jacinto Basin, and is managed through the WSJ Groundwater Management Plan. The plan limits the allowable withdrawal of water from the basin by water purveyors. Additionally, the project would not pump water and water supplies would be provided by EMWD. Thus, the proposed project would not conflict with or obstruct a groundwater management plan, and no impacts would occur.

Conditions of Approval

Comply with NPDES. Listed previously in Section 19.

NPDES/SWPPP. Listed previously in Section 19.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:

24. Land Use

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Land Use Element and Municipal Code. Riverside Board of Supervisors “Good Neighbor Policy” for Logistics and Warehouse/Distribution Uses Policy F-1.

a) No Impact. The project site is vacant except for the industrial uses in the southern portion of the site. The proposed project would remove the existing industrial uses and develop an industrial warehousing facility. The Riverside County General Plan Land Use Element designates the site for Light Industrial uses (LI) which includes industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. In addition, the site has a zoning designation of Manufacturing Medium (M-M). The County’s Municipal Code Section 14.104.010 states that the M-M zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the county’s economic base; provide the necessary improvements to support industrial growth; insure the new industry is compatible with uses on adjacent lands, and protect industrial areas from encroachment by incompatible uses that may jeopardize industry.

The proposed industrial warehousing facility would also comply with the Board of Supervisors “Good Neighbor Policy” for Logistics and Warehouse/Distribution Uses. The proposed industrial warehousing facility would be compatible with the allowable light industrial land uses allowed within a M-M zoned area. The project is designed so that sensitive receptors are more than 300 feet away from loading bays and dock doors, which are designed to be oriented away from the streets and towards I-215. The loading area would not be visible from sensitive receptors. As discussed in Section V1, *Aesthetics*, the proposed project would install landscaping onsite and along Harley Knox Boulevard, Harvill Avenue, Old Oleander Avenue, and behind the building toward the I-215 freeway. Adequate parking would be provided for both vehicles and trucks to avoid spill-over and queuing. In addition, there are separate access points for trucks and passenger vehicles into the site. Operation of the proposed project would involve trucks entering and exiting the project site from Old Oleander Avenue for access to the loading bays and trailer parking on the eastern portion of the project site via a 40-foot wide driveway that is designed to accommodate trucks. Passenger vehicles would enter and exit the site using a separate driveway on a driveway on Oleander Avenue and a driveway on Harvill Avenue. Finally, as discussed in Section V3 *Lighting*, outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

Therefore, the proposed project would be consistent with the site’s General Plan land use and zoning designations, and a conflict with a land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur from implementation of the project.

b) No Impact. As described in the previous response, the project site is vacant except for the industrial uses in the southern portion of the site. The site is surrounded by existing roadways and rail lines. Land uses across the roadways consist of industrial land uses and a freeway. As described in the previous response, the project site is designated for Light Industrial uses and the proposed project is consistent with the planned land uses for the site. In addition, the project does not involve development of

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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roadways or other infrastructure that could divide a community. No low-income or minority communities appear to be located within the project vicinity. Therefore, the proposed project would not disrupt or divide the physical arrangement of an established community, and no impact would occur.

Conditions of Approval

No conditions of approval related to land use and planning are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
25. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a) No Impact. The Riverside County General Plan Figure OS-5 “Mineral Resources Area” identifies the project site and vicinity as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. No mining activities occur within the project site or within the surrounding project vicinity. Thus, impacts related to the loss of availability of a known mineral resource that would be of value to the region or the residents of the state would not occur from implementation of the proposed project.

b) No Impact. The Riverside County General Plan Figure OS-5 “Mineral Resources Area” identifies the project site as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. Thus, impacts related to the loss of availability of a mineral resource recovery site delineated on a land use plan would not occur from implementation of the proposed project.

c) No Impact. There are no existing surface mines in the vicinity of the project site. Thus, impacts related to incompatible land uses in mine areas, and impacts related to exposure to hazards from quarries or mines would not occur from implementation of the proposed project.

Conditions of Approval

No conditions of approval related to mineral resources are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," Mead Valley Area Plan Figure 5 "March Air Reserve Base & Perris Valley Airport Influence Area," March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 2014 (ALUCP 2014); Noise Impact Analysis, prepared by Urban Crossroads, 2020 (Urban 2020) (Appendix J)

a) Less than Significant Impact. The March Air Reserve Base/Inland Port Airport (March ARB) is located approximately 0.5 mile north of the project site. The project site is located outside of the 60 dBA CNEL noise level contour boundary of the airport as shown in Figure N-1. Also, the March ARB Land Use Compatibility Plan (LUCP) includes the policies for determining the land use compatibility of development projects. The project site is located within Compatibility Zones C1 and C2, which prohibit children's schools, day care centers, libraries, hospitals, congregate care facilities, places of assembly, highly noise-sensitive outdoor non-residential uses (e.g., sports stadiums, concert halls) and hazards to flight. The County of Riverside guidelines indicate that industrial uses, such as the proposed project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. As the project is located outside of the airport's 60 dBA CNEL contour, the project would not expose people residing or working in the project area to excessive noise levels. Therefore, noise impacts related to March ARB would be less than significant.

b) No Impact. The project site is not located within the vicinity of a private airstrip and would not result in excessive noise related to an airstrip.

Conditions of Approval

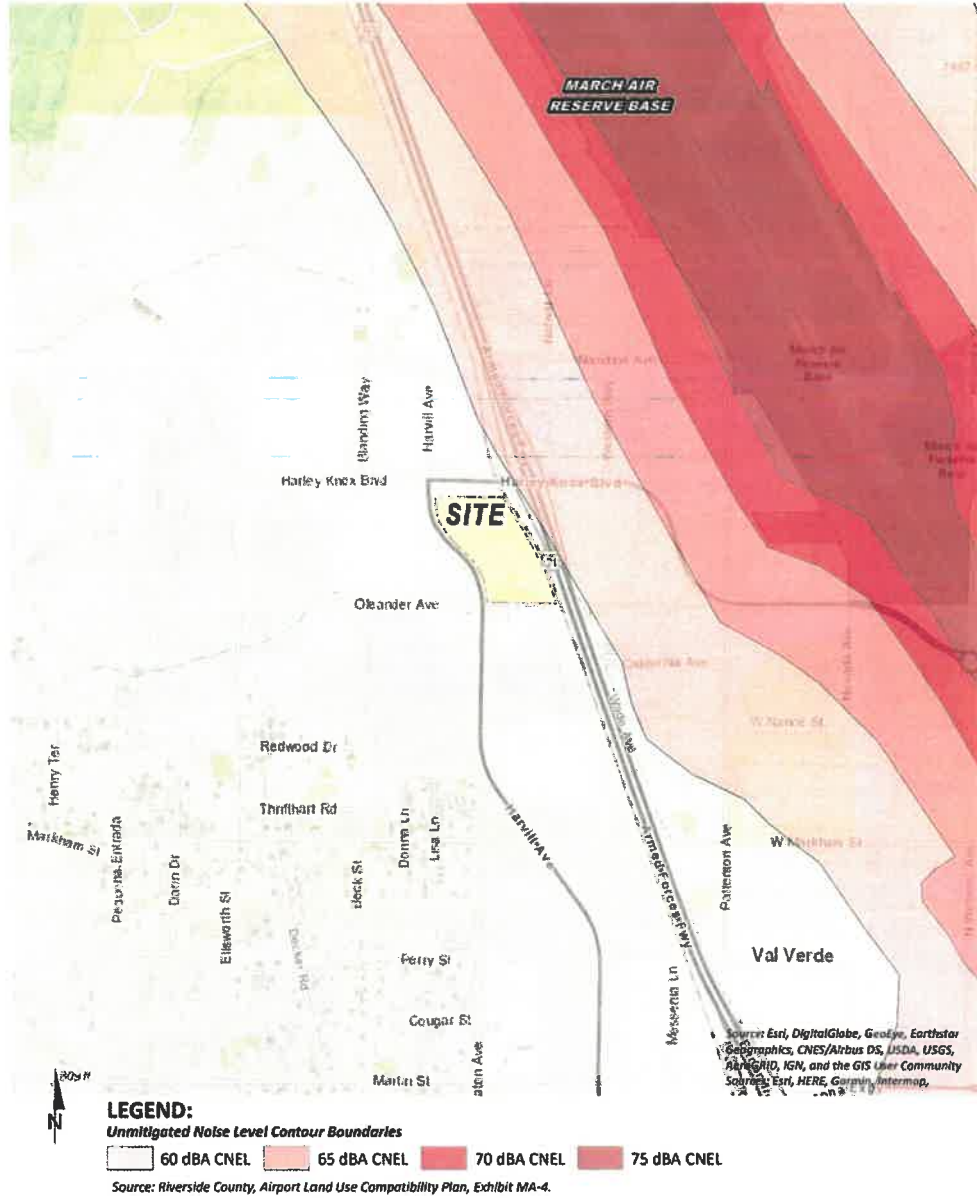
No conditions of approval related to airport noise is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure N-1: March ARB Noise Contours



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

Source(s): Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”), Noise Impact Analysis, prepared by Urban Crossroads, 2020 (Urban 2020) (Appendix J)

County Noise and Vibration Standards

General Plan Noise Element Policy N 4.1: The exterior noise limit not to be exceeded for a cumulative period of more than ten minutes in any hour of 65 dBA Leq for daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA Leq during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m.

General Plan Noise Element Policy N 16.3: Prohibit exposure of residential dwellings to perceptible ground vibration. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

Municipal Code Section 9.52.020, Construction Noise: Noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt 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.

a) Less than Significant Impact. Construction

As described above, Ordinance No. 847 exempts construction noise 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. The project would comply with the County’s construction hours regulations, as verified by standard County Conditions of Approval. A construction-related noise level threshold is applied from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. 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.

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, excavation and grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment can range from approximately 59.2 dBA to 73.5 dBA when measured at 50 feet, as shown on Table N-1.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table N-1: Construction Reference Noise Levels

ID	Noise Source	Reference Noise Levels @ 50 Feet (dBA Leq)
1	Truck Pass-Bys & Dozer Activity	59.2
2	Dozer Activity	64.2
3	Construction Vehicle Maintenance Activities	67.5
4	Foundation Trenching	68.2
5	Rough Grading Activities	73.5
6	Framing	62.3
7	Dozer Pass-By	79.6
8	Concrete Mixer Truck Movements	71.2
9	Concrete Paver Activities	65.6
10	Concrete Mixer Pour & Paving Activities	65.9
11	Concrete Mixer Backup Alarms & Air Brakes	71.6
12	Concrete Mixer Pour Activities	67.7
13	Forklift, Jackhammer, & Metal Truck Bed Loading	67.9

Source: Urban Crossroads, 2020.

The closest off-site sensitive receiver on the same side of the I-215 as the project site is an existing residence located on an industrially zoned site, approximately 301 feet to the southwest of the project site at 22980 Peregrine Way (Urban 2020), which is shown on Figure N-2. The next closest residence is located 1,229-feet southeast of the project site at 1330 California Avenue, on the east side of I-215. As such, the Noise Impact Analysis utilizes a sensitive receptor distance of 301 feet.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. As shown on Table N-2, construction noise at the nearby receiver locations would range from 49.0 to 64.0 dBA Leq, which would not exceed the 85 dba Leq daytime construction noise level threshold. Therefore, construction impacts would be less than significant.

Table N-2: Construction Noise Levels at Sensitive Receptors

Receptor	Construction Noise Levels (dBA Leq)							Threshold	Threshold Exceeded ?
	Demo	Site Prep	Grading	Building Construction	Paving	Architectural Coating	Highest Noise Level		
R1	44.1	51.8	45.7	40.4	39.7	43.8	51.8	85	No
R2	41.3	49.0	42.9	37.6	36.9	41.0	49.0	85	No
R3	56.3	64.0	57.9	52.6	51.9	56.0	64.0	85	No

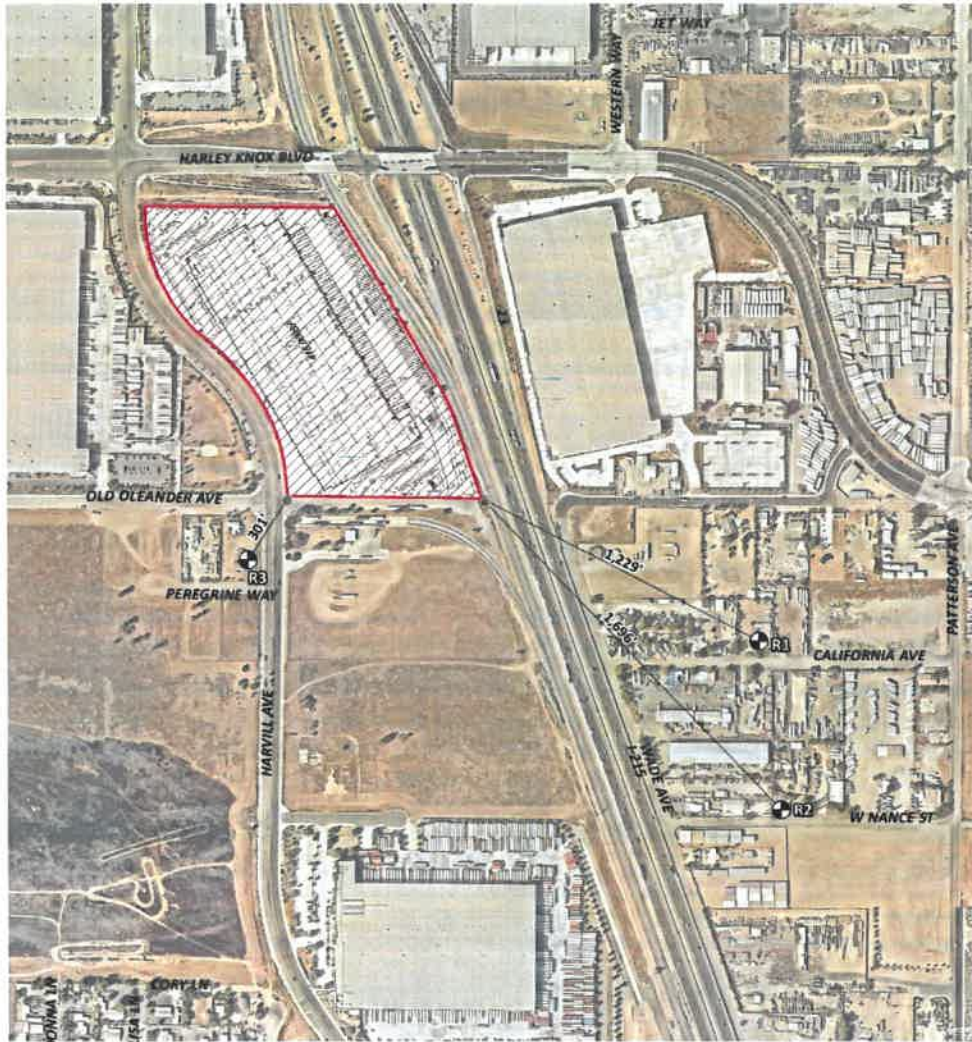
Source: Urban Crossroads, 2020.

Operation





The Noise Impact Analysis describes that the background ambient noise levels in the project area are dominated by the transportation-related noise associated with I-215, the March ARB, the rail line that is adjacent to the site; in addition to the existing industrial land use activities. The rail line located approximately 30 feet east of the project site currently serves 8 trains per day. The 24-hour noise level

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure N2: Construction Noise Source and Receiver Locations



LEGEND:

-  North
-  Receiver Locations
-  Distance from receiver to Project site boundary (in feet)
-  Construction Activity

measurement completed by the Noise Impact Analysis shows that the existing 24-hour ambient noise in the project area is between 62.6 and 66.4 dBA CNEL (Urban 2020).

Onsite Operational Noise. The General Plan Noise Element establishes a noise standard for sensitive uses of 45 dBA Leq between 10:00 p.m. and 7:00 a.m. and 55 dBA Leq between 7:00 a.m. and 10:00 p.m. The Noise Impact Analysis prepared for the project evaluated potential impacts to ambient noise levels at the nearest sensitive receptors resulting from the proposed onsite noise sources such as idling trucks, delivery truck activities, backup alarms, loading and unloading of trucks, and roof-top air

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

conditioning units (Urban 2020). The receptor locations are shown in Figure N-3. As shown in Table N-3, the noise levels generated by the project would be less than the 55 dBA daytime maximum noise level and the 45 dBA nighttime maximum noise level at the closest sensitive receptors. Therefore, noise generated from operation of the proposed project would not exceed noise standards and would be less than significant.

Table N-3: Project Onsite Operational Noise Levels

Receiver	Noise Source	Noise Levels (dBA Leq)				Threshold Exceeded?	
		Reference Noise Source Level	Distance Attenuation	Noise Level with Attenuation	Combined Operational Noise Levels with Attenuation	Daytime (55 dBA Leq)	Nighttime (45 dBA Leq)
R1	Truck Unloading/Docking Activity	67.2	-34.6	32.6	34.8	No	No
	Entry Gate & Truck Movements	64.0	-36.6	27.4			
	Roof-Top Air Conditioning Units	77.2	-49.9	27.3			
	Parking Lot Vehicle Movements	52.2	-32.5	19.7			
R2	Truck Unloading/Docking Activity	67.2	-36.8	30.4	32.5	No	No
	Entry Gate & Truck Movements	64.0	-39.0	25.0			
	Roof-Top Air Conditioning Units	77.2	-52.3	24.9			
	Parking Lot Vehicle Movements	52.2	-34.3	17.9			
R3	Truck Unloading/Docking Activity	67.2	-29.1	38.1	40.1	No	No
	Entry Gate & Truck Movements	64.0	-32.5	31.5			
	Roof-Top Air Conditioning Units	77.2	-44.3	32.9			
	Parking Lot Vehicle Movements	52.2	-26.1	26.1			

Source: Urban Crossroads, 2020

In addition, the Noise Impact Analysis identified the project’s increase in ambient noise levels at the nearest sensitive receptor. As detailed in the Noise Impact Analysis prepared for the project (Appendix J), the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level, which is utilized in this analysis. FICON identifies a *readily perceptible* 5 dBA or greater project-related noise level increase as a significant impact when ambient noise is less than 60 dBA. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase is identified as the threshold; and when the without project noise levels already exceed 65 dBA, a noise increase of 1.5 dBA or greater is considered a significant impact (Urban 2020).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure N3: Operational Onsite Noise Sources and Receiver Locations



LEGEND:

- Receiver Locations
- Roof-Top Air Conditioning Unit
- Distribution/Warehouse Activity
- Entry Gate & Truck Movement Activity
- Parking Lot Vehicle Movements
- Distance from receiver to noise source (In feet)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown on Table N-4, the project would generate a daytime operational noise level increase of up to 0.1 dBA Leq at the nearby receiver locations, which would be less than significant.

Table N-4: Project Operational Ambient Noise Level Increases (dBA Leq)

Receiver	Total Project Operational Noise Level	Measurement Location	Ambient Noise Levels	Combined Project and Ambient	Project Increase	Threshold	Threshold Exceeded?
Daytime Project Noise Level Contributions							
R1	34.8	L1	58.1	58.1	0.0	5.0	No
R2	32.5	L2	58.5	58.5	0.0	5.0	No
R3	40.1	L3	59.5	59.5	0.0	5.0	No
Nighttime Project Noise Level Contributions							
R1	34.8	L1	55.6	55.6	0.0	5.0	No
R2	32.5	L2	60.0	60.0	0.0	3.0	No
R3	40.1	L3	57.4	57.5	0.1	5.0	No

Source: Urban Crossroads, 2020

Off-Site Traffic Noise. The proposed project would generate traffic related noise from operation. The proposed project provides access from Harvill Avenue and Old Oleander Avenue. Modeling of vehicular noise on area roadways was conducted in the Noise Impact Analysis (Appendix J). The tables below provide a summary of the exterior traffic noise levels for the 6 study area roadway segments in the without and with project conditions.

With operation of the project in the opening year 2021 traffic condition, Table N-5 shows that noise would range from 69.2 to 74.1 dBA CNEL. Implementation of the proposed project would generate a noise level increase of up to 0.5 dBA CNEL on the study area roadway segments, which is less than the 1.5 dBA CNEL threshold for areas above 65 dBA CNEL. Thus, off-site traffic noise impacts in the existing plus project condition would be less than significant.

Table N-5: Project Off-Site Traffic Noise

ID	Road	Segment	Adjacent Land Use	CNEL at Adjacent Land Use (dBA)			Noise-Sensitive Land Use?	Threshold	
				No Project	With Project	Project Addition		Limit	Exceeded?
1	Harvill Av.	s/o Harley Knox Blvd.	Light Industrial	73.6	74.1	0.5	No	1.5	No
2	Harvill Av.	n/o Oleander Ave.	Light Industrial	71.2	71.3	0.1	No	1.5	No
3	Harvill Av.	s/o Oleander Ave.	Light Industrial/ Residential	69.8	69.9	0.1	Yes	1.5	No
4	Harley Knox Blvd.	e/o Harvill Av.	Light Industrial	72.3	72.7	0.4	No	1.5	No
5	Oleander Ave.	w/o Harvill Av.	Light Industrial/ Residential	69.1	69.2	0.1	Yes	1.5	No
6	Oleander Ave.	e/o Harvill Av.	Light Industrial	69.7	69.9	0.2	No	1.5	No

Source: Urban Crossroads, 2020.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Less than Significant Impact.

Construction

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

The Noise Impact Analysis prepared for the project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-6, at the closest sensitive receptor, which is 301 feet from project site construction activities, vibration levels are expected to be 0.002 in/sec RMS and would not exceed the County’s threshold of 0.01 in/sec RMS. Therefore, construction-related vibration impacts would be less than significant.

In addition, the project-related construction vibration levels do not represent levels capable of causing building damage to nearby residences. The FTA identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV. The peak project-construction vibration level of 0.002 in/sec PPV, is below the FTA vibration levels for building damage. Furthermore, the vibration at the closest sensitive receivers would be limited and intermittent when heavy construction equipment is operating adjacent to the project site perimeter closest to the sensitive receiver.

Table N-6: Construction Equipment Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) PPV					Velocity Levels (in/sec) RMS	Threshold (in/sec) RMS	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration			
R1	1,229'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R2	1,696'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R3	301'	0.000	0.001	0.002	0.002	0.002	0.002	0.01	No

Source: Urban Crossroads, 2020.

Operation

The Noise Impact Analysis describes that the County of Riverside has a threshold for vibration of 0.01 in/sec root-mean-square (RMS). Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA Transit Noise Impact and Vibration Assessment, trucks rarely create vibration that exceeds 70 VdB or 0.003 in/sec RMS (unless there are frequent potholes in the road). Trucks transiting onsite would be travelling at very low speeds so it is expected that truck vibration impacts at nearby sensitive uses would satisfy the County of Riverside vibration threshold of 0.01 in/sec RMS. Therefore, operational vibration impacts would be less than significant.

Conditions of Approval

Noise: Comply with Ordinance No. 847

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
PALEONTOLOGICAL RESOURCES:				
28. Paleontological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity," Paleontological Resources Assessment, prepared by Material Culture Consulting, 2019 (MCC 2019a) (Appendix K).

a) Less than Significant Impact with Mitigation Incorporated. The Paleontological Resources Assessment describes that the entire project site is mapped as Quaternary alluvium (Q) within very old alluvial fan deposits (Qvofa). Quaternary very old alluvial fan deposits have the potential to produce scientifically important fossils of land mammals, invertebrates, and plants in the project region. Notably, the excavations to the southeast of the project site for the Diamond Valley Lake in Hemet produced exceptional specimens of Pleistocene animals including mammoths, horses, camels, and bison in units similar to these (MCC 2019a). In addition, the project site and vicinity are mapped in Riverside County Land Information System as High B, which identify geologic formations or mapped rock units that have high sensitivity for significant paleontological resources (MCC 2019a).

Because the entire project site is mapped as Quaternary alluvium (Q) within very old alluvial fan deposits (Qvofa), Mitigation Measure PAL-1 is included to require a Paleontological Resource Management Plan to be prepared and approved by the County Division of Building and Safety prior to grading permits. Based on the disturbed nature of the project site, the Paleontological Resources Assessment determined that uppermost layers of soil within the project site are disturbed Quaternary alluvium that is unlikely to contain significant fossil vertebrates (MCC 2019a). However, excavations below a depth of 5 feet into older and finer-grained Quaternary deposits may encounter significant fossil vertebrates. Therefore, construction excavation could impact paleontologically sensitive deposits. With implementation of Mitigation Measure PAL-1 requiring a Paleontological Resource Management Plan, impacts related to paleontological resources would be less than significant.

Mitigation

Mitigation Measure PAL-1: Paleontological Resource Management Plan. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee, from a Riverside County Qualified Paleontologist stating that the paleontologist has been retained to oversee monitoring and the preparation of a Paleontological Resource Impact Mitigation Program (PRIMP). At a minimum, the PRIMP shall include the following items:

- A trained and qualified paleontological monitor should perform full-time monitoring of any excavations on the project that have the potential to impact paleontological resources in old alluvial fan deposits and undisturbed native sediments below 5 feet in depth. The monitor will have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources.
- The project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from County and Client representatives.
- Any potentially significant fossils observed shall be collected and recorded in conjunction with best management practices and Society of Vertebrate Paleontology professional standards.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
- A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, will be prepared and submitted to the appropriate County personnel.

Monitoring

Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee identifying that the qualified paleontologist has been retained for activities detailed in Mitigation Measure PAL-1.

POPULATION AND HOUSING	Would the project:			
29. Housing				
a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Housing Element, California Employment Development Department Labor Market info (EDD 2019), U.S. Census Factfinder (Census Factfinder 2019).

a) No Impact. The proposed project is partially undeveloped and partially used for industrial uses. The site does not contain any housing and has not been historically used for housing. The project site has a General Plan land use designation of Light Industrial uses (LI) and has a zoning designation of Manufacturing Medium (M-M) that does not provide for residential development. Thus, the project would not displace any housing and would not necessitate the construction of replacement housing. As a result, no impact would occur.

b) Less than Significant Impact. The proposed project would develop a 418,000 square-foot industrial warehouse. The project would generate the need for approximately 200 employees, which are anticipated to come from the region, as the unemployment rate was 4.7 percent in August 2019. Similarly, the unemployment rates for the City of Perris was 4.1 percent, City of Hemet was 5.1 percent, City of Moreno Valley was 3.8 percent, and the City of Menifee was at 3.6 percent (State Employment Development Department, October 2019). Note these values were prior to the massive job losses associated with the 2020 pandemic. Thus, it is anticipated that new employees at the project site would be within commuting distance and would not generate needs for any housing.

In addition, should project employees relocate to work at the proposed project, sufficient vacant housing is available within the region to fill the project's need. The County of Riverside had a vacancy rate of 14.5 percent in January 2019 (State Department of Finance 2019). The vacancy rate for the Cities of City of Perris was 10.1 percent, City of Hemet was 15.1 percent, City of Moreno Valley was 8.1 percent, and the City of Menifee was at 10.2 percent, in January 2019 (State Department of Finance 2019).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Thus, the proposed project would not create a demand for any housing, including housing affordable to households earning 80 percent or less of the County’s median income; impacts would be less than significant.

c) Less than Significant Impact. As described above, employees that would work at the proposed project are anticipated to come from the region, due to the steady unemployment rate. Any new employees to the region that would work at the proposed project would be accommodated by the existing vacant housing in the region. Furthermore, the project site has been planned for light industrial uses. As a result, growth related to development of the project site for employment generating uses is included in County General Plan planning projections. Thus, direct impacts related to population growth in an area would be less than significant. In addition, the proposed project does not include the extension of roads or other infrastructure. The project would be served by the existing adjacent roadway system, and utilities would be provided by the existing infrastructure that is located in adjacent roadways. Therefore, the proposed project would not extend roads or other infrastructure that could indirectly induce population growth. Overall, direct and indirect impacts related to population growth would be less than significant.

Conditions of Approval

No conditions of approval related to population and housing are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

30. Fire Services

Source(s): Riverside County General Plan Safety Element, Riverside County Fire Department website (rvcfire.org).

Less than Significant Impact. The project site is located within 6 miles of two Riverside County Fire Stations, listed below:

- Riverside County Station 59, located at 21510 Pinewood Street, 3.5 miles from the project site
- Riverside County Station 1, located at 210 West San Jacinto Avenue, 5.9 miles from the project site

Implementation of the proposed project would be required to adhere to the California Fire Code, as included in the Riverside County Ordinance No. 787, Fire Code and would be reviewed by the County’s Department of Building and Safety to ensure that the project plans meet the fire protection requirements.

The new industrial warehouse and increase in 200 employees that would occur from implementation of the proposed project would result in an incremental increase in demand for fire protection and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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emergency medical services. However, as there are two existing fire stations within 6 miles of the project site that currently serve the project vicinity. The closest station is 3.5 miles from the site. The increase in fire service demands from the project would not require construction of a new or physically altered fire station that could cause environmental impacts. Therefore, impacts related to fire protection services would be less than significant.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for fire facilities for every acre of new industrial use. Overall, impacts related to fire services would be less than significant.

31. Sheriff Services

Source(s): Riverside County General Plan, Riverside County Sheriff Department website (www.riversidesheriff.org).

Less than Significant Impact. The project site is located 6 miles from the Riverside County Sherriff Station in the City of Perris (137 N. Perris Boulevard), which currently serves the project region. The proposed project would result in additional onsite employees and goods that could create the need for sheriff services. Crime and safety issues during project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the industrial warehouse may generate a typical range of sheriff service calls, such as burglaries, thefts, and employee disturbances.

However, to reduce the need for law enforcement services, security concerns are addressed in the project design by providing low-intensity security lighting and security cameras. Pursuant to the County's existing permitting process, the Sheriff's Department would review and approve the site plans to ensure that crime prevention and emergency access measures are incorporated appropriately to provide a safe environment.

Although an incremental increase could occur from implementation of the project, the need for law enforcement services from the project would not result in the need for, new or physically altered sheriff facilities. Thus, impacts related to sheriff services would be less than significant.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for sheriff facilities per every acre of new and industrial use. Overall, impacts would be less than significant.

32. Schools

Less than Significant Impact. The project would develop and operate an industrial warehouse facility that would not directly generate students. As described previously, the proposed project is not anticipated to generate a new population, as the employees needed to operate the project are anticipated to come from within the project region due to the steady unemployment rate; and substantial in migration of employees that could generate new students is not anticipated to occur. As required by all projects within the County, the proposed project is required to pay School Mitigation Impact fees. Impacts would be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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33. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less than Significant Impact. The project would develop and operate an industrial warehouse facility that would not directly generate a substantial new population that would utilize libraries. As described previously, the employees needed to operate the proposed project are anticipated to come from the project region and commute to the project site, due to the steady unemployment rate; and substantial in migration of employees that could generate substantial usage of library facilities is not anticipated to occur. Therefore, impacts would be less than significant.

Additionally, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for library facilities per every acre of new industrial use.

34. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less than Significant Impact. The project would develop and operate an industrial warehouse facility that would not directly generate a substantial new population that would need health services. As described previously, the employees needed to operate the proposed project are anticipated to come from the project region and commute to the project site, due to the steady unemployment rate; and substantial in migration of employees that could generate substantial need for health services is not anticipated to occur. Therefore, impacts would be less than significant.

Conditions of Approval

Ordinance No. 659. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects, and it establishes the authorized uses of the fees collected.

Schools. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Val Verde Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:				
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35. Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				

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

Source(s): Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Riverside County Community & Cultural Services Division, County Service Areas, Mead Valley, <https://rivcoccsd.org/csa/>

a) Less than Significant Impact. The proposed project would develop and operate an industrial warehouse facility, and the project does not include development of recreational facilities. In addition, as described previously, the proposed project is not anticipated to result in an influx of new residents, as the employees needed to operate the project are anticipated to come from the unemployed labor force in the region. Thus, the proposed project would not generate a substantial population that would require construction or expansion of recreational facilities, and impacts would be less than significant.

b) Less than Significant Impact. As described previously, the proposed project would develop and operate an industrial warehouse facility, which would not result in an influx of new residents, as the employees needed to operate the project are anticipated to come from the unemployed labor force in the region. Thus, the proposed project would not generate a substantial population that would generate significant use of existing neighborhood or regional parks and recreation facilities, such that substantial physical deterioration would occur or be accelerated, and impacts would be less than significant.

In addition, as described above, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for park and recreation facilities per every acre of new industrial use.

c) No Impact. The project site is not located within a CSA or recreation park district with a Community Park and Recreation Plan. Thus, no impacts related to a park district or recreation plan would occur from implementation of the proposed project

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

Source(s): Riverside County General Plan Figure C-6 Trails and Bikeway System, Mead Valley Area Plan Figure 8 Trails and Bikeway System.

a) No Impact. The proposed project would develop and operate an industrial warehouse facility and does not include the construction or expansion of a trail system. Additionally, an existing multipurpose trail is located in the immediate vicinity of the project site, on the west side of Harvill Avenue and along the south side of Harley Knox Boulevard. As described previously, the proposed project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed industrial warehouse facility is anticipated to come from the unemployed labor force in the region. Thus,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the proposed project would not generate a substantial population that would use or require recreational trails, and impacts would be less than significant.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for open space and recreational trail facilities per every acre of new industrial use.

Conditions of Approval

Ordinance No. 659: Listed previously in 34.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:				
37. Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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(s): Riverside County General Plan Circulation Element; Mead Valley Area Plan; Traffic Impact Analysis, prepared by EPD Solutions, 2019 (EPD 2019) (Appendix L).

General Plan Policy C 2.1As described in the Riverside County General Plan Policy C 2.1, LOS D shall apply to all development proposals located within the Mead Valley Area Plan. Thus, the LOS threshold is LOS D. This is an existing requirement under the General Plan and goes to General Plan consistency. Based on updates to the State CEQA Guidelines, LOS is no longer deemed a physical environmental impact under CEQA.

Traffic Study Area and Existing Conditions

The roadways included in the traffic study area include Harvill Avenue, Old Oleander Avenue, and Harley Knox Boulevard. To identify the existing traffic conditions, traffic counts at the study intersections

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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were conducted on Tuesday, October 15, 2019. As shown in Table T-1, all of the study intersections operate at satisfactory LOS C or better during the weekday a.m. and p.m. peak hours under existing conditions.

Table T-1: Existing Peak Hour Levels of Service

Intersection	Signal Control	AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²
1. Harvill Ave/Harley Knox	Signal	26.9	C	34.6	C
2. Harvill Ave/Driveway	TWSC	-	-	-	-
3. Harvill Ave/Old Oleander Ave	Signal	5.3	A	4.2	A

Source: EPD, 2019.
 TWSC = Two-Way Stop Controlled
¹ Delay in Seconds
² Level of Service

a) Less than Significant Impact.

Operation

Table T-2 identifies the number of trips that would be generated by the project. The trip generation is broken out by vehicle type and passenger car equivalent (PCE) factors are applied to the truck trips to determine the PCE trip generation. Passenger car equivalent factors account for the additional roadway capacity utilized by trucks due to their larger size, slower acceleration and reduced maneuverability when compared to passenger cars. As shown, the project would generate 767 new net daily PCE trips, with 27 a.m. peak hour trips, and 53 p.m. peak hour trips.

Table T-2: Estimated Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
High-Cube Warehouse/Distribution Center ¹	TSF	1.40	0.06	0.02	0.08	0.03	0.07	0.10
Existing Trip Generation (Total Vehicles)								
Existing Warehouse ²	44.5 TSF		5	10	22	5	9	14
Vehicle Mix²								
Passenger Vehicles			2	3	5	0	2	2
2-Axle Trucks			2	2	4	0	0	0
3-Axle Trucks			0	0	0	0	0	0
4+-Axle Trucks			1	1	2	0	0	0
			5	6	11	0	2	2
PCE Trip Generation⁴								
	PCE Factor							
Passenger Vehicles	1.0		2	3	5	0	2	2
2-Axle Trucks	1.5		3	3	6	0	0	0
3-Axle Trucks	2.0		0	0	0	0	0	0
4+-Axle Trucks	3.0		3	3	6	0	0	0
Total PCE Trip Generation			8	9	17	0	2	2
Proposed Project Trip Generation (Total Vehicles)								
Warehouse Distribution Center	418 TSF	585	26	8	33	12	30	42
Vehicle Mix³								
Passenger Vehicles	79.57%	466	20	6	27	9	24	33
2-Axle Trucks	3.46%	20	1	0	1	0	1	1
3-Axle Trucks	4.64%	27	1	0	2	1	1	2
4+-Axle Trucks	12.33%	72	3	1	4	1	4	5
	100%	585	26	8	33	12	30	42
PCE Trip Generation⁴								
	PCE Factor							
Passenger Vehicles	1.0	466	20	6	27	9	24	33

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
2-Axle Trucks	1.5	30	1	0	2	1	2	2
3-Axle Trucks	2.0	54	2	1	3	1	3	4
4+-Axle Trucks	3.0	216	10	3	12	4	11	15
Total PCE Trip Generation		767	34	10	44	15	40	55
Total Net New PCE Trip Generation		767	26	1	27	15	38	53

Source: EPD, 2019.

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017. Land Use Code 152 – High-Cube Warehouse/Distribution Center.

Existing Plus Project: An intersection operations analysis was conducted for the study area to evaluate the existing plus project weekday a.m. and p.m. peak hour conditions with the project. As shown in Table T-3, all study intersections are forecast to continue to operate at satisfactory LOS C or better during the weekday a.m. and p.m. peak hours with the addition of project traffic, and impacts would be less than significant in the existing plus project condition.

Table T-3: Existing Plus Project Conditions

Intersection	Signal Control	Existing				Existing plus Project				Impact?	
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1. Harvill Ave/Harley Knox	Signal	26.9	C	34.6	C	27.5	C	34.1	C	No	No
2. Harvill Ave/Driveway	TWSC	-	-	-	-	10.9	B	9.3	A	No	No
3. Harvill Ave/Old Oleander Ave	Signal	5.3	A	4.2	A	6.5	A	8.2	A	No	No

Source: EPD, 2019.

TWSC = Two-Way Stop Controlled

Delay in Seconds; LOS = Level of Service

Opening Year 2021 Plus Project: Opening Year Baseline (2021) traffic volumes were developed by applying a growth rate of two percent per year to the existing (2019) traffic volumes and adding traffic generated by 19 other approved and pending development projects in the vicinity of the proposed project. As shown in Table T-4, all of the intersections are forecast to operate at satisfactory LOS C or better in the opening year 2021 plus project condition. Therefore, impacts would be less than significant.

Table T-4: Opening Year (2021) Plus Project Conditions

Intersection	Signal Control	Existing				Existing plus Project				Impact?	
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1. Harvill Ave/Harley Knox	Signal	31.3	C	28.2	C	33.3	C	29.1	C	No	No
2. Harvill Ave/Driveway	TWSC	-	-	-	-	11.5	B	10.6	B	No	No
3. Harvill Ave/Old Oleander Ave	Signal	8.9	A	12.6	B	9.8	A	14.7	B	No	No

Source: EPD, 2019.

TWSC = Two-Way Stop Controlled

Delay in Seconds; LOS = Level of Service

Construction

Construction activities of the project would generate vehicular trips from construction workers traveling to and from project site, delivery of construction supplies and import materials to, and export of debris from the project site. However, these activities would only occur for a period of 18 months. As shown in Table E-4 above, the demolition phase of construction, which is the most intensive, would generate 221 total daily trips. As shown in Table T-3, all study intersections are forecast to continue to operate at satisfactory LOS C or better in the Existing Plus Project condition during the weekday a.m. and p.m.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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peak hours with the addition of the project's operational trips of 767 new net daily PCE trips, with 27 a.m. peak hour trips, and 53 p.m. peak hour trips. The increase of trips during construction activities would be limited and would not exceed the number of operational trips. Therefore, the short-term vehicle trips from construction of the project would be less than significant.

Vehicle Miles Traveled Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

The Western Riverside County Council of Governments has provided local agencies direction in implementing VMT via the *WRCOG SB743 Implementation Pathway Documentation Package*, prepared in March 2019. This series of documents provide a discussion of various tools to evaluate VMT and options for selecting a threshold for evaluation of VMT impacts. At this time, the County of Riverside has not adopted any thresholds for evaluation of VMT. The Implementation Pathway Documentation Package identified four options for local agencies when evaluating and adopting thresholds:

- Rely on the OPR Technical Advisory thresholds (15 percent below existing VMT per capita or employee for Residential and Office projects, or a net increase in total VMT for Retail projects)
- Set thresholds consistent with lead agency Air Quality, GHG Reduction, and Energy Conservation goals.
- Set thresholds consistent with RTP/SCS Future Year VMT Projections by Jurisdiction or sub-region.
- Set thresholds based on Baseline VMT performance (i.e. any increase over existing VMT per capita, employee or service population would be considered an impact).

In its simplest form, VMT is calculated by multiplying the daily trip generation of a project by the average trip length. For purposes of CEQA impact evaluation, VMT is calculated in terms of VMT per capita, employee, or service population and compared to the same measure for the entire region. CEQA Guidelines Section 15064.3(a) states that "vehicle miles traveled refers to the amount and distance of automobile travel attributable to a project." This statement is further clarified in the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, OPR 2018, which states "Here, the term 'automobile' refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT)". Consistent with the State CEQA Guidelines, this VMT evaluation considers home-based-work trips generated by employees which would be composed of passenger vehicles and light trucks.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The home-based-work trip length for employees in the project area was taken from estimates used in the Diamond Property Greenhouse Gas Analysis (Urban Crossroads, 2020) and from the California Statewide Travel Demand Model. Table 1 shows the home-based-work trip length from each source, as well as the average which will be used for this analysis.

Table T-5: Home-Based-Work Trip Length

Source	Home-Based-Work Trip-Length
Diamond Property GHG Analysis	16.6 miles
California Statewide Travel Demand Model	14.59 miles
Average	15.6 miles

The project trip generation (Table T-2) calculates that the project would generate 466 daily passenger car trips. Using the daily trip rate for warehousing from the Institute of Transportation Engineers, *Trip Generation*, 10th Edition, the existing warehouse would generate approximately 77 daily trips (44,500 square feet times 1.74 trips per thousand square feet). Therefore, the net new daily trip generation of the project would be 389 daily trips. The total daily VMT would be 6,068 (15.6 miles x 389 daily trips). The project is a speculative warehouse that would provide approximately 200 new jobs, resulting in a VMT/Employee of 30.34.

The California Statewide Travel Demand Model provides the VMT/Employee for 2010 and 2020. The baseline (2020) VMT/Employee was calculated using linear interpolation between 2010 and 2020 data for Riverside County. Based on this data, the baseline (2020) VMT/Employee for Riverside County is 34.4. The project VMT/Employee of 30.34 is 4.06 VMT/Employee lower than the Riverside County baseline (2020) of 34.4 VMT/Employee. Therefore, the proposed project would have a less than significant impact related to VMT.

b) No Impact. Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. The Riverside County Transportation Commission (RCTC) prepares and periodically updates the Riverside County CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Riverside County CMP does not require traffic impact assessments for development projects with less than 100 peak hour vehicle trips, such as the proposed project (EPD 2019). The project would generate 27 a.m. peak hour trips, and 53 p.m. peak hour trips. Therefore, the project would not result in a conflict with an applicable congestion management program, and no impacts would occur.

c) No Impact. The proposed project includes only an industrial warehouse facility. There are no proposed uses that would be incompatible. The project would also not increase any hazards related to a design feature. Operation of the proposed project would involve trucks entering and exiting the project site from Old Oleander Avenue for access to the loading bays and trailer parking on the eastern portion of the project site via a 40-foot wide driveway that is designed to accommodate trucks. Passenger vehicles would enter and exit the site using a separate driveway on a driveway on Oleander Avenue and a driveway on Harvill Avenue. The onsite circulation design prepared for the project provides fire truck accessibility and turning ability throughout the site. Thus, no impacts related to vehicular circulation design features would occur from the proposed project.

d) No Impact. The proposed project would not result in the altered need for road maintenance; however, as described above, the proposed project would generate 767 net new daily PCE trips, which would

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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contribute to the need for regular maintenance of roads. To provide for public facility maintenance needs, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and maintenance, which are levied per every acre of new industrial use. In addition, the taxes generated from the proposed uses on the project site would support regular road maintenance. Thus, the project would provide funding for future roadway maintenance needs, and impacts would not occur.

e) Less than Significant Impact. As described in Response 37 A, construction activities of the project would generate vehicular trips from construction workers traveling to and from the project site, delivery of construction supplies and import materials to, and export of debris from the project site. However, these activities would only occur for a period of 18 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips, which as detailed previously, would not result in a significant impact related to traffic. Therefore, the short-term vehicle trips from construction of the project would be less than significant.

f) No Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction of the project driveways along Harvill Avenue and Old Oleander Avenue, the roadways would remain open to ensure adequate emergency access to the project area and vicinity, and impacts related to inadequate emergency access during construction activities would not occur.

Operation

Operation of the proposed project would also not result in inadequate emergency access or access to nearby uses. Direct access to the project site would be provided from Harvill Avenue and Old Oleander Avenue, which are adjacent to the project site. The project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Municipal Code and the Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, the proposed project would not result in inadequate emergency access or access to nearby uses, and no impacts would occur.

Conditions of Approval

Ordinance No. 659. Listed previously in 34.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Bike Trails

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County General Plan

a) No Impact. The proposed project would develop and operate an industrial warehouse facility and does not include the construction or expansion of a bike system or bike lanes. As described previously, the proposed project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed industrial warehouse facility is anticipated to come from the unemployed labor force in the region. Thus, the proposed project would not generate a substantial population that would use or require a bike system or bike lanes, and impacts would be less than significant.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development.

Conditions of Approval

Ordinance No. 659. Listed previously in 34.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

39. Tribal Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Cultural Resources Assessment, Prepared by Material Culture Consulting, 2019 (MCC 2019) (Appendix E).

a) Less than Significant Impact. Assembly Bill (AB) 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources (TCRs). TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Historical Resources or local register of historical resources (PRC Section 21074). To identify if any tribal cultural resources are potentially located within the project site, a Sacred Lands File search was requested from the California Native American Heritage Commission (NAHC) on August 20, 2019. The NAHC responded on September 12, 2019, stating that there are no known sacred lands within a 1-mile radius of the project site and requested that 17 Native American tribes or individuals be contacted for further information regarding the general area vicinity. Thus, letters were sent to these individuals on September 13, 2019. Six responses were received, of which two Native American tribes, the Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians, request to proceed with AB 52 consultation.

The project site is largely undeveloped, and the existing industrial uses are not tribal cultural resources. The existing buildings onsite consist of a one-story office building and large warehouses/sheds with concrete/asphalt floors and metal siding/roofs that are used for storage/manufacturing of wooden pallets/repair of diesel engines. Five empty silos and associated infrastructure are also located on the southern portion of the project site.

There are no known historic resources or tribal cultural resources within the project site that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. However, as described in Section 8, Cultural Resources, three significant resources, all prehistoric bedrock milling features, are located within a 0.5-mile radius of the project, and the potential exists to expose unknown TCRs during construction. Standard County conditions of approval require a Native American Monitor to be present for all initial ground disturbing activities, and have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of resources. Because the project site contains no known sites, features, places, cultural landscapes, sacred places, or objects that are eligible or listed in the California Register of Historical Resources or local register of historical resources, and because the County's conditions of approval 60-Planning-CUL 2 (Inadvertent Discoveries) and 60-Planning- CUL 3 (Native American Monitor) require a Native American Monitor to be present for all initial ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities, impacts to a tribal cultural resource would be less than significant.

b) Less than Significant Impact. According to Public Resources Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

- 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- 2) Associated with the lives of persons important to local, California or national history;
- 3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The project site does not meet any of the criteria listed above from PRC Section 5024.1(c). As described in the previous response, although resources have been located within a 0.5-mile radius of the project, there are no known historic resources or tribal cultural resources on the project site. Two Native American tribes, the Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians, request to proceed with AB 52 consultation, which concluded on February 27, 2020 and did not result in substantial evidence that there is a potential for resources on the project site. Standard County

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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conditions of approval require a Native American Monitor to be present for all initial ground disturbing activities, and have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of resources. Because the project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, and because the County’s conditions of approval 60-Planning-CUL 2 and 60-Planning- CUL 3 require a Native American Monitor to be present for all initial ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities, a Native American Monitor will be present onsite during ground disturbing activities per County condition of approval the project will not have a significant effect on tribal cultural resources. Impacts to a tribal cultural resource resulting from inadvertent discoveries of tribal cultural resources would be less than significant.

As discussed in the Cultural Resources, Item 9, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

Standard Conditions of Approval

Human Remains. Listed previously in Cultural Resources, Item 9, Archaeological Resources.

Native American Monitor. Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American monitor. The Native American monitor shall be onsite during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the archaeological monitor, the Native American monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County archaeologist to ensure compliance with this condition of approval.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee identifying that the agreement for the Native American monitor for activities detailed in County condition of approval 60-Planning-CUL 2 (Inadvertent Discoveries) and 60-Planning- CUL 3 (Native American Monitor) has been completed.

UTILITIES AND SERVICE SYSTEMS Would the project:

40. Water

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Eastern Municipal Water District 2015 Urban Water Management Plan (UWMP 2015). Eastern Municipal Water District Sanitary Sewer System Planning & Design Guide (EMWD 2006). Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdsewer_system_design.pdf. Eastern Municipal Water District Water System Planning & Design Principal Guidelines Criteria (EMWD 2007) Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdwater_system_design.pdf.

a) Less than Significant Impact.

Water Infrastructure

The proposed project would develop the site for a new industrial warehouse facility. Existing 12-inch water lines are located in Harvill Avenue, Old Oleander Avenue, and adjacent to the northern boundary of the project site. The proposed project would connect to the existing water infrastructure, and existing off-site water infrastructure would not be required to be constructed to serve the proposed project. Installation of the onsite water infrastructure and connection to the existing water supply lines is part of construction of the proposed project would not result in any physical environmental effects beyond those described throughout this document.

The Eastern Municipal Water District (EMWD) provides water supplies to the project area. In addition to treated water that is delivered to EMWD by the Metropolitan Water District, EMWD operates two microfiltration plants that filter raw imported water to achieve potable water standards. The two treatment plants, the Perris Water Filtration Plant and the Hemet Water Filtration Plant, are located in Perris and Hemet, respectively. These two water treatment plants provide a portion of the water supplied by EMWD (UWMP 2015). Because the site's proposed use is consistent with the existing land use designation, the project's water demand projection is included in the UWMP and the EMWD would have sufficient water supplies and has adequate planned infrastructure to serve the project from existing entitlements/resources. Therefore, no new or expanded water treatment facilities would be required as a result of the proposed project and impacts related to water infrastructure would be less than significant.

Wastewater Treatment

The proposed project would develop and operate a new industrial warehouse facility that would generate an increase in wastewater generated from the project site. Existing 12-inch sewer lines are located in both Harvill Avenue and Old Oleander Avenue. The project would connect to the existing sewer infrastructure and would not require relocation or construction of new or expanded offsite sewers to serve the proposed project. Installation of the onsite sewer infrastructure and connection to the existing offsite sewers is part of construction of the proposed project would not result in any physical environmental effects beyond those described throughout this document.

EMWD provides wastewater treatment to the project area. EMWD has four wastewater treatment facilities located throughout its service area that are interconnected to provide for operational flexibility, improved reliability, and deliveries of recycled water. The Perris Valley Regional Water Reclamation Facility is closest to the project site and has a treatment capacity of 22 million gallons per day (mgd), and in 2015 treated an average of 13,806 mgd (UWMP 2015). In addition, the facility has a planned ultimate capacity of 100 mgd. Industrial uses generate approximately 1,700 per acre of wastewater for light industrial land uses, and thus, the proposed Project would generate approximately 34,544 gallons

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(0.034 million gallons) of wastewater per day (1,700 gpd per acre × 20.32 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 mgd. Implementation of the project would utilize approximately 0.004 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment capacity (0.034 mgd ÷ 8.2 mgd = 0.004 percent).

Thus, the wastewater treatment plant has ample capacity, and the project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) to serve the proposed project. Therefore, impacts related to wastewater infrastructure would be less than significant.

Stormwater Drainage

The project includes installation of an onsite drainage system that would route storm water runoff to a water quality storage basin, before being pumped into an adjacent bio-retention basin located in the southeast corner of the project site, which would slowly discharge into an existing concrete box storm drain that is adjacent to the east of the project site and flows to the Perris Valley storm drain channel. The existing off-site drainage systems is designed and sized appropriately and would be able to accommodate the proposed project. Thus, the project would not require or result in the relocation or construction of new or expanded off-site drainage systems. The proposed onsite stormwater drainage infrastructure is included as part of the construction of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this document. Therefore, impacts related to drainage infrastructure would be less than significant.

b) Less than Significant Impact. Water supplies to the project site are provided by EMWD, which serves 555 square miles of western Riverside County (UWMP 2015). In 2015, EMWD had a water demand of 146,090 acre feet (AF), and projects a demand of 197,901 AF in 2020, which is a 35 percent increase over 2015 demands (an increase of 51,811 AF) (UWMP 2015). The UWMP identified increases in imported water to meet this increase in demand. The UWMP details the District’s reliable and drought-resilient water supply capable of meeting projected demands over the next 25 years and beyond (UWMP 2015). The UWMP describes that the District has a projected supply of 197,901 AFY in 2020, and a predicted supply of 268,200 AFY in 2040. To ensure that planning efforts for future growth are comprehensive, the Urban Water Management Planning Act requires water purveyors to incorporate regional projections and land uses in UWMPs.

The project site has a General Plan Land Use designation of Light Industrial. EMWD uses a water generation rate of 2,000 gpd per acre generation rate for non-residential land uses (EMWD 2007). The proposed project would develop 20.32 acres, which would generate a demand of 40,640 gpd (45.52acre-feet per year). The 2015 UWMP identifies water supply and demands through 2040 (268,200 AFY) and indicates it would be able to meet all of the anticipated water supply needs. The proposed project is consistent with the land use designations for the site and therefore the existing growth projections included in the UWMP. In addition, County Ordinance No. 859 requires compliance with the County’s Water Efficient Landscape Ordinance. Therefore, the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

41. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Eastern Municipal Water District 2015 Urban Water Management Plan (UWMP 2015). Eastern Municipal Water District Sanitary Sewer System Planning & Design Guide (EMWD 2006). Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdsewer_system_design.pdf. Eastern Municipal Water District Water System Planning & Design Principal Guidelines Criteria (EMWD 2007) Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdwater_system_design.pdf.

a) Less than Significant Impact. As described previously, the proposed project would develop and operate a new industrial warehouse facility that would generate an increase in wastewater generated from the project site. Existing 12-inch sewer lines are located in both Harvill Avenue and Old Oleander Avenue. The project would connect to the existing sewer infrastructure and would not require relocation or construction of new or expanded offsite sewers to serve the proposed project. Installation of the onsite sewer infrastructure and connection to the existing offsite sewers is part of construction of the proposed project would not result in any physical environmental effects beyond those described throughout this document.

EMWD provides wastewater treatment to the project area. EMWD has four wastewater treatment facilities located throughout its service area that are interconnected to provide for operational flexibility and reliability. As discussed above, the Perris Valley Regional Water Reclamation Facility is closest to the project site and has ample capacity to serve the project. Thus, the project would not require expansion to serve the proposed project and impacts related to wastewater infrastructure would be less than significant.

b) No Impact. As described in previous response 40a, under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 8.2 mgd. Implementation of the project would utilize approximately 0.004 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment capacity. Therefore, the proposed project would not result in impacts related to wastewater treatment plant capacity.

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

Source(s): Riverside County General Plan, CalRecycle Facility Database, accessible at: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/>.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Less than Significant Impact. The closest landfill to the project site that is permitted to operate into the future is the El Sobrante Sanitary Landfill, which is located at 10910 Dawson Canyon Road and is approximately 17 miles from the project site. The landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051 (CalRecycle 2019). In October 2019, the landfill averaged 10,918 tons per day (CalRecycle 2019); thus, having an average capacity for 5,136 additional tons of daily solid waste.

Based on a solid waste generation of 6 pounds per 1,000 square feet per day, identified in the CalRecycle Solid Waste Information System Database, the 418,000 square foot industrial warehouse building would generate approximately 2,508 pounds per day, or 12,540 pounds (6.27 tons) of solid waste per week (based on a five-day work week).

Based on the year 2020 recycling requirements, which require diversion of 75 percent of solid waste away from landfills, the proposed project would result in 1.57 tons of solid waste per week, which is within the existing permitted capacity of the El Sobrante Sanitary Landfill. Therefore, the existing landfill has sufficient permitted capacity to accommodate the project’s solid waste disposal need, and impacts would be less than significant.

b) No Impact. The proposed project would comply with all regulations related to solid waste. Beginning in 2020 all construction would be required to divert 65 percent of construction waste and operations of development would be required to divert 75 percent of solid waste pursuant to state regulations. Implementation of the proposed project would be required to be consistent with all mandatory federal, state and County regulations related to solid waste. All projects in the County undergo development review prior to permit approval, which includes an analysis of project compliance with these regulations as well as the County Integrated Waste Management Plan. Therefore, impacts related to compliance with solid waste regulations would not occur.

43. Utilities

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

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

Source(s): Riverside County General Plan

a-f) No Impact. Because the project site is largely vacant and undeveloped, it currently generates a limited demand for utilities, implementation of the proposed project would result in an incremental increase in demand for electricity, natural gas, communication systems, street lighting, maintenance of public facilities, and potentially other governmental services. The proposed project would connect into the existing utility grid that is available adjacent to the site. The streetlights, curb, gutter, sidewalk, water, electrical, gas, and telecommunication lines all already exist surrounding the site. The project would be required to comply with the conditions of the service provider terms and connection specifications prior to service connections. Therefore, all utility infrastructures is existing, and the project would not result

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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in the construction of new utility facilities that could cause significant environmental effects. Therefore, no impacts would occur.

Conditions of Approval

County Ordinance No. 859. Project plans and specifications shall comply with Riverside County Ordinance No. 859, Water Efficient Landscape Ordinance.

AB 341: This state law becomes effective in 2020 and requires diversion of 75 percent of solid waste from landfills.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

Source(s): Riverside County General Plan Figure S-11 “Wildfire Susceptibility”, Mead Valley Area Plan, Figure 12 “Wildfire Susceptibility”; County of Riverside Multi-Jurisdictional Hazard Mitigation Plan, 2012; CAL Fire, California Fire Hazard Severity Zone Map Update Project, Accessed: <http://egis.fire.ca.gov/FHSZ/>

a) No Impact. The California Fire Hazard Severity Zone Mapping, the County of Riverside GIS database, and the County General Plan Figures show that the project site and adjacent areas are not within a High Fire Severity Zone. As described previously in the Hazards and Hazardous Materials analysis section, the County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Plan that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction, Harvill Avenue, Old Oleander Avenue, and Harley Knox Boulevard would remain open to ensure adequate emergency access to the project area and vicinity, and no impacts related to interference with an adopted emergency response or evacuation plan during construction activities would occur.

Operation

The proposed project would construct and operate an industrial warehousing facility that would be permitted and approved in compliance with the California Fire Code and the Riverside County Ordinance No. 787, Fire Code, which provides requirements related to emergency access, reduction of fire potential including vegetation management, construction materials and methods, installation of automatic sprinkler systems, assurance of fire flows. Compliance with these requirements would be verified by the County prior to approving building permits for the project. In addition, the proposed project structure would consist mostly of concrete, which is a non-flammable material.

Direct access to the project site would be provided from Harvill Avenue and Old Oleander Avenue, which are adjacent to the project site. As a result, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

b) No Impact. The project site and the adjacent parcels are flat and do not contain any hills or steep slopes and is identified by the General Plan Safety Element Figure S-8 as having a moderate wind susceptibility. In addition, the project would be required to comply with California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, fire flows (the quantity of water available for fire-protection purposes). Compliance with these requirements would be verified by the County prior to approving building permits for the project. In addition, the proposed project structure would consist mostly of concrete, which is a non-flammable material. Overall, the project would not exacerbate wildfire risks, and no impacts would occur.

c) No Impact. The proposed project would construct a concrete building, which would be nonflammable and would not exacerbate the fire risk to the environment. The project does not include installation or maintenance of infrastructure related to roads, fuel breaks, emergency water sources, or power lines that could exacerbate wildfire risk. In addition, the project would be required to meet the specific standards and regulations outlined by the California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, Fire Code, which would be verified during the County's permitting process. Therefore, no impacts would occur.

d) No Impact. The project site is not within a High Fire Hazard Severity Zone and there is no indication of landslides, slumps, rock fall hazard, debris flow or slope instability surrounding the project site. The project site and surrounding area are flat with no steep slopes. As the project site and vicinity are not within a wildfire hazard zone, wildfire hazards are not anticipated to occur. The project would not expose people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e) No Impact. As described previously, the project site is not located within a High Fire Hazard Severity Zone, and the project would be required to comply with California Fire Code and the Riverside County Ordinance No. 787, Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and provision of fire flows. Compliance with these requirements would be verified during the permitting process. In addition, the proposed project structure would consist of concrete, which is a non-flammable material. Overall, the location and design of the proposed project in addition to compliance with state and County fire regulations, would provide that no impacts related to wildland fire hazards would occur.

Conditions of Approval

Fire Code: The project shall comply with the California Fire Code and the Riverside County Ordinance No. 787, Fire Code.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

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

Source(s): County of Riverside General Plan, Municipal Code, the Mead Valley Area Plan, Biological Resources Report, prepared by Hernandez Environmental Services (Hernandez 2019) (Appendix C); Cultural Resources Assessment, Prepared by Material Culture Consulting, 2019 (MCC 2019) (Appendix E).

Less than Significant Impact with Mitigation Incorporated. The Biological Resources Report identified that four wildlife species listed as state and/or federal threatened, endangered, or candidate or for special consideration under the Western Riverside County MSHCP have the potential to exist on the project site; three of which are covered by the Western Riverside County MSHCP and is considered adequately conserved. However, the project site includes potentially suitable habitat for burrowing owl, which is a special status species. As a result, consistent with the MSHCP requirements, Mitigation Measure BIO-1 has been included to conduct preconstruction surveys. With implementation of this mitigation, impacts related to special status species would not occur from implementation of the proposed project.

Additionally, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-2 requires a nesting bird survey to be conducted within 100-feet of areas proposed for vegetation removal. With the implementation of the mitigation, impacts related to nesting birds would be reduced to a less than significant level.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Also, as described above in Sections 8 and 9, the project site does not contain any historic resources and has been disturbed from past activities. However, three significant cultural resources, all prehistoric bedrock milling features, are located within a 0.5-mile radius of the project. Mitigation Measure CUL-1 requires a qualified professional archeologist to be present at the pre-grade meeting, archaeological monitoring for all initial ground disturbing activities, and for contractors to halt work within 50 feet in the event of uncovering a potential archaeological resource and to have the find evaluated by a qualified archeologist. Likewise, County condition of approval 60–Planning–CUL 3 requires a Native American Monitor to be present for all initial ground disturbing activities, and have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of resources. Condition 60–Planning–CUL 2 (Inadvertent Discoveries) also states that the developer shall have a Native American Monitor and protocols during grading for the treatment of Native American human remains and the repatriation of Native American sacred items and artifacts. With implementation of these mitigation measures and conditions of approval, impacts related to important examples of the major periods of California history or prehistory would be less than significant.

Therefore, with implementation of mitigation the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

46. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): County of Riverside General Plan, Municipal Code, the Mead Valley Area Plan, and the technical studies and sources listed previously.

Less than Significant Impact with Mitigation Incorporated. The project would develop an industrial warehouse facility within a partially developed area. As described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of mitigation measures that are imposed by the County of Riverside and effectively reduce environmental impacts.

The cumulative effect of the proposed project taken into consideration with other development projects in the area would be limited, because the project would develop the site in consistency with the General Plan land use designation, zoning designation, and municipal code, and would not result in substantial effects to any environmental resource topic, as described though out this document. Furthermore, the proposed project would develop an area that has been subject to previous urban uses, is disturbed, and is surrounded by roadways and rail lines.

As discussed in Section V.6 Air Quality, SCAQMD’s CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant. As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would not exceed SCAQMD regional thresholds. Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

As discussed in Section V.20, Greenhouse Gas Emissions, global climate change occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant global climate change effects in the absence of cumulative sources of GHGs. The project's total annual GHG emissions at buildout would exceed the Riverside County CAP's annual GHG emissions threshold of 3,000 MTCO_{2e}. As shown on Table GHG-1, the project would result in approximately 3,829.44 MTCO_{2e} per year. Thus, the project is required to demonstrate compliance with the County's CAP Screening Tables and achieve a minimum 100 points (Urban 2020). As currently designed the project would achieve 110 points, as shown in Table GHG-2, which would exceed the required 100 point minimum. Mitigation Measure GHG-1 would ensure application of the CAP measures. Therefore, with implementation of project design features and adherence to applicable regulations, 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.

As discussed in Section V. 37, Transportation, the project would not contribute cumulatively considerable traffic volumes to area intersections. Opening Year Baseline (2021) traffic volumes were developed by applying a growth rate of two percent per year to the existing (2019) traffic volumes and adding traffic generated by 19 other approved and pending development projects in the vicinity of the proposed project. As shown in Table T-4, all of the intersections are forecast to operate at satisfactory LOS C or better in the opening year 2021 plus project condition. In addition, to provide for public facility maintenance needs, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and maintenance, which are levied per every acre of new industrial use. In addition, the taxes generated from the proposed uses on the project site would support regular road maintenance. Thus, the project would provide funding for future roadway maintenance needs, and impacts would not occur. As shown in Section V.37, the project VMT/Employee of 30.34 is 4.06 VMT/Employee lower than the Riverside County baseline (2020) of 34.4 VMT/Employee. Therefore, the proposed project would have a less than significant cumulative impact related to VMT. Therefore, cumulatively considerable transportation related impacts would be less than significant.

Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant with implementation of the previously identified County conditions of approval and mitigation measures.

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

Source(s): County of Riverside General Plan, Municipal Code, the Mead Valley Area Plan, and the technical studies and sources listed previously.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact with Mitigation Incorporated. The project proposes the construction and operation of an industrial warehouse building. The project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with implementation of mitigation measures and existing plans, programs, or policies that are required by the County. Consequently, the proposed project would in environmental effects that would cause substantial adverse effects on human beings directly or indirectly, and impacts would be less than significant with mitigation.

Section 5.0 Preparers and Persons Consulted

Riverside County

Kevin Tsang, Senior Civil Engineer
Jason Killebrew, Principal Planner

E|P|D Solutions, Inc.

Jeremy Krout, AICP
Konnie Dobreva, JD
Renee Escario
Meghan Macias, TE
Alex Garber
Norah Jaffan
Andrea Arcilla

ForgeSolar, Glare Analysis

Mark Burton

Haley & Aldrich, Inc., Phase I and Phase II ESA

Mathew T. Raithel
Robert K. Scott

Hernandez Environmental, Biological Assessment

Juan Hernandez
Shawn Gatchel-Hernandez

Material Culture Consulting, Paleontological Investigation and Cultural Resources Assessment

Tria Belcourt, M.A., Registered Professional Archaeologist
Jennifer Kelly, M. Sc., Geology, Professional Paleontologist
Sonia Sifuentes, M.Sc., Registered Professional Archaeologist
Julia Carvajal, B.S.

Urban Crossroads, Air Quality Impact Analysis

Haseeb Qureshi

Urban Crossroads, Greenhouse Gas Analysis

Haseeb Qureshi

Urban Crossroads, Noise Impact Analysis

Bill Lawson, PE, INCE

Southern California Geotechnical, Inc., Geotechnical Investigation, Stormwater Infiltration

Daniel W. Nielsen, RCE77915



COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Juan C. Perez
Agency Director



03/30/20, 4:07 pm

PPT190031

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT190031. 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 (PPT190031) 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. 190031 proposes a 418,000 sqft industrial warehouse building consisting of 5,000 sqft of office space and 413,000 of warehouse storage with 50 docking bay doors. Parking to consist of 233 parking spaces, including 7 disabled person and 6 electric vehicle spaces, and 62 truck trailer stalls within the docking bay area. Additionally, the project is proposing a guard shack and 2 basins. Truck entry will be from Oleander Avenue.

The project is located south of Harley Knox Boulevard, east of Harvill Avenue, north of Oleander Avenue, and west of the 215 Freeway.

Advisory Notification. 3 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Exhibit A (Site Plan), dated February 27, 2020

Exhibit B (Elevations & Details), dated February 27, 2020

Exhibit C (Floor Plans), dated February 27, 2020

Exhibit G (Conceptual Grading Plan), dated February 27, 2020

Exhibit L (Conceptual Landscaping and Irrigation Plans), dated March 3, 2020

Exhibit P (Photometric Plan), dated February 27, 2020

ADVISORY NOTIFICATION DOCUMENT**Advisory Notification****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
 - current California Building Code (CBC)

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. 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. 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 DOCUMENT**Advisory Notification****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 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.

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom

NOTIFICATIONS:

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 submittal. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.

2- Relocate the ADA parking to comply with the following: Parking spaces complying with 11B- 502 (Parking Spaces) that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance

3-Where parking serves more than one accessible entrance, parking spaces complying with 11B-502 (Parking Spaces) shall be dispersed and located on the shortest accessible route to the accessible entrances.

EV PARKING: Revise the site plan to show the required designated EV parking per CGC. DISABLED ACCESS GUIDELINE:

EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1. Required Number of Accessible EVCS Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

Total Number of EVCS at a Facility¹ Minimum Number (by type) of Accessible EVCS Required:

Van Accessible	/	Standard Accessible	/	Ambulatory
1 to 4 = 1		0		0
5 to 25 = 1		0		0
26 to 50 = 1		1		1
51 to 75 = 1		2		2
76 to 100 = 1		3		3

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

**Please Note - 101 and over 1, plus 1 for each 300, or fraction thereof, over 100 3, plus 1 for each 60, or fraction thereof, over 100 3, plus 1 for each 50, or fraction thereof, over 100.* EV PARKING: Revise the site plan to show the required designated EV parking per CGC. DISABLED ACCESS: EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1. Required Number of Accessible EVCS Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

EVCS Locations Accessible EVCS that serve a particular building or facility shall be located on an accessible route to an accessible entrance. (11B-812.5.1) (11B-812.5.1) Where EVCS do not serve a particular building or facility, accessible EVCS shall be located on an accessible route to an accessible pedestrian entrance of the EV charging facility. (11B-812.5.1) (11B-812.5.1) Vehicle spaces and access aisles shall be designed so that persons using them are not required to travel behind vehicle spaces or parking spaces other than the vehicle space in which their vehicle has been left to charge. (11B-812.5.4)

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 (2019 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.

ADVISORY NOTIFICATION DOCUMENT**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 Gen - Water/Sewer

Water and sewer will serves received 11/6/2019 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**

ACCESS 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.

WATER 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.

FIRE CONSTRUCTION PERMITS REQUIRED Submittal to the Office of the Fire Marshal for development, construction, installation and operational use permitting will be required.

ADVISORY NOTIFICATION DOCUMENT**Flood****Flood. 1****Flood Haz. Report**

2/20/2020

Plot Plan (PP) 190031 is a proposal for a 418,000 sq.ft. industrial warehouse building on a 19.88-acre site in Mead Valley Area. The project is located on the southeast corner of Harley Knox Boulevard and Harvill Avenue. The railroad and Interstate 215 bound the site to the west. Two APNs of PP190031, 294-210-048 and 295-310-049, are within Community Facilities District (CFD) 88-8 of Riverside County. These two APNs were also part of District previously reviewed PP 26174. APNs 294210052 and 294210057 are located at the southern portion of the site, and they are currently occupied by a rental business.

This site is located within the Perris Valley Master Drainage Plan (MDP) where District proposed Perris Valley MDP Line B and Lateral B-8 to alleviate flooding, convey flows to the east of I-215 and eventually to Perris Valley Channel via Caltrans RCB.

The topography of the site is a west-to eastly slope. The immediate upstream development to the west improved the drainage system and constructed District maintained Perris Valley MDP Laterals B-8 and B-8A (Proj. No.s 4-0-00457 & 00458, Dwg. No. 4-1060) in Harley Knox Road and at west of the development building to capture and convey the flows from the west. Per Dwg 4-1060, the downstream end of Lateral B-8 connects to a Riverside County Transportation Department (RCTD) maintained trapezoidal channel at northwest corner of PP190031 and releases 100-year flow rate of 195.3CFS. The channel runs adjacent to the north property line of PP190031 and conveys the flow to a double 42-in culvert at northeast corner of the site.

PP190031 is currently subject to street runoffs from Harvill Avenue due to the east side of Harvill Avenue is not improved with curb and gutter. On the project site, a well-defined watercourse traverses the project site in a west-east direction from a Transportation maintained culvert under Harvill Avenue to an existing double 36-in pipe culvert under railway approximately 450-ft south of the northeast corner of the site. With the existing drainage infrastructure, the project site is considered free from ordinary storm flood hazard except for nuisance nature local runoff. However, a storm of unusual magnitude could cause some damage. PP190031 will not construct any District facility this time.

The District has reviewed the submitted exhibits for PP 190031 dated January 30, 2020.

The plan shows curb and gutter are proposed along the east side of Harvill Avenue to convey street runoffs. The project calculated RCTD maintained trapezoidal channel capacity by using field topo; the result shows the channel has the capacity for 100-year flow rate of 195.3CFS from Lateral B-8. However, the debris and sediments in channel may reduce channel capacity, and any overflow from the channel will likely enter the site from the north and cause damage. The project should consider implementing prevention method to protect the site from offsite flows.

PP190031 proposes two (2) basins, water quality storage Basin A and bio-retention basin, are proposed by the applicant. Both basins are located in the southeast corner of the site. Onsite 2-yr 24-hr runoffs will be conveyed to Basin A via proposed surface drainage system, underground storm drain pipes and then pumped to the bio-retention basin. Any runoff higher than 2-yr, 24-hr will be outlet at the project

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Haz. Report (cont.)

property line then overland flow to the previously mentioned double 36-in pipe culvert at railroad. This double 36-in pipe culvert connects to Caltrans RCB and has an adequate conveyance to Perris Valley Channel and therefore, this development does not need to mitigate for the incremental increase of peak flow rates for the District's facilities. However, the discharge from PP190031 shall not exceed Caltrans' drainage facility or any downstream drainage facility hydraulic capacity or induce any impair to downstream properties.

PP 190031 is located within the boundaries of the Perris Valley Area Drainage Plan (ADP) for which the Board of Supervisors has adopted drainage fees pursuant to Ordinance No. 460. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of grading or building permits for this project whichever occurs first. The current fee for this ADP is \$8,875 per acre which includes \$7,805 per acre for local facilities and \$1,070 per acre for Perris Valley Channel. Per CFD 88-8, in which APNs 294-210-048 and 295-310-049 are located, the ADP credit is greater than the corresponding obligation for the local facilities and the \$7,805 per acre fee has been satisfied in these two parcels. However, the Perris Valley Channel portion still applies to all properties within CFD 88-8. The fee due will be based on the fee in effect for Perris Valley Channel at the time of payment. Drainage fees shall be paid with cashier's check or money order only to the District prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal, additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project can be directed to Han Yang at 951.955.1348 or hyang@rivco.org.

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.

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 1 ALUC General Conditions (cont.)**

(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 site: 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.

4. Additionally, the following uses are prohibited within the Compatibility Zone C1 portion of the site: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), and critical community infrastructure facilities.

5. The attached notice shall be given to all prospective purchasers of the property and lessees/tenants of the building, and shall be recorded as a deed notice.

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

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

7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

8. This project has been evaluated for a total of 418,000 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.

9. Solar panels shall incorporate smooth glass and shall be fixed with no rotation. Rooftop solar panels shall have a tilt of 25 degrees and orientation of 150 degrees and shall be limited to 167,200 square feet. Carport solar panels shall have a tilt of 10 degrees and shall be limited to 18,700 square feet. Carport Arrays 1 and 4 shall have an orientation of 180 degrees. Arrays 2 and 5 shall have an orientation of 150 degrees. Array 3 shall have an orientation of 240 degrees.

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 1****ALUC General Conditions (cont.)**

10. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" or "red" level glare, and require ALUC review.

11. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

12. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

13. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-15181-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

14. The proposed building shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,581 feet above mean sea level.

15. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 1 ALUC General Conditions (cont.)**

16. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,581 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

17. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

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 TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 6

Fugitive Dust

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.

Planning. 7

Industrial Occupant Change

Prior to initial occupancy, upon tenant/occupant change, or upon change in industrial use, the permit holder shall provide a letter from the Planning Department to Building & Safety verifying no need for further environmental, hazardous materials or air quality review as a result of the change.

Planning. 8

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

- 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 8****Landscape Requirement (cont.)**

- 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.
10. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operations, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 14 Reclaimed Water**

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 15 SCAQMD Rule 402

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.

Planning. 16 Void Related Projects

Any approval for use of or development on the parcels associated with the proposed project, that was made pursuant to Plot Plan No. 190031 shall become null and void upon final approval of Plot Plan No. 190031 by the County of Riverside

Planning-CUL**Planning-CUL. 1 HUMAN REMAINS**

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

Planning-CUL. 2 TRIBAL CULTURAL SENSITIVITY TRAINING

Tribal Cultural Sensitivity Training – Prior to ground disturbance, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) to provide Cultural Sensitivity Training. A representative designated by the consulting Tribe(s) shall provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A copy of the agreement and a copy of the sign-in sheet shall be submitted to the County Archaeologist to ensure compliance with this condition of approval.

Planning-CUL. 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.

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 3 UNANTICIPATED RESOURCES (cont.)

A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. * A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. ** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 GEO190040 ACCEPTED 12/11/19

County Geologic Report GEO No. 190040, submitted for the project (PPT190031), was prepared by Southern California Geotechnical, Inc. The report is titled; "Geotechnical Investigation, Proposed Harley Knox Center, SEC Harley Knox and Harvill Avenue, Unincorporated Riverside County, California," dated September 24, 2019. In addition, the applicant has submitted the following report: "Response to County of Riverside Review Comments, County Geologic Report No. 190040, Proposed Harley Knox Center, SEC Harley Knox and Harvill Avenue, Unincorporated Riverside County, California," dated November 21, 2019.

GEO190040 concluded:

1. No active faults are known to traverse the site and the site is not located within an Alquist-Priolo Earthquake Fault Zone. The possibility of significant fault rupture at the site is considered to be low.
2. Based on the Riverside County mapping, and the subsurface conditions encountered at the borings, as well as a lack of groundwater in the borings, liquefaction is not considered to be a significant design concern for this project.
3. The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low.
4. Laboratory testing performed on a representative sample of the near-surface materials indicate that they possess a low expansion potential (EI = 30).
5. The existing near surface soils are not considered suitable for support of the new structure and will require remedial grading.

GEO190040 recommended:

1. Demolition of the existing pavements, buildings, silos and associated improvements will be required in order to facilitate the construction of the proposed development.
2. Based on conditions encountered at the boring locations, the existing soils within the proposed building area are recommended to be overexcavated to a depth of at least 2 feet below existing grade, and to a depth of at least 2 feet below proposed pad subgrade elevation, whichever is greater.
3. Soils suitable to serve as the structural fill subgrade within the building areas should possess an in-situ density equal to at least 85 percent of the ASTM D 1557 maximum dry density. These materials should be moisture conditioned to 2 to 4 percent above optimum moisture content prior to placement of any new fill soils.

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 GEO190040 ACCEPTED 12/11/19 (cont.)

- 4. The overexcavation should extend at least 5 feet beyond the building foundations and perimeter. If the proposed structures incorporate any exterior columns (such as for a canopy or overhang) the area of overexcavation should also encompass these areas.
- 5. Post-construction total and differential settlements of shallow foundations designed and constructed in accordance with the previously presented recommendations are estimated to be less than 1.0 and 0.5 inches, respectively. Differential movements are expected to occur over a 30-foot span, thereby resulting in an angular distortion of less than 0.002 inches per inch.

GEO No. 190040 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 190040 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County of Riverside upon application for grading and/or building permits.

Planning-PAL

Planning-PAL. 1 PDP01638 ACCEPTED

County Paleontological Report (PDP) No. 1638, submitted for this case (PPT190031), was prepared by Material Culture Consulting, Inc. (MCC) and is entitled: "Phase I Paleontological Resources Assessment, EPD Diamond Mead Valley Project, Near the City of Perris, Unincorporated Riverside County, California", dated October 2019. PDP01638 concluded: Based on the results of this assessment, the proposed area is considered to have high sensitivity for the potential to impact paleontological resources during construction activities at or below 5 feet in undisturbed sedimentary deposits. PDP01638 recommended: MCC recommends preparation of a PRIMP in order to mitigate any potential impact to non-renewable fossil resources to a less than significant level. PDP01638 satisfies the requirement for a Paleontological Resource Assessment for CEQA purposes. PDP01638 is hereby accepted for PPT190031. A PRIMP shall be required prior to issuance of a grading permit for this project.

ADVISORY NOTIFICATION DOCUMENT**Transportation****Transportation. 1****RCTD - GENERAL**

1. With respect to the conditions of approval for the referenced tentative exhibit, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

4. 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. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.

7. All corner cutbacks shall be applied per Standard 805, Ordinance 461.

8. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.

9. The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections per draft Standard No. 403, sheets 1 through 7 of Ordinance 461 and as directed by the Director of Transportation.

10. Vacating/abandoning excess public rights-of-way requires a separate request from the Project that is approved by the Board of Supervisors. If said excess public rights-of-way is also County owned land, it may be necessary to enter into an agreement with the County for its purchase or exchange.

11. The Project shall obtain approval of street improvement plans from the Transportation Department.

Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.

12. 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.

ADVISORY NOTIFICATION DOCUMENT**Transportation****Transportation. 2****RCTD-USE - General Conditions**

1. With respect to the conditions of approval for the referenced tentative exhibit, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.
2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.
4. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.
6. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.
7. All corner cutbacks shall be applied per Standard 805, Ordinance 461.
8. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
9. The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections per draft Standard No. 403, sheets 1 through 7 of Ordinance 461 and as directed by the Director of Transportation.
10. Vacating/abandoning excess public rights-of-way requires a separate request from the Project that is approved by the Board of Supervisors. If said excess public rights-of-way is also County owned land, it may be necessary to enter into an agreement with the County for its purchase or exchange.
11. The Project shall obtain approval of street improvement plans from the Transportation Department. Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.
12. 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.

ADVISORY NOTIFICATION DOCUMENT**Transportation****Transportation. 3 RCTD-USE-TS - Conditions**

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Harvill Avenue(NS) at: Harley Knox Blvd. (EW) Project Access (EW) Old Oleander Avenue (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

Waste Resources**Waste Resources. 1 Advisory Notices**

PAR advisory notices:

1. 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.

2. AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas

ADVISORY NOTIFICATION DOCUMENT**Waste Resources****Waste Resources. 1 Advisory Notices (cont.)**

(GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:

www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

3. 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, at 1.888.722.4234.

- Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
- The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

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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 Mitcharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

The current fee for this ADP is \$8,875 per acre which includes \$7,805 per acre for local facilities and \$1,070 per acre for Perris Valley Channel. Per CFD 88-8, in which northern portion of this project is located, the ADP credit is greater than the corresponding obligation for the local facilities and the \$7,805 per acre fee has been satisfied. However, the Perris Valley Channel portion still applies to all properties within CFD 88-8. The fee due will be based on the fee in effect for Perris Valley Channel at the time of payment. The site was previously graded, the ADP fee obligation for Perris Valley channel may have been paid previously. Provide the District with proof of payment if already paid.

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 1 CULTURAL RESOURCE MONITORING PROGRAM (CRMP) Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. The CRMP shall contain at a minimum the following:

Archaeological Monitor An adequate number of qualified archaeological monitors shall be onsite to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading and trenching onsite and for all offsite improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined and directed by the Project Archaeologist.

Cultural Sensitivity Training - The Project Archaeologist and if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed. **Artifact Disposition**- the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring

060 - Planning-CUL. 2 Mitigation Measure - Inadvertent Discoveries. Not Satisfied

Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologists have been retained will be present at pre-grade meetings and for all initial ground disturbing activities.

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 2 Mitigation Measure - Inadvertent Discoveries. (cont.) Not Satisfied

In addition, the developer shall provide an executed pre-excavation agreement for a Native American monitor during grading, protocols for treatment of Native American human remains, and the repatriation of Native American sacred items and artifacts. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the County shall be immediately notified. The archeologist shall be contacted to flag the area in the field and shall determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist in coordination with the Native American monitor shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the County. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the developer/applicant's expense.

060 - Planning-CUL. 3 NATIVE AMERICAN MONITOR Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. Tribal Cultural Sensitivity Training – Prior to ground disturbance, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) to provide Cultural Sensitivity Training. A representative designated by the consulting Tribe(s) shall provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A copy of the agreement and a copy of the sign-in sheet shall be submitted to the County Archaeologist to ensure compliance with this condition of approval.

060 - Planning-CUL. 4 PROJECT ARCHAEOLOGIST Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 4 PROJECT ARCHAEOLOGIST (cont.) Not Satisfied

provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-EPD

060 - Planning-EPD. 1 30-Day Burrowing Owl Pre-Construction Survey - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (February 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. A grading permit may be issued once the species has been relocated. When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Melissa Manzo at melmanzo@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

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 2 MBTA Nesting Bird Survey - EPD (cont.) Not Satisfied

Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Melissa Manzo at melmanzo@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.

Planning-PAL

060 - Planning-PAL. 1 PRIMP Not Satisfied

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. A corresponding County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.

2. Description of the proposed site and planned grading operations.
3. Description of the level of monitoring required for all earth-moving activities in the project area.
4. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
5. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
6. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
7. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
8. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
9. Procedures and protocol for collecting and processing of samples and specimens.
10. Fossil identification and curation procedures to be employed.
11. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
12. All pertinent exhibits, maps and references.
13. Procedures for reporting of findings.
14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied

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

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP Not Satisfied

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at <https://rctlma.org/trans/Land-Development/WQMP>. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

060 - Transportation. 2 RCTD-USE - File L&LMD Application Not Satisfied

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748.

060 - Transportation. 3 RCTD-USE - Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24" x 36") to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 ARTIFACT DISPOSITION Not Satisfied

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

Plan: PPT190031

Parcel: 295310049

80. Prior To Building Permit Issuance

BS-Grade

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. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by the County Inspector prior to receiving a rough grade permit final. Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

Fire

080 - Fire. 1

Prior to permit

Not Satisfied

-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 (4000 gpm for 4 hours at 20 psi). Subsequent design changes may increase or decrease the required fire flow. -The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 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 1/2" x 2 1/2") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3) -Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1) -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. 2

Prior to permit

Not Satisfied

- Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5) - Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3) - The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4) - Fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less than thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

Plan: PPT190031

Parcel: 295310049

80. Prior To Building Permit Issuance

Planning

080 - Planning. 3 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. 4 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. 5 CAP Screening Table Measures Not Satisfied

Prior to issuance of a building permit, the project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating that the improvements and/or buildings subject to a building permit application include the measures from the County of Riverside Climate Action Plan (CAP) GHG Emissions Screening Tables (Appendix D to the CAP), as needed to achieve a minimum of 100 points. Alternatively, with the exception of Measure R2-E10, specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to County of Riverside Transportation Land Management Agency review.

080 - Planning. 6 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. 7 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. 10 Logistics/Warehouse – Building Plan Notes (cont.) Not Satisfied

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. 11 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. 12 Mitigation Measure GHG - Energy Measures Not Satisfied

Prior to issuance of each building permit, the project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating implementation of CAP Measure R2-E10 (Energy Use), which includes onsite renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development to offset its energy demand. For industrial developments, measure R2-E10 requires a 20 percent offset in building energy demand.

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.

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80. Prior To Building Permit Issuance

Planning

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. 190031. 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.

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.

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80. Prior To Building Permit Issuance

Planning

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.

Survey

080 - Survey. 1 RCTD-USE - Survey Monuments Not Satisfied

1. The Project shall install survey monumentation as directed by the Transportation Department, or bond and enter into an agreement with the Transportation Department.
2. The project proponent, by his/her design, is requesting a vacation of the existing dedicated rights of way along Oleander Avenue (project side). The project proponent shall apply under a separate application with the County Surveyor for a conditional vacation of Oleander Avenue, and receive a Board of Supervisors decision. Should the Board of Supervisors fail to approve said vacation request, the project proponent shall re-design the project, utilizing the existing rights-of-way.

Transportation

080 - Transportation. 1 RCTD-USE - Annex 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 along Harvill Avenue, Harley Knox Boulevard, and Oleander Avenue. (2) Streetlights. (3) Graffiti abatement of walls and other permanent structure. (4) Street sweeping.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following: (1) Completed Transportation Department application. (2) Appropriate fees for annexation. (3) Two (2) sets of street lighting plans approved by Transportation Department. (4) Streetlight Authorization form from SCE or other electric provider.

080 - Transportation. 2 RCTD-USE - Fair Share Not Satisfied

The project proponent has submitted a Fair Share analysis that identifies striping improvements necessary to address deficient queuing on the Harley Knox Blvd. bridge between the I-215 on and off-ramps. The analysis titled, Fair Share Memo at I-215/Harley Knox Ramp Intersection, was prepared by EPD Solutions Inc. and dated March 25, 2020. It identifies the project' fair share of 1.04% for the following restriping improvement:

I-215 Southbound Ramps/Harley Knox Boulevard:

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 RCTD-USE - Fair Share (cont.) Not Satisfied

- Northbound: N/A - Southbound: One shared left-through lane and one right-turn lane - Eastbound: One through lane and one shared through-right turn lane - Westbound: Restripe to provide a 200-foot left-turn lane and one through lane

I-215 Northbound Ramps/Harley Knox Boulevard: - Northbound: One shared left-through lane and one right-turn lane - Southbound: N/A - Eastbound: Restripe to provide a 200-foot left-turn lane and two through lanes - Westbound: one through lane and one shared through-right turn lane

Because the project would contribute traffic to the existing deficiencies, the project proponent shall participate in the above improvements through a fair-share payment.

080 - Transportation. 3 RCTD-USE - Landscaping Design Plans Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within Harvill Avenue, Harley Knox Boulevard, and Oleander Avenue (along project boundaries) and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24" x 36"). Landscaping plans shall with the street improvement plans.

080 - Transportation. 4 RCTD-USE - Lighting Plan Not Satisfied

A separate street light plan shall be approved by the Transportation Department. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

080 - Transportation. 5 RCTD-USE - Utility Plan Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification purposes.

080 - Transportation. 6 RCTD-USE-TS - Design Not Satisfied

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Harvill Avenue (NS) at Old Oleander Avenue (EW) (signal modification)

Or as approved by the Transportation Department.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 7 RCTD-USE-TS - Geometrics Not Satisfied

The intersection of Harvill Avenue (NS) at Old Oleander Avenue (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, one through lane, one shared through/right-turn lane Southbound: one left-turn lane, one through lane, one shared through/right-turn lane Eastbound: one left-turn lane, one shared through/right-turn lane Westbound: one left-turn lane, one shared through/right-turn lane

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics to meet code/standards, shall be the responsibility of the landowner/developer.

080 - Transportation. 8 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 9 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

Waste Resources

080 - Waste Resources. 1 Gen - Recyclables Collection and Loading Area Not Satisfied

Trash Enclosures - prior to building permit issuance

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. 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

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80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 1 Gen - Recyclables Collection and Loading Area (cont.) Not Satisfied

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 Gen - Waste Recycling Plan Not Satisfied

Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the 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.

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90. Prior to Building Final Inspection

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."

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 ELECTRICAL VEHICLE PARKING Not Satisfied

A minimum of six (6) electrical vehicle parking spaces for shall be provided for the project per Ordinance 348, Section 18.12.A2.c1 and 2: Requirements: All development projects that require fifty (50) or more parking spaces shall designate three (3) spaces for electrical vehicles, and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. All electrical vehicle parking spaces shall be serviced by an electrical vehicle charging station. If capable, a charging station may

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90. Prior to Building Final Inspection

Planning

090 - Planning. 4 ELECTRICAL VEHICLE PARKING (cont.) Not Satisfied

service more than one electrical vehicle parking space. Signage and Charging Station Location Signage shall be installed designating spaces for electric vehicles only. Charging stations shall be installed in locations easily accessible to service an electrical vehicle. Charging stations and associated equipment or materials shall not encroach into the minimum required areas for driveways, parking spaces, garages or vehicle maneuvering.

090 - Planning. 5 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. 6 Parking Paving Material Not Satisfied

A minimum of 233 parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless 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. 7 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. 8 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

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90. Prior to Building Final Inspection

Planning

090 - Planning. 8 Renewable Energy Generation R2-CE1 Installed (cont.) Not Satisfied

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. 9 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 RCTD-USE - Complete Annexation into L&LMD or Other Not Satisfied

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a "Landscape Maintenance Agreement" through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. A Streetlight Authorization form from SCE, or other electric provider required in order to complete the annexation process.

090 - Transportation. 2 RCTD-USE - Existing Maintained Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall provide the following improvements:

1. Harvill Avenue along project boundary is designated as a MAJOR HIGHWAY and shall be improved with 38" half-width AC pavement, 8" concrete curb and gutter, and concrete sidewalk (project side) and MUST match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determine by the Director of Transportation within the 59" half-width dedicated right-of-way in accordance with County Standard No. 93, Ordinance 461.

Note: a. A 5" meandering concrete sidewalks shall be improved within the 21" parkways.

b. A 40" wide, maximum, commercial driveway shall be constructed in accordance with County Standard No. 207(A), Ordinance 461.

c. Truck access shall be prohibited to the driveway and shall be enforced through the installation of signs.

2. Oleander Avenue along project boundary shall be improved as an Industrial Collector road with 44' full-width AC pavement (14' project side and 30' on the south side of the survey centerline), 6" concrete curb and gutter, concrete sidewalk (project side), and 6" AC Dike (south side) and MUST match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determine by the Director of Transportation within the 73' full-width (29' project side from survey centerline and 44' on the south side of the survey centerline) dedicated right-of-way in accordance with Standard No. 104, Section (A), Ordinance 461.

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2 RCTD-USE - Existing Maintained (cont.) Not Satisfied

Note: a. A 6" concrete sidewalks shall be adjacent to the curb line within the 15' parkways.

b. Driveways shall be constructed in accordance with County Standard No. 207(A), Ordinance 461 and as directed by the Director of Transportation.

c. A 6" AC Dike shall be improved along the south side of the edge of pavement.

090 - Transportation. 3 RCTD-USE - 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, Harley Knox Boulevard, and Oleander Avenue.

090 - Transportation. 4 RCTD-USE - 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. 5 RCTD-USE - Streetlight 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. 6 RCTD-USE - Traffic Signal Plan/Restriping Not Satisfied

The existing traffic signal split phasing and header located at Harvill Avenue and Harley Knox Boulevard shall be relocated and Harvill Avenue and Harley Knox Boulevard intersection and beyond shall be restriped based on the conceptual striping plan prepared by Architects Orange dated 02/27/2020, as directed by the Director of Transportation.

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.

Note: The project proponent may elect to pay cash in lieu for required improvements.

090 - Transportation. 7 RCTD-USE - Truck Turning Template Not Satisfied

The street design shall demonstrate the truck swept paths do not conflict. All components of street design shall comply with road standard requirements per Ordinance 461 to the satisfaction of the Director of Transportation.

Plan: PPT190031

Parcel: 295310049

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 7 RCTD-USE - Truck Turning Template (cont.) Not Satisfied

If additional road widening, ADA ramp reconstruction/modifications, signal poles and pull boxes relocations, etc. needed to ensure for the safe truck maneuvering, the project proponent shall perform the required additional improvements as directed by the Director of Transportation. This may include acquisition of off-site road right-of-way which will be the responsibility of the project proponent.

090 - Transportation. 8 RCTD-USE - Utility Install Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 9 RCTD-USE-TS - Installation Not Satisfied

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

Harvill Avenue (NS) at Old Oleander Avenue (EW) (signal modification)

Or as approved by the Transportation Department.

090 - Transportation. 10 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

Waste Resources

090 - Waste Resources. 1 Form D – Mandatory Commercial Recycling and Organics Not Satisfied

Form D – Mandatory Commercial Recycling and Organics Recycling Prior to final building inspection, applicants 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

Plan: PPT190031

Parcel: 295310049

90. Prior to Building Final Inspection

Waste Resources

090 - Waste Resources. 2 Gen - Recyclables Collection & Loading Area Inspection Not Satisfied

Trash Enclosures – prior to final inspection

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 an on-site inspection by the Riverside County Department of Waste Resources.

090 - Waste Resources. 3 Gen - 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: October 21, 2019

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riverside County Flood Control
Riv. Co. Fire Department (Riv. Office)
Riv. Co. Building & Safety – Grading
Riv. Co. Building & Safety – Plan Check
Riv. Co. Regional Parks & Open Space

P.D. Environmental Programs Division
P.D. Geology Section
Riv. Co. Trans. Dept. – Landscape Section
P.D. Archaeology Section
Riv. Co. Waste Resources Management Dept.
Riv. Co. Airport Land Use Commission

Board of Supervisors - Supervisor: Kevin Jeffries
Planning Commissioner: Carl Bruce Shaffer
City of Perris Sphere of Influence
Eastern Municipal Water District (EMWD)
CALTRANS District # 8

PLOT PLAN NO. 190031 – CEQ190112 – Applicant: Trammell Crow Company – Engineer/Representative: EPD Solutions - First Supervisorial District - March Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD: LI) – Location: South of Harley Knox Boulevard, East of Harvill Avenue, North of Oleander Avenue, and West of the 215 Freeway – 19.88 Acres - Zoning: Manufacturing – Medium (M-M) - **REQUEST:** Plot Plan No. 190031 proposes a 418,000 sqft industrial warehouse building consisting of 5,000 sqft of office space and 413,000 of warehouse storage with 51 docking bay doors. Parking to consist of 228 parking spaces (including 8 disabled person spaces) and 71 truck trailer stall within the docking bay area. Additionally, the project is proposing a guard shack and 2 basins. Truck entry will be from Oleander Avenue. APN(s) 294-210-048, 052, 057, and 295-310-049 - Previous Cases: PP26174 – **BBID: 979-196-306**

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 meeting on November 14, 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*

DEVELOPMENT ADVISORY COMMITTEE (“DAC”) SECOND CASE TRANSMITTAL RIVERSIDE COUNTY PLANNING DEPARTMENT – RIVERSIDE PO Box 1409 Riverside, 92502-1409

DATE: February 6, 2020

TO:

Riv. Co. Transportation Dept.

Riv. Co. Environmental Health Dept.

Riverside County Flood Control

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. Airport Land Use Commission

Board of Supervisors - Supervisor: Kevin

Jeffries

Planning Commissioner: Carl Bruce Shaffer

PLOT PLAN NO. 190031, 2nd Submittal – CEQ190112 – Applicant: Trammell Crow Company – Engineer/Representative: EPD Solutions - First Supervisorial District - March Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD: LI) – Location: South of Harley Knox Boulevard, East of Harvill Avenue, North of Oleander Avenue, and West of the 215 Freeway – 20.22 Net Acres - Zoning: Manufacturing – Medium (M-M) - **REQUEST:** Plot Plan No. 190031 proposes a 418,000 sqft industrial warehouse building consisting of 5,000 sqft of office space and 413,000 of warehouse storage with 51 docking bay doors. Parking to consist of 233 parking spaces, including 7 disabled person and 6 electric vehicle spaces, and 62 truck trailer stalls within the docking bay area. Additionally, the project is proposing a guard shack and 2 basins. Truck entry will be from Oleander Avenue. APN(s) 294-210-048, 052, 057, and 295-310-049 - Previous Cases: PP26174 – **BBID: 979-196-306**

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 Management 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 February 27, 2020**. 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.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 20, 2020

Mr. Tim Wheeler, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Steve Manos
Lake Elsinore

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

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1391MA19
Related File Nos.: PPT190031 (Plot Plan)
Compatibility Zone: Zones C1 and C2
APNs: 294-210-048, 294-210-052, 294-210-057, 295-310-049

Dear Mr. Wheeler:

On February 13, 2020, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. PPT190031 (Plot Plan), a proposal to construct a 418,000 square foot industrial manufacturing building with up to 167,200 square feet of rooftop solar panels and up to 18,700 square feet of solar panels atop five carports on 20.32 acres located easterly of Harvill Avenue, northerly of Oleander Avenue, westerly of Interstate 215, and southerly of Harley Knox Boulevard 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 site: 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.
4. Additionally, the following uses are prohibited within the Compatibility Zone C1 portion of the site: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), and critical community infrastructure facilities.
5. The attached notice shall be given to all prospective purchasers of the property and lessees/tenants of the building, and shall be recorded as a deed notice.
6. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated for a total of 418,000 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
9. Solar panels shall incorporate smooth glass and shall be fixed with no rotation. Rooftop solar panels shall have a tilt of 25 degrees and orientation of 150 degrees and shall be limited to 167,200 square feet. Carport solar panels shall have a tilt of 10 degrees and shall be limited to 18,700 square feet. Carport Arrays 1 and 4 shall have an orientation of 180 degrees. Arrays 2 and 5 shall have an orientation of 150 degrees. Array 3 shall have an orientation of 240 degrees.
10. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" or "red" level glare, and require ALUC review.
11. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an

in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

12. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
13. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-15181-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
14. The proposed building shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,581 feet above mean sea level.
15. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
16. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,581 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
17. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 2-13-20 Agenda, Bookmark Agenda Item No. 2.1.

The written communication from the Deputy Base Civil Engineer at March Air Reserve Base, representing the U.S. Air Force Reserve Command, was not available at the time the agenda was posted, and was presented at the meeting. Therefore, a copy of that communication is included herewith.

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
Communication from Deputy Base Civil Engineer, March Air Reserve Base

cc: Trammell Crow So. Cal Development Inc. (applicant)
Norah Jaffan, EPD Solutions (representative)
ADJ Holdings/Bradley Family Rentals (property owners)
Gary Gosliga, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1391MA19\ZAP1391MA19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport 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)

Rull, Paul

From: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CEV <douglas.waters.2@us.af.mil>
Sent: Thursday, February 6, 2020 10:46 AM
To: Rull, Paul; Pacino, Brian
Cc: Housman, Simon; Guerin, John
Subject: RE: Glare study projects pending with ALUC near March ARB.

Paul,

I just got word that Operations has no comments, so we have no objections to those four actions.

Doug Waters, PE, CEM,
Deputy Base Civil Engineer
452 MSG/CE
US Air Force Reserve Command
610 Meyer Dr., Bldg 2403
March ARB, CA 92518-2188

Douglas.waters.2@us.af.mil
Office- 951-655-4852/4851
Cell- 928-304-2451
DSN- 447-4852

From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Monday, February 3, 2020 12:08 PM
To: Pacino, Brian <Brian.Pacino@jacobs.com>; WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CEV <douglas.waters.2@us.af.mil>
Cc: Housman, Simon <shousman@rivco.org>; Guerin, John <JGUERIN@RIVCO.ORG>
Subject: [Non-DoD Source] RE: Glare study projects pending with ALUC near March ARB.

Good Morning Brian,

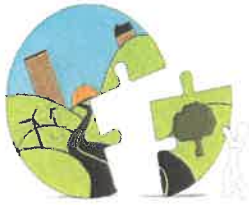
I am just following up with you and the Air Force regarding pending comments/clearances for the following projects scheduled for next Thursday's February 13 ALUC hearing meeting:

- ZAP1391MA19 (continued from ALUC's January meeting)
- ZAP1393MA19 (continued from ALUC's January meeting)
- ZAP1396MA19
- ZAP1398MA19

Thanks.

If you have any questions, please feel free to contact me.

Paul Rull
ALUC Principal Planner



RIVERSIDE COUNTY

PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

December 12, 2019

SUBJECT: ASSEMBLY BILL 52 (AB 52) FORMAL NOTIFICATION (PPT190031)

This serves to notify you of a proposed project located within Riverside County. A map depicting the location and a project description can be found below. Pursuant to Public Resources Code section 21080.3.1(d), if you wish to initiate consultation on this proposed project, please send a consultation request within 30 days of receipt of this notice to Dljones@Rivco.org and CC: vslopez@rivco.org. To ensure an effective and good faith consultation effort, Planning asks that the request for consultation also indicate the following:

- Whether there are TCR's in project area. If so, what specifically is the TCR? The Tribe must provide County with substantial evidence to support this and if the TCR consists of a "landscape", the Tribe must also geographically define the landscape in terms of size and scope of the project.
- Is the Project causing a substantial adverse impact to a TCR? If so, what is that impact?

Project Description:

PLOT PLAN NO. 190031 – CEQ190112 – Applicant: Trammell Crow Company – Engineer/Representative: EPD Solutions - First Supervisorial District - March Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD: LI)

LOCATION: South of Harley Knox Boulevard, East of Harvill Avenue, North of Oleander Avenue, and West of the 215 Freeway – 19.88 Acres - Zoning: Manufacturing – Medium (M-M)

REQUEST: Plot Plan No. 190031 proposes a 418,000 sqft industrial warehouse building consisting of 5,000 sqft of office space and 413,000 of warehouse storage with 51 docking bay doors. Parking to consist of 228 parking spaces (including 8 disabled person spaces) and 71 truck trailer stall within the docking bay area. Additionally, the project is proposing a guard shack and 2 basins. Truck entry will be from Oleander Avenue. APN(s) 294-210-048, 052, 057, and 295-310-049 - Previous Cases: PP26174 - Project Planner: Tim Wheeler at 951-955-6060 or email at twheeler@rivco.org.

Sincerely,

PLANNING DEPARTMENT

Dave Jones, Chief Engineering Geologist

Project Planner:

Email CC:

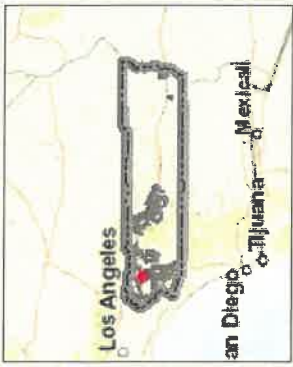
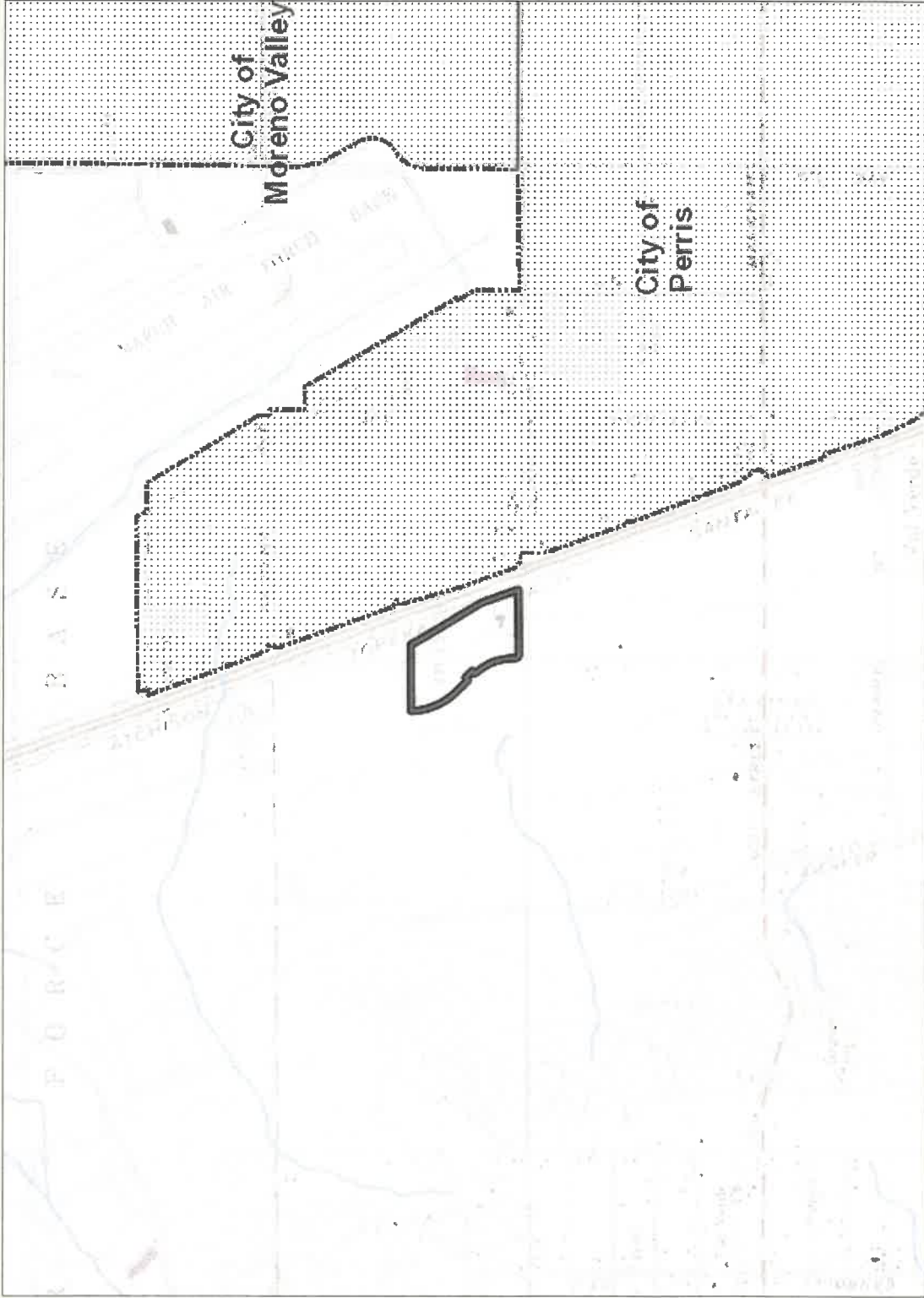
Attachment: Project Vicinity Map and Project Aerial

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-3157

Desert Office · 77588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

Map My County Map

Topo PPT190031



Legend

- Blueline Streams
- City Areas



REPORT PRINTED ON... 12/12/2019 4:46:55 PM

© Riverside County GIS

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.

Wheeler, Timothy

From: Lopez, Valentina
Sent: Thursday, December 12, 2019 4:55 PM
To: anthonymad2002@gmail.com; CRITTHPO (CRITTHPO@crit-nsn.gov); culturaldirector@cahuilla.net; dcolocho@rincontribe.org; Ebru Ozdil - Pechanga (eozdil@pechanga-nsn.gov); emartinez@rincontribe.org; Joseph Ontiveros (jontiveros@soboba-nsn.gov); Juan Ochoa; JValdez (JValdez@soboba-nsn.gov); Molly Earp-Escobar (mescobar@pechanga-nsn.gov); sgaughen@palatribe.com; thpo@morongo-nsn.gov
Cc: Wheeler, Timothy; Jones, David
Subject: PPT190031 AB52 Formal notification
Attachments: Aerial PPT190031.pdf; Topo PPT190031.pdf; AB52 Formal PPT190031.pdf

Good Afternoon please see the attached Formal AB52 notification for the above project.

Thank You

Valentina Lopez



PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 770-6300 • Fax (951) 506-9491

January 3, 2020

Chairperson:
Neal Ibanez

Vice Chairperson:
Bridgett Barcello

Committee Members:
Andrew Masiel, Sr.
Darlene Miranda
Evie Gerber
Richard B. Searce, III
Robert Villalobos

Director:
Gary DuBois

Coordinator:
Paul Macarro

Planning Specialist:
Tuba Ebru Ozdil

VIA E-MAIL and USPS

David Jones, Chief Engineering Geologist
Riverside County Planning Department
4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, CA 92502-1409

PECHANGA TRIBE REQUEST FOR CONSULTATION PURSUANT TO AB 52 FOR PPT190031.

Dear Mr. Jones,

This letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe") a federally recognized Indian tribe and sovereign government in response to the AB 52 notice provided by the PPT190031.

This letter serves as the Tribe's formal request to begin consultation under AB 52 for this Project. Per AB 52, we intend to assist the County in determining the type of environmental document that should be prepared for this Project (i.e. EIR, MND, ND); with identifying potential tribal cultural resources (TCRs); determining whether potential substantial adverse effects will occur to them; and to develop appropriate preservation, avoidance and/or mitigation measures, as appropriate. Preferred TCR mitigation is always avoidance and the Tribe requests that all efforts to preserve sensitive TCRs be made as early in the development process as possible.

Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, development plans, conceptual grading plans (if available), and all other applicable documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project, and that these comments be incorporated into the record of approval for this Project.

The Pechanga Tribe asserts that the Project area is part of 'Atáaxum (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of cultural resources, named places, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive 'Atáaxum artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as our extensive history with the County and other projects within the area. During our consultation we

Pechanga Comment Letter to the County of Riverside
Re: Pechanga Tribe Request: AB 52 Re PPT190031
January 3, 2020
Page 2

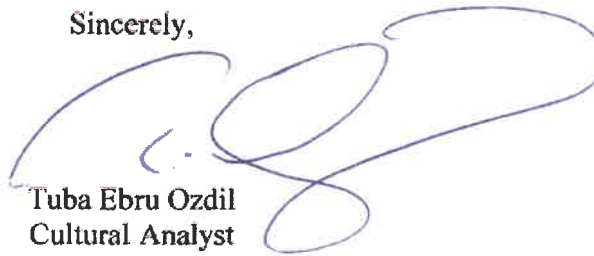
will provide more specific, confidential information on potential TCRs that may be impacted by the proposed Project.

As you know, the AB 52 consultation process is ongoing and continues until appropriate mitigation has been agreed upon for the TCRs that may be impacted by the Project. As such, under both AB 52 and CEQA, we look forward to working closely with the County on ensuring that a full, comprehensive environmental review of the Project's impacts is completed, including addressing the culturally appropriate and respectful treatment of human remains and inadvertent discoveries. At this time, we are requesting archaeological, geotechnical, and conceptual grading plans.

In addition to those rights granted to the Tribe under AB 52, the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with the County of Riverside in protecting the invaluable Pechanga cultural resources found in the Project area. The formal contact person for this Project will be Ebru Ozdil. Please contact her at 951-770-6313 or at eozdil@pechanga-nsn.gov within 30 days of receiving these comments so that we can begin the consultation process. Thank you.

Sincerely,



Tuba Ebru Ozdil
Cultural Analyst

Cc Pechanga Office of the General Counsel

*Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians
Post Office Box 2183 • Temecula, CA 92592*

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

Wheeler, Timothy

From: Juan Ochoa <jochoa@pechanga-nsn.gov>
Sent: Friday, January 17, 2020 5:04 PM
To: Jones, David; Wheeler, Timothy; Lopez, Valentina
Cc: Ebru Ozdil; Molly Earp-Escobar; Paul Macarro; Michele Fahley
Subject: RE: Pechanga Tribe AB52 Comments On PPT190031

Importance: High

Greetings,

The Tribe is touching base with you regarding your request for consultation. At this time, we are short a team-member that is part of our legal representation. Please note that we anticipate resuming consultation process sometime in mid to late February pending on our team member's post-surgery recovery. The Tribe will reach out with dates of availability as soon as possible.

In the meantime, please provide us (if not submitted) your project's site plans, grading plans, cultural report, and geotech reports for our review pre-consultation. When submitting project reports and plans, please include Ebru Ozdil, Molly Earp-Escobar, and myself (they have been included on this email). If you have any further questions, please feel free to reach out to us.

Regards,

Juan Ochoa
Assistant Tribal Historic Preservation Officer
Pechanga Cultural Resources Department
P.O. Box 2183
Temecula, CA 92593

Office:(951)-770-6308
jochoa@pechanga-nsn.gov

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From: Juan Ochoa
Sent: Friday, January 03, 2020 4:43 PM
To: Jones, David <DLJONES@RIVCO.ORG>; twheeler@rivco.org
Cc: Andrea Fernandez <afernandez@pechanga-nsn.gov>; Ebru Ozdil <eozdil@pechanga-nsn.gov>; Molly Earp-Escobar <mescobar@pechanga-nsn.gov>
Subject: Pechanga Tribe AB52 Comments On PPT190031

Dear Mr. Jones,

Electronically attached are the Pechanga Tribe's AB52 comments regarding the above named project. Please respond to this e-mail for confirmation of receipt. A hard copy will also follow via USPS.

We look forward to beginning consultation with County of Riverside within 30 days of receipt of these comments. Unless this project is time sensitive, we would be happy to discuss the project further with you via teleconference or in a regularly scheduled meeting.

Please do not hesitate to contact me if you have any questions or comments.

Respectfully,

Juan Ochoa
Assistant Tribal Historic Preservation Officer
Pechanga Cultural Resources Department
P.O. Box 2183
Temecula, CA 92593

Office:(951)-770-6308
jochoa@pechanga-nsn.gov

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Wheeler, Timothy

From: Lopez, Valentina
Sent: Monday, March 9, 2020 2:33 PM
To: Ebru Ozdil - Pechanga (eozdil@pechanga-nsn.gov); Molly Earp-Escobar (mescobar@pechanga-nsn.gov); Juan Ochoa; Paul Macarro
Cc: Edgington, Darren; Wheeler, Timothy
Subject: FW: County concludes RE: Conditions of Approval PPT190031
Attachments: PPT190031-Concept. Grading(Plot) Plan 2.27.20.pdf

Ebru,

Riverside County (County) sent Pechanga AB52 notification for this project (PPT190031) 12/12/2019. Pechanga requested consultation 1/03/2020 and the County initiated consultation the same day. The County has sent Pechanga email requesting input on tribal cultural resource (TCRs) that may be associated with this project. On 01/09/2020 a Phase I, report was sent for Pechanga's review. On 1/17/2020 the County received email from Juan Ochoa, stating consultation would need to be push out till mid or late February. Meeting has not been scheduled as of yet, due to medical leave and staff changes.

On 2/10/2020, the County emailed Pechanga the COA's and inquired if the tribe had any input on TCR and ask if Pechanga concurred with the mitigations measures set forth, hoping to move forward and concluded AB52 consultation.

As of the date of this email, the County has received no further input from Pechanga regarding this project. Therefore, the County will be moving forward with final preparation of the environmental document with the information currently in-hand. You are welcome to provide comments on this project during the CEQA review and comment period.

Valentina Lopez

Office Assistant III

COUNTY OF RIVERSIDE

Planning Department

4080 Lemon St., 12th Fl., Riverside, CA 92501

Tel. #: (951) 955-8632

vslopez@rivco.org

TOGETHER. Everybody Counts!



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From: Lopez, Valentina
Sent: Monday, February 10, 2020 1:14 PM

To: Ebru Ozdil - Pechanga (eozeil@pechanga-nsn.gov) <eozeil@pechanga-nsn.gov>; Molly Earp-Escobar (mescobar@pechanga-nsn.gov) <mescobar@pechanga-nsn.gov>; Juan Ochoa <jochoa@pechanga-nsn.gov>; Paul Macarro <pmacarro@pechanga-nsn.gov>
Subject: Conditions of Approval PPT190031

Good Afternoon,

As per recommendations by the consulting tribes and lead agency (County of Riverside), I have conditioned above subject project with our standard set of condition. Which includes, archaeological and tribal monitoring, during ground disturbing activities. I have also attached a copy of these conditions of approval (COA's) for your review.

If you would like to schedule another meeting to consult on any Tribal Cultural Resources (TCR) that may be impacted by this project, please let me know as soon as possible. If the COA's are sufficient for addressing TCR's for the subject project, we would like your concurrence so we may conclude AB52 consultation.

Valentina Lopez

Office Assistant III

COUNTY OF RIVERSIDE

Planning Department

4080 Lemon St., 12th Fl., Riverside, CA 92501

Tel. #: (951) 955-8632

vslopez@rivco.org

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Wheeler, Timothy

From: Lopez, Valentina
Sent: Monday, February 10, 2020 12:57 PM
To: Joseph Ontiveros (jontiveros@soboba-nsn.gov); JValdez (JValdez@soboba-nsn.gov)
Cc: Jones, David; Wheeler, Timothy
Subject: PPT190031 Conditions of Approval
Attachments: PL_Conditions_Of_Approval-2-5-2020 4.58.24 PM.PDF

Good afternoon Joe,

As per recommendations by the consulting tribes and lead agency (County of Riverside), I have conditioned above subject project with our standard set of condition. Which includes, archaeological and tribal monitoring, during ground disturbing activities. I have also attached a copy of these conditions of approval (COA's) for your review.

If you would like to schedule another meeting to consult on any Tribal Cultural Resources (TCR) that may be impacted by this project, please let me know as soon as possible. If the COA's are sufficient for addressing TCR's for the subject project, we would like your concurrence so we may conclude AB52 consultation.

Valentina Lopez

Office Assistant III

COUNTY OF RIVERSIDE

Planning Department

4080 Lemon St., 12th Fl., Riverside, CA 92501

Tel. #: (951) 955-8632

vslopez@rivco.org

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www.IECOUNTS.org

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Rincon Band of Luiseño Indians

CULTURAL RESOURCES DEPARTMENT

One Government Center Lane | Valley Center | CA 92082
(760) 749-1051 | Fax: (760) 749-8901 | rincon-nsn.gov



January 20, 2020

Tim Wheeler
Riverside County
P.O. Box 1409
Riverside, CA 92502-1409

Sent via email:
twheeler@rivco.org

Re: PPT 190031 – Cultural Resources Assessment

Dear Mr. Wheeler,

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for providing us with the Phase I Cultural Resources Assessment for the above referenced project. The identified location is within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest.

We have reviewed the provided document and we are in agreement with the recommendation to develop and implement a Mitigation Monitoring and Reporting Program (MMRP) to ensure Luiseño tribal monitoring, and address protocols for discovery of cultural materials and human remains.

The Rincon Band reserves its right to continue to fully participate in the environmental review process and to review and submit additional information during the public review process. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 297-2635 or via electronic mail at cmadrigal@rincon-nsn.gov.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Manager

Bo Mazzetti
Chairman

Tishmall Turner
Vice Chair

Laurie E. Gonzalez
Council Member

Alfonso Kolb, Sr.
Council Member

John Constantino
Council Member

Wheeler, Timothy

From: Lopez, Valentina
Sent: Monday, February 10, 2020 1:13 PM
To: Rincon ; Cheryl Madrigal
Cc: Jones, David; Wheeler, Timothy
Subject: Conditions of Approval PPT190031
Attachments: PL_Conditions_Of_Approval-2-5-2020 4.58.24 PM.PDF

Good Afternoon Cheryl,

As per recommendations by the consulting tribes and lead agency (County of Riverside), I have conditioned above subject project with our standard set of condition. Which includes, archaeological and tribal monitoring, during ground disturbing activities. I have also attached a copy of these conditions of approval (COA's) for your review.

If you would like to schedule another meeting to consult on any Tribal Cultural Resources (TCR) that may be impacted by this project, please let me know as soon as possible. If the COA's are sufficient for addressing TCR's for the subject project, we would like your concurrence so we may conclude AB52 consultation.

Valentina Lopez

Office Assistant III

COUNTY OF RIVERSIDE

Planning Department

4080 Lemon St., 12th Fl., Riverside, CA 92501

Tel. #: (951) 955-8632

vslopez@rivco.org

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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. PPT 190031

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant Name: Trammell Crow So. Cal Development Inc

Contact Person: Neal Holdridge E-Mail: nholdridge@trammellcrow.com

Mailing Address: 3501 Jamboree Rd #230 Street
Newport Beach CA 92660 City State ZIP

Daytime Phone No: () Fax No: ()

Engineer/Representative Name: EPD Solutions

Contact Person: Norah Jaffan E-Mail: norah@epdsolutions.com

Mailing Address: 2 Park Plaza, Suite 1120 Street
Irvine CA 92614 City State ZIP

Daytime Phone No: () 949-226-1854 Fax No: ()

Property Owner Name: ADJ Holdings (295-310-049, 294-210-048) and Family Rentals Bradley (APN 294-210-052, 057)

Contact Person: Tina Lovato-Woods E-Mail: twoods@hilltopgroupinc.com

Mailing Address: 807 E Mission Rd Street
San Marcos CA 92069 City State ZIP

Daytime Phone No: (760) 744-9040 Fax No: (760) 744-9041

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

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.)

ADJ Holdings, LLC By: Arie de Jong, Jr., Manager

PRINTED NAME OF PROPERTY OWNER(S)

Arie de Jong

SIGNATURE OF PROPERTY OWNER(S)

Bradley Family Rentals - Bradley, LLC By: Tina Lovato-Woods, Manager

PRINTED NAME OF PROPERTY OWNER(S)

Tina Lovato-Woods

SIGNATURE OF PROPERTY OWNER(S)

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 294-210-048, 052, 057, ~~294-310-049~~ ²⁹⁵⁻³¹⁰⁻⁰⁴⁹

Approximate Gross Acreage: 20 ac

General location (nearby or cross streets): North of Old Oleander, South of Harley Knox Blvd, East of Harvill, West of I-215

APPLICATION FOR LAND USE AND DEVELOPMENT

PROJECT PROPOSAL:

Describe the proposed project.

An approximately 420,000 SF speculative industrial building within the M-M zone.

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): _____

Number of existing lots: 4

EXISTING Buildings/Structures: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>						
No.*	Square Feet	Height	Stories	Use/Function	To be Removed	Bldg. Permit No.
1					<input type="checkbox"/>	
2					<input type="checkbox"/>	
3					<input type="checkbox"/>	
4					<input type="checkbox"/>	
5					<input type="checkbox"/>	
6					<input type="checkbox"/>	
7					<input type="checkbox"/>	
8					<input type="checkbox"/>	
9					<input type="checkbox"/>	
10					<input type="checkbox"/>	

Place check in the applicable row, if building or structure is proposed to be removed.

PROPOSED Buildings/Structures: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
No.*	Square Feet	Height	Stories	Use/Function
1	418,000			speculative industrial use
2				
3				
4				
5				
6				
7				
8				
9				
10				

PROPOSED Outdoor Uses/Areas: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
No.*	Square Feet	Use/Function
1		
2		
3		
4		
5		

APPLICATION FOR LAND USE AND DEVELOPMENT

6		
7		
8		
9		
10		

* Match to Buildings/Structures/Outdoor Uses/Areas identified on Exhibit "A".

Check this box if additional buildings/structures exist or are proposed, and attach additional page(s) to identify them.)

Related cases filed in conjunction with this application:

Are there previous development applications filed on the subject property: Yes No

If yes, provide Application No(s). PP14485
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) EA38411 EIR No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a signed copy(ies): geo

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: _____

Address: _____

Phone number: _____

Address of site (street name and number if available, and ZIP Code): _____

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: _____

Specify any list pursuant to Section 65962.5 of the Government Code: _____

Regulatory Identification number: _____

Date of list: _____

Applicant: _____ Date _____

HAZARDOUS MATERIALS DISCLOSURE STATEMENT

[Government Code Section 65850.2](#) requires the owner or authorized agent for any development project to disclose whether:

1. Compliance will be needed with the applicable requirements of Section 25505 and Article 2 (commencing with Section 25531) of Chapter 6.95 of Division 20 of the Health and Safety Code or the requirements for a permit for construction or modification from the air pollution control district or air quality management district exercising jurisdiction in the area governed by the County. Yes No
2. The proposed project will have more than a threshold quantity of a regulated substance in a process or will contain a source or modified source of hazardous air emissions. Yes No

I (we) certify that my (our) answers are true and correct.

Owner/Authorized Agent (1) *Arie de Jong* Date 9-25-2019
ADJ Holdings, LLC By: Arie de Jong, Jr., Manager

Owner/Authorized Agent (2) *Bradley* Date 9-25-19
Bradley Family Retail, LLC
By: T. M. Lovato-Ward, Manager

APPLICATION FOR LAND USE AND DEVELOPMENT

This completed application form, together with all of the listed requirements provided on the Land Use and Development Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\Land Use and Development Condensed application.docx
Created: 04/29/2015 Revised: 08/03/2018

BRADLEY FAMILY RENTALS, LLC
807 East Mission Road, San Marcos, CA 92069
Telephone (760) 744-9040 • Fax (760) 744-9041

Sept 24, 2019

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

RE: Authorized Representative

To Whom it May Concern,

Please accept this letter as authorization for EPD Solutions or any of its associates to act on our behalf to process and manage all necessary approval documents required for assessor's parcel numbers 294-210-052, 057. Should you have any questions or concerns please feel free to contact me direct.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tina Lovato-Woods".

Tina Lovato-Woods, Manager
Bradley Family Rentals, LLC

**RESOLUTION APPOINTING MANAGER
BRADLEY FAMILY RENTALS, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY**

The undersigned, constituting all the Members ("Members") of Bradley Family Rentals, LLC, a California limited liability company ("Company"), hereby adopt the following resolution as of this 2nd day of July, 2018:

WHEREAS, the current Manager anticipates being unavailable to manage the business of the Company;

WHEREAS, the Members desire to appoint a new Manager to manage the Company;

RESOLVED, that Tina Lovato-Woods shall be the Manager of the Company; and

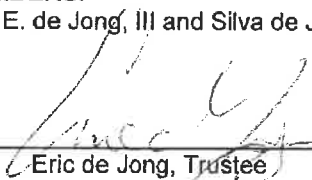
FURTHER RESOLVED, that as the Manager, Tina Lovato-Woods shall have all rights, powers and duties as provided in the Company's operating agreement and applicable law.

There being no further business before the meeting, on motion duly made, seconded and carried the meeting was adjourned.

MEMBERS:

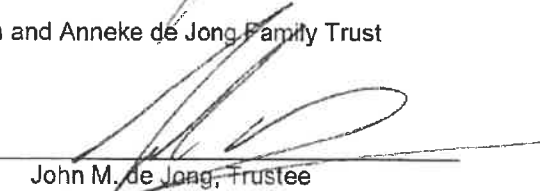
Arie E. de Jong, III and Silva de Jong Family Trust

By: _____


Eric de Jong, Trustee

John and Anneke de Jong Family Trust

By: _____


John M. de Jong, Trustee

Michael and Serena Carlson Family Trust

By: _____


Serena Carlson, Trustee

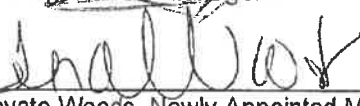


Dorinda C. Vander Pol, individually and as
Trustee, Trustor and Beneficiary of the
Revoked Ned and Dorinda Vander Pol Family Trust

MANAGERS:



Eric de Jong, Current Manager



Tina Lovato-Woods, Newly Appointed Manager

Adj
807 East Mission Road, San Marcos, CA 92069
Telephone (760) 744-9040 • Fax (760) 744-9041

Sept 24, 2019

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

RE: Authorized Representative

To Whom it May Concern,

Please accept this letter as authorization for Trammell Crow So. Cal Development Inc or any of its associates to act on our behalf to process and manage all necessary approval documents required for assessor's parcel numbers 295-310-049 and 295-210-048. Should you have any questions or concerns please feel free to contact me direct.

Sincerely,

A handwritten signature in blue ink that reads "Arie de Jong". The signature is fluid and cursive, with a long horizontal stroke at the end.

Arie de Jong, Jr., Manager

ADJ Holdings, LLC

**SECOND AMENDMENT TO OPERATING AGREEMENT
OF
ADJ HOLDINGS, LLC**

This Second Amendment ("Amendment") to the Operating Agreement of ADJ Holdings, a California limited liability company (the "Company"), is made effective as of December 31, 2005, by and among the members of the Company signatory to this Amendment (each a "Member" and, collectively, the "Members"). This Amendment may be signed in counterparts.

RECITALS

A. The Members are parties to an Operating Agreement for the Company dated February 2, 2000, as amended by a First Amendment dated January 19, 2001 (the "Operating Agreement").

B. The Members have agreed to modify the Operating Agreement as set forth herein.

Now, therefore, in consideration of the mutual promises herein contained, the parties agree that:

1. Conflict.

In the event of any conflict between the terms of the Operating Agreement, the First Amendment and this Amendment, the terms of this Amendment shall prevail and govern the respective rights and duties of the parties.

2. Office.

The principal office of the Company shall be located at 807 East Mission Road, San Marcos, CA 92069.

3. Management.

The Company shall be managed by Arie de Jong, Jr. In the event that the Manager is no longer willing or able to serve as Manager, the Members shall either select a new manager or act as the managers of the Company. The Manager shall have full and complete authority, power and discretion to execute any and all documents on behalf of the Company and to act for and bind the Company, including, without limitation, the power to exercise on behalf and in the name of the Company all of the powers described in Act Section 17003. The Manager may delegate any of his functions to any Member to carry out any act on behalf of the Company, including, without limitation, the execution of documents on behalf of and binding the Company. The Manager shall have the power to act hereunder through an agent or attorney-in-fact, by and under powers of attorney duly executed by the Manager, in carrying out any of the powers and duties herein authorized.

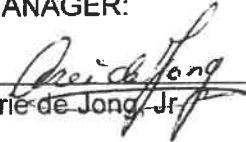
Wherever the Operating Agreement references the Managing Member, it shall be replaced with the Manager.

4. **Full Force and Effect.**

Except as otherwise expressly provided herein, all of the terms and conditions of the Operating Agreement and the First Amendment shall remain in full force and effect.

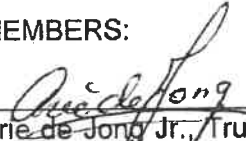
IN WITNESS WHEREOF, the parties have executed this Amendment as of the day and year first above written and remains in full force and effect.

MANAGER:



Arie de Jong, Jr.

MEMBERS:



Arie de Jong Jr., Trustee of the Arie de Jong Jr. Family Trust dated 10/4/77



Anna P. de Jong, Trustee of the Arie de Jong Jr. Family Trust dated 10/4/77



RIVERSIDE COUNTY PLANNING DEPARTMENT

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

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

The owner(s) of the property, at their own expense, agree to defend, indemnify and hold harmless the County of Riverside and its agents, officers, and employees from and against any lawsuit, claim, action, or proceeding (collectively referred to as "proceeding") brought against the County of Riverside, its agents, officers, attorneys and employees to attack, set aside, void, or annul the County's decision to approve any tentative map (tract or parcel), revised map, map minor change, reversion to acreage, conditional use permit, public use permit, surface mining permit, WECS permit, hazardous waste siting permit, temporary outdoor event permit, plot plan, substantial conformance, revised permit, variance, setback adjustment, general plan amendment, specific plan, specific plan amendment, specific plan substantial conformance, zoning amendments, and any associated environmental documents. This defense and indemnification obligation shall include, but not limited to, damages, fees and/or costs awarded against the County, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, property owner, the County, and/or the parties initiating or bringing such proceeding.

Property Owner(s) Signature(s) and Date

Bradley Family Rentals LLC By: Tina Lovato-Woods, Manager

Printed Name of Owner

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets of this page, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- *If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- *If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- *If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- *If the property owner is a trust, provide a copy of the trust certificate.*

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

- *If the property owner is a Limited Liability Corporation, provide a copy of the operating agreement for the LLC documenting who has authority to bind the LLC and to sign on its behalf.*

If the signing entity is also a corporate entity, Limited Liability Company, partnership or trust, the above documentation must also be submitted with this application. For any out of State legal entities, provide documentation showing registration with the California Secretary of State.

In addition to the above, provide a copy of a Preliminary Title Report for the property subject to this application. The Preliminary Title Report must be issued by a title company licensed to conduct business in the State of California and dated less than six months prior to the date of submittal of this application. The Assistant TLMA Director may waive the requirement for a Preliminary Title Report if it can be shown to the satisfaction of the Assistant TLMA Director that the property owner(s) has owned the property consistently for at least the last five years.

If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.



RIVERSIDE COUNTY PLANNING DEPARTMENT

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

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

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Arie de Jong

Property Owner(s) Signature(s) and Date

ADJ Holdings, LLC By: Arie de Jong, Jr., Manager

Printed Name of Owner

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets of this page, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- *If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- *If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- *If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- *If the property owner is a trust, provide a copy of the trust certificate.*

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If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.

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. 190031 – Intent to Adopt a Mitigated Negative Declaration – CEQ190112 – Applicant: Trammell Crow So. Cal Development Inc. – **Engineer/Representative:** EPD Solutions – **First Supervisorial District – March Zoning Area – Mead Valley Area Plan:** Community Development: Light Industrial (CD-LI) – **Location:** Southerly of Harley Knox Boulevard, easterly of Harvill Avenue, northerly of Oleander Avenue, and westerly of the 215 Freeway – **20.22 Net Acres – Zoning:** Manufacturing – Medium (M-M) – **REQUEST:** Plot Plan No. 190031 proposes an industrial warehouse building consisting of 5,000 sq. ft. of office space and 413,000 sq. ft. of warehouse storage, with 50 docking bay doors. Parking would consist of 233 parking spaces, including seven (7) accessible parking and six (6) electric vehicle spaces, and 62 truck trailer stalls within the docking bay area. Additionally, the project is proposing a guard shack and two (2) basins. Truck entry would be from Oleander Avenue.

TIME OF HEARING:	9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING:	MAY 6, 2020
PLACE OF HEARING:	RIVERSIDE COUNTY ADMINISTRATIVE CENTER BOARD CHAMBERS, 1ST FLOOR 4080 LEMON STREET, RIVERSIDE, CA 92501

Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>. For further information regarding this project please contact Project Planner Tim Wheeler at (951) 955-6060 or email at twheeler@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 12th 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: Tim Wheeler
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on March 23, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PPT190031 for

Company or Individual's Name RCIT - GIS,

Distance buffered 1400'

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

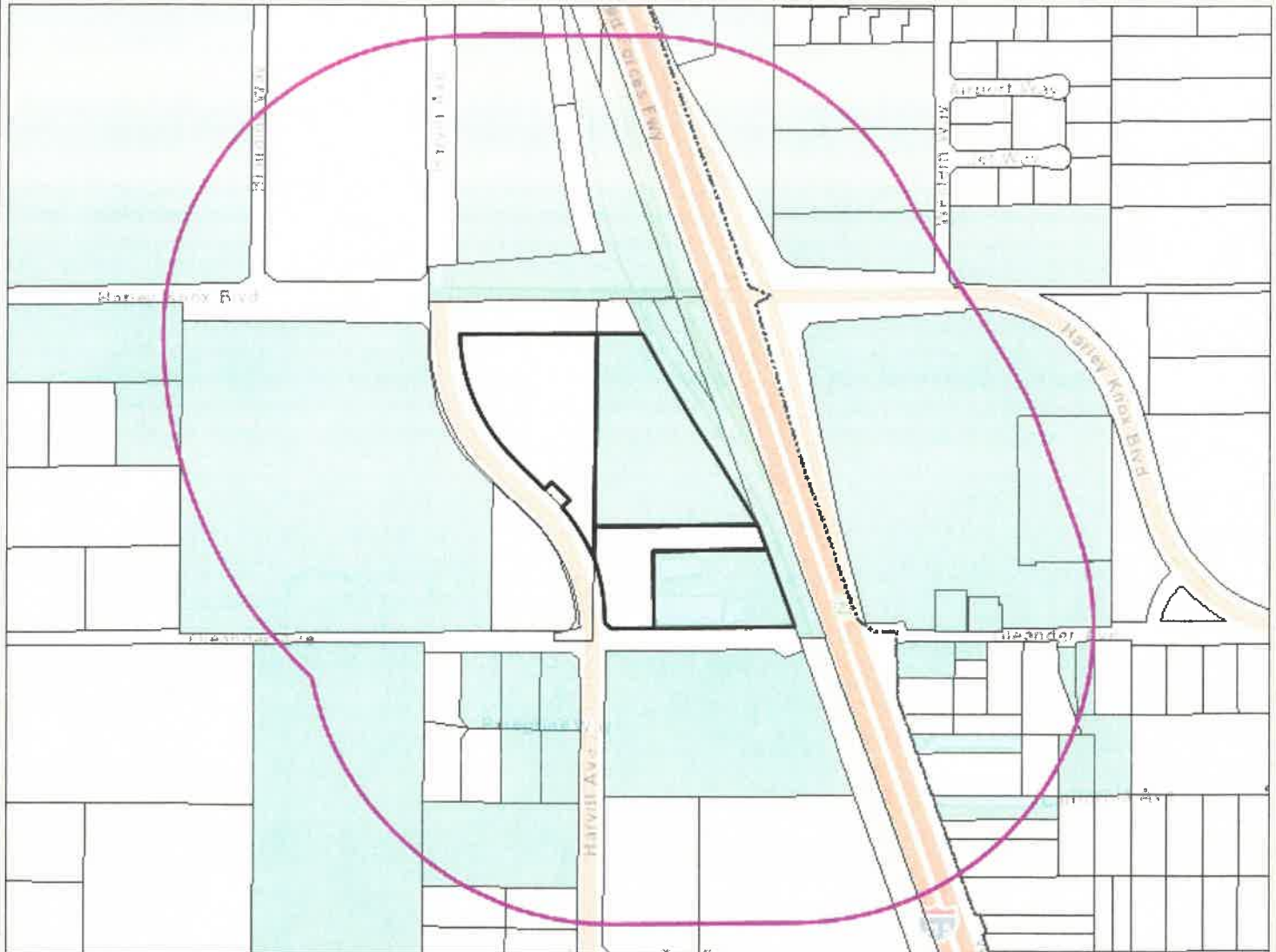
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

PPT190031 (1400 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... 3/23/2020 8:21:09 AM

© Riverside County RCIT

294190008
RIVERSIDE COUNTY TRANSPORTATION
PO BOX 12008
RIVERSIDE CA 92502

294190037
NEGRETE INV
1345 NANDINA AVE
PERRIS CA 92571

294190038
SCRS HK/WW PERRIS
28 STATE ST FL 10
BOSTON MA 02109

294190050
PAULINE DOMANSKE
27505 SUN CITY BLV
SUN CITY CA 92586

294190066
EASTERN MUNICIPAL WATER DIST
P O BOX 8300
PERRIS CA 92572

294190079
PULLIAM NANCY L
36535 OAK RIDGE DR
YUCAIPA CA 92399

294190080
WHATEVER PROP
1535 NANDINA AVE
PERRIS CA 92571

294210003
STATE CALIF DEPT OF TRANSPORTATION
464 W 4TH ST FL 6
SAN BERNARDINO CA 92401

294210014
BRG OLEANDER
2830 BARRETT AVE
PERRIS CA 92571

294210017
JEFFREY D. CARPENTER
44818 FROG LEAP ST
TEMECULA CA 92592

294210025
JEFFREY D. CARPENTER
1380 W OLEANDER AVE
PERRIS CA 92570

294210048
ADJ HOLDINGS
807 E MISSION RD
SAN MARCOS CA 92069

294210049
STATE OF CALIF
464 W FOURTH ST 6TH FL
SAN BERNARDINO CA 92401

294210050
RIVERSIDE COUNTY TRANSPORTATION
4080 LEMON ST FL 3
RIVERSIDE CA 92502

294210052
BRADLEY FAMILY RENTALS
807 E MISSION RD
SAN MARCOS CA 92069

294210060
CPT PERRIS GATEWAY
601 S FIGUEROA ST STE 2150
LOS ANGELES CA 90017

295310016
HARRY T. MURANAKA
P O BOX 8360
NORTHRIDGE CA 91327

295310040
HARRY MURANAKA
PO BOX 8360
PORTER RANCH CA 91327

295310047
STATE OF CALIF
P O BOX 231
SAN BERNARDINO CA 92402

295310054
KNOX LOGISTICS
1717 MCKINNEY STE 1900
DALLAS TX 75202

295310058
REALTY ASSN FUND XI PORTFOLIO LP
1301 DOVE ST STE 860
NEWPORT BEACH CA 92660

295310069
KNOX LOGISTICS V
3501 JAMBOREE RD STE 230
NEWPORT BEACH CA 92660

314040004
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS PKWY N
LA PUENTE CA 91746

314040013
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS N 6TH FL
CITY OF INDUSTRY CA 91746

314040024
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROAD PKY N
LA PUENTE CA 91746

314040027
ANTHONY R. SANSOTA
22980 PEREGRINE WAY
PERRIS CA 92570

314040028
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS PKY N FL 6
CITY OF INDUSTRY CA 91746

314040029
JORGE NAVARRO
9396 GOLDEN LANTERN RD
RIVERSIDE CA 92508

314040030
TAYLOR ROBERT B TRUST
P O BOX 6170
MORENO VALLEY CA 92554

314100005
ALL YOU CAN EAT
2130 VISTA DELMAR AVE NO 2
LOS ANGELES CA 90069

314100006
C5 PROP
4783 WADE AVE
PERRIS CA 92571

314100012
JOSE MAGALLANES
1341 W OLEANDER AVE
PERRIS CA 92571

314100020
EDGE O TOWN INC
22923 LAVA WAY
NUEVO CA 92567

314100028
EDDIE E. TIMMONS
25053 SIDE SADDLE CT
MENIFEE CA 92584

314100059
SCOTT EVERETT HOUGHTON
35419 STONECROP CT
MURRIETA CA 92563

314100070
BENITO FELIX
1330 CALIFORNIA ST
PERRIS CA 92571

314100071
VITO BERARDINI
P O BOX 489
PERRIS CA 92570

314100074
ALPHA OWENS CORNING CO
950 HIGHWAY 57 E
COLLIERVILLE TN 38017

EPD Solutions
2030 Main St. #1200
Irvine, CA 92614

Attn: Andrea Arcilla & Norah Jaffan

Trammell Crow Company
3501 Jamboree Road, #230
Newport Beach, CA 92660

Attn: Neal Holdridge & Tunde Ogunwole

Bradley Family Rental & ADJ Holdings, LLC.

807 East Mission Road
San Marcos, CA 92069

Attn: Tina Lovato Woods & Arie E De Jong III

Pechanga Temecula Band of Luiseño Indians

Ebru Ozdil, Planning Specialist

P.O. Box 2183

Temecula, CA 92593

Rincon Band of Luiseño Indians

Cheryl Madrigal, Cultural Resources Manager

1 West Tribal Road

Valley Center, CA 92082

Soboba Band of Luiseño Indians

Joseph Ontiveros, Director of Cultural Resources

P.O. Box 487

San Jacinto, CA 92581

Lozeau | Drury LLP

1939 Harrison Street, Suite 150

Oakland, CA 94612

Attn: Komalpreet Toor

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach
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.

PPT190031 / CEQ190112

Project Title/Case Numbers

Tim Wheeler

County Contact Person

(951) 955-6060

Phone Number

N/A

State Clearinghouse Number (if submitted to the State Clearinghouse)

Trammell Crow So. Cal Development Inc.

Project Applicant

3501 Jamboree Road, Suite 230, Newport Beach, CA 92660

Address

The project site is located south of Harley Knox Boulevard, east of Harvill Avenue, north of Oleander Avenue, and west of the 215 Freeway.

Project Location

Plot Plan No. 190031 proposes a warehousing and distribution facility consisting of 5,000 sqft. of office space and 413,000 sqft. of warehouse storage; with 50 docking bay doors. Parking would consist of 233 parking spaces, including 7 accessible parking and 6 electric vehicle spaces, and 62 truck trailer stalls within the docking bay area. Additionally, the project is proposing a guard shack and 2 water quality basins.

Project Description

This is to advise that the Riverside County Planning Commission, as the lead agency, has approved the above-referenced project on May 20, 2020, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. An Environmental Impact Report was not prepared for the project pursuant to the provisions of the California Environmental Quality Act
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS NOT adopted.
5. A statement of Overriding Considerations WAS NOT adopted
6. Findings were made pursuant to the provisions of CEQA.

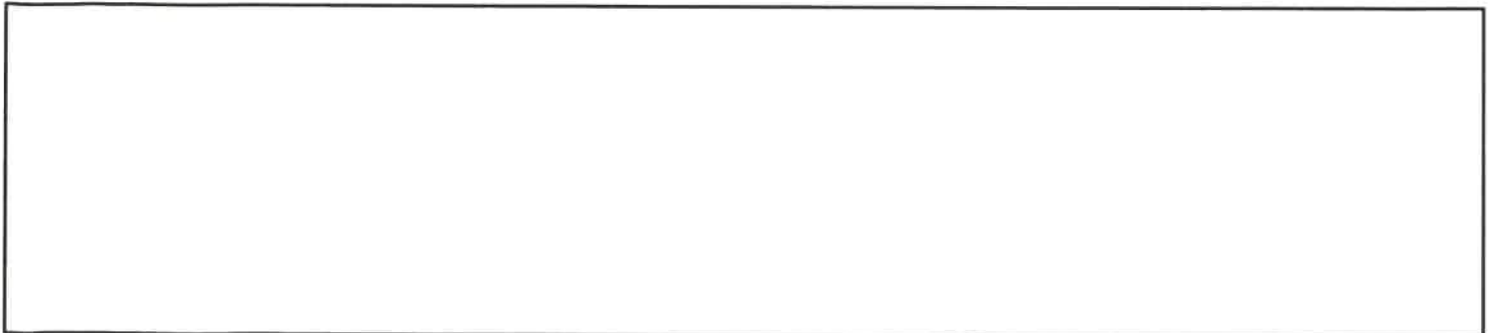
This is to certify that the earlier EA, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Project Planner
Title

May 20, 2020
Date

Date Received for Filing and Posting at OPR: _____





**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

4.1

Planning Commission Hearing: May 20, 2020

PROPOSED PROJECT

Case Number: CUP190024
CEQA Exempt Section 15303
Area Plan: Harvest Valley/Winchester
Zoning Area/District: Winchester Area
Supervisory District: Third District
Project Planner: Russell Brady
Project APN: 462-176-004

Applicant: Christopher Carey
Representative: Empire Design Group Inc



Charissa Leach, P.E.
Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

Conditional Use Permit No. 190024 is a proposal to construct an R.V., trailer, and boat storage yard on a 0.52 acre site. The project will include twenty-five (25) R.V., trailer, and boat storage yard parking spaces. The site will be available for the public 24 hours a day and 7 days a week by key code access.

The project site location is westerly of SH-79/Winchester Road, southerly of Gough Street, westerly of Garfield Avenue, northerly of Willard Street within the unincorporated community of Winchester.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

FIND that the project is **EXEMPT** from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) based on the findings and conclusions in the staff report; and,

APPROVE CONDITIONAL USE PERMIT NO. 190024, subject to the attached Advisory Notification Document, Conditions of Approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

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:	Commercial Retail (0.20-0.30 FAR)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	Highway 79 Policy Area, Winchester Policy Area, Community Center Overlay
Surrounding General Plan Land Uses	
North:	Commercial Retail (0.20-0.30 FAR)
East:	Commercial Retail (0.20-0.30 FAR)
South:	Commercial Retail (0.20-0.30 FAR)
West:	Commercial Retail (0.20-0.30 FAR)
Existing Zoning Classification:	Rural Residential (R-R)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Rural Residential (R-R)
East:	Highway Scenic Commercial (C-P-S)
South:	Rural Residential (R-R)
West:	Rural Residential (R-R)
Existing Use:	Vacant Land
Surrounding Uses	
North:	Single family residence
South:	Single family residence
East:	Single family residence
West:	Single family residence

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	0.52 Acres	
Landscaped Area:	The project is landscaped along the walls viewed by the public.	Landscape buffer shall be provided around the wall.

Located Within:

City's Sphere of Influence:	No
Community Service Area ("CSA"):	Yes – CSA 146 and 152
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – High
Subsidence Area:	Yes – Susceptible

Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat (“SKR”) Fee Area:	Yes – In or Partially Within
Airport Influence Area (“AIA”):	No

PROJECT LOCATION MAP



Figure 1: Project Location Map

PROJECT BACKGROUND AND ANALYSIS

On September 16, 2019, the Conditional Use Permit No. 190024 was submitted to the County of Riverside for formal review of the proposed development and permitting of the R.V., trailer, and boat storage yard on a 0.52 acre site.

Background:

The project will have twenty-five (25) RV and Boat parking spaces. The site will be surrounded by a 6-foot high CMU block wall and an automatic gate with key code access. The project’s access will be via a driveway on Willard Street. There will be no employees or structures on-site. The facility is planned to be accessible 24 hours a day. There will be no activity on the site other than the arrival and departure of the stored recreational vehicles and boats.

The proposed project is within a Community Center Overlay, which also allows commercial retail uses. The Community Center Overlay is within the Harvest Valley/ Winchester Area Plan. The Community Center Overlay land use designations are located in the community of Winchester. Winchester Town Center, land use designation allows the flexibility for this community to create a special place in western Riverside County. The Community Center Overlay includes the portions of Winchester located between Longfellow and Whittier Avenues. Within the Winchester Community Plan, the proposed land use designation is Mixed Use, which also supports commercial uses mixed in with residential development.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

The project conforms to State CEQA Guidelines Section 15303, New Construction or Conversion of Small Structures, and is exempt from CEQA. A project is exempt pursuant to Section 15303 if it consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; or the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. An example of this exemption cited in this section includes but is not limited to in urbanized areas, four commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

- a. Although the proposed commercial facility is new, there are no buildings proposed as part of the proposed project. Improvements are limited to the perimeter block wall, landscaping, and paving would be decomposed granite on the site. Pursuant to the State CEQA Guidelines, this project would be exempt under Section 15303, since the Project does not propose any buildings that would approach the 10,000 square feet threshold for the exemption. Additionally, the site's zoning of Rural Residential (R-R) allows the proposed use and the facility would not involve the use of any hazardous substances. The proposed use does not require any substantial amount of public services since it would simply require provision of electricity and water service which are readily available at the site. No wastewater service is needed for the proposed use. The surrounding area is developed with single-family residences and is generally not characterized as environmentally sensitive, since primarily the project site is not located within a Criteria Cell of the Western Riverside County Multi-Species Habitat Conservation Plan and there are no other known environmentally sensitive areas on the site or nearby.
- b. Because all aspects of the project are exempt under Section 15303, the project is exempt from CEQA and no further environmental review is required. In addition, there are no unusual circumstances such as scenic resources, historic buildings, trees, or rock outcroppings that will be affected by the project, and it is not on a hazardous waste site. Accordingly, no exception to Section 15303 exemption applies.
- c. The project site is located within the unincorporated community of Winchester which is adjacent to the City of Hemet. Section 15387 of the CEQA guidelines defines an urbanized area as a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. A lead agency shall determine whether a particular area meets the criteria by examining the area or by referring to a map prepared by the U.S. Bureau of the Census which designates the area as urbanized. It has been determined

due to Winchester area being located adjacent to the City of Hemet, which has a density of 2,827 persons per square mile, stated from Southern California Association of Governments (SCAG) Regional Council. The project site is located within an urbanized area, thus meeting this criteria.

Section 15303 is also qualified for exemption if there are no applicable exceptions pursuant to Section 15300.2 that a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. The findings related to whether any of these exceptions apply are noted below:

- a. Cumulative Impact. Although the site is located within an area with development, there are no immediate surrounding development proposals or in the larger area that would present any cumulative impacts relative to the limited scope and potential impacts this project would create.
- b. Significant Effect. Overall the project's construction would be limited to the perimeter wall, landscaping, and decomposed granite paving that would result in minimal impacts and the operation of the facility with 25 storage spaces on a typical day not result in any notable amount of traffic and indirect traffic impacts related to noise, air quality, or greenhouse gases to pose any significant impact.
- c. Scenic Highways. The project is not located adjacent to or near any designated scenic highways.
- d. Hazardous Waste Sites. The project site is not located on or near any identified hazardous waste sites.
- e. Historical Resources. The site is vacant and is not known to contain any historical resources that could be impacted by the project. The project includes standard conditions of approval related to unanticipated discovery of cultural resources or human remains for grading to cease and the established proper procedures followed to treat and evaluate the discovery.

FINDINGS AND CONCLUSIONS

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

Land Use Findings:

1. The project site has a General Plan land use designation of Community Development: Commercial Retail (CD: CR), within the Harvest Valley/Winchester Area Plan. The Commercial Retail (CR) land use designation allows for a wide variety of commercial and related uses, and supporting retail uses. The Project is a commercial use and is consistent with the variety of commercial uses anticipated to operate in the Commercial Retail land use designation.

In addition, the proposed project is consistent with the General Plan Land Use Policy 29.9, which states, "Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area." The proposed R.V., trailer, and boat

storage yard will provide a decorative CMU block wall with landscaping along the walls to create a buffer. In addition, the proposed project is consistent with the General Plan Land Use Policy 30.2, which states, to "control heavy truck and vehicular access to minimize potential impacts on adjacent properties". The proposed project will be accessed from Willard Street, and not directly off the (State Highway- 79)/Winchester Road which will minimize potential impacts to (State Highway-79)/Winchester Road traffic flow. Additionally, the amount of typical traffic to the proposed facility is anticipated to be minimal since it is not likely based on the 25 storage spaces that users would not be frequently dropping off or pulling out their trailer, R.V., or boat to result in any notable daily activities on the site.

2. The project site currently has a Zoning Classification of Rural Residential (R-R), which although it is not clearly consistent with the General Plan land use designation of Commercial Retail (CR) since it is generally defined as a residential zone, the Rural Residential (R-R) zone does allow for a wide variety of commercial uses and those such uses are generally compatible with the land use designation of Commercial Retail (CR). Since the proposed Project is proposing one of those commercial uses as permitted in the Rural Residential (R-R) zone and that use is generally consistent with the land use designation of Commercial Retail as detailed above, there is no necessity to change the zoning to make it more consistent with the General Plan at this time.
3. The project site is located within the Highway 79 Policy Area. This policy is related to residential development and therefore is not applicable to the current proposed commercial Project.
4. The proposed project is located within the Winchester Policy Area and a Community Center Overlay as identified by the Harvest Valley/ Winchester Area Plan. The intent of the policy area is to create "a sense of place as well as an entrance to the Diamond Valley Recreation Area." The policy area and overlay encourage certain commercial uses to promote the intent of the policy area. While the policy area may encourage specific types of uses, it does note in HWWAP 3.4 that development may also be permitted pursuant to the underlying land use designations applied to each property. As noted previously, the underlying land use designation of Commercial Retail would allow for the proposed use.

Conditional Use Permit Findings:

The following findings shall be made prior to making a recommendation to grant a Conditional Use Permit, pursuant to the provisions of the Riverside County Zoning Ordinance 348 (Land Use):

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 General Plan is Community Development: Commercial Retail (CD: CR), which allows local and regional serving retail and service uses. The proposed Project, a R.V., trailer, and boat storage yard is considered a commercial use pursuant to Ordinance No. 348 and therefore is consistent with the Community Development: Commercial Retail (CD: CR) that allows for commercial uses. Pursuant to the Zoning Classification of Rural Residential (R-R) that is applied to the property, the proposed use of a R.V., trailer, and boat storage yard is allowable with the approval of a Conditional Use Permit. This use falls in the category of Trailer and Boat Storage under the R-R zone. The R.V., trailer, and boat storage yard use conforms to all other requirements of the General Plan, Ordinance No. 348, and with all applicable requirements of State law and the ordinances of Riverside County.
2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. Implementation of the proposed Project will not impact the surrounding area in terms

of a substantial increase in traffic or noise since the project would not generate a notable amount of daily traffic. The Project site is adequately served by Willard Road and is capable of providing access for emergency vehicles. Incorporation of conditions of approval in regards location of fire hydrants, and portable fire extinguishers will provide necessary improvements to provide emergency fire services. Furthermore, through compliance with the California Building Code and Riverside County Ordinance No. 348 the project will not negatively affect the public health, safety, or welfare.

3. The proposed use conforms to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. The project site is located within the Harvest Valley/Winchester Area Plan. The Harvest Valley/Winchester Area Plan describes as small homes on large parcels and agricultural community along Winchester Road (State Route 79) with commercial services along the highway serving area residents and the traveling public. Additionally, the Project site's land use designation is Commercial Retail (CR) which encourages commercial and related services uses. The proposed commercial use, which is along on Winchester Road (State Route 79) conforms to the present and future logical development of the land and is compatible with the surrounding areas since the project is a low intensity commercial use that would not generate any notable nuisance or inherent incompatibility with the neighboring existing residential uses.
4. That plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The project will not be required to provide any major improvements along State Route 79/Winchester Road and Willard Street. The project is already improved along State Route 79/Winchester Road and Willard Street and therefore does not require any further improvements to adequately serve the needs of the project and the incremental increase in traffic generated by the project. The applicant will provide a new driveway, parkways, sidewalks, and landscaping along Willard Street.
5. All use permits which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. The proposed Project will not result in the construction of any structure on the existing lot.

Development Standards Findings:

- a. Height Requirements – One family residences shall not exceed forty (40') feet in height. No other building or structure shall exceed fifty (50') feet in height, unless a greater height is approved pursuant to Section 18.34. of this ordinance. In no event, however, shall a building exceed seventy-five (75') feet in height or any other structure exceed one hundred five (105') feet in height, unless a variance is approved pursuant to Section 18.27. of this ordinance. The project does not propose any structures. Therefore, the project is consistent with the standard.
- b. Lot Area. One-half acre, with a minimum average width of 80 feet, including the area to the center of adjacent streets. The proposed project is located on a 0.52 acre site and the width of the frontage along Willard Road is 149.61 feet. Therefore, the project is consistent with the standard.

- c. Automobile storage space shall be provided as required by Section 18.12. of this ordinance. The proposed project is a R.V., trailer, and boat storage yard providing twenty-five (25) storage spaces. The use is closely related to the mini-warehouses, self-storage within the General Commercial/Retail Uses under the Ordinance No. 348, Section 18.12, since the use would similarly be a use providing for storage that would not generate a typical need for regular vehicle parking. The applicable parking rate for mini-warehouse and self-storage that would be applicable to the project would require two (2) parking spaces per every three (3) employees. This project will not have employee onsite, therefore the parking requirement is not necessary to serve this type of use. Therefore, the project is consistent with the standard.

Other Findings:

1. The project site is not located within a Criteria Cell of the Western Riverside Valley Multiple Species Habitat Conservation Plan (MSHCP).
2. The project site is not located within a City Sphere of Influence.
3. The project site is not located within an Airport Influence Area ("AIA") boundary and is therefore not subject to the Airport Land Use Commission ("ALUC") review.
4. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.
5. The project site is located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP"). Per County Ordinance No. 663 and the SKRHCP, all applicants who submit 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 onsite 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.
6. This project is not located within a CAL FIRE state responsibility area and not located within a high fire hazard severity zone.

Conclusion:

1. For the reasons discussed above, the proposed project conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed project would not be detrimental to the health, safety or general welfare of the community.

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

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

APPEAL INFORMATION

The 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 CUP190024 VICINITY/POLICY AREAS

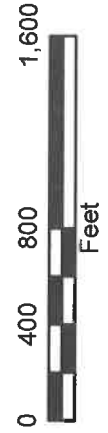
Supervisor: Washington
District 3

Date Drawn: 12/05/2019
Vicinity Map



Zoning Area: Winchester

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 at (951)862-8277 (Eastern County) or Website: <http://www.riversidecounty.net>

RIVERSIDE COUNTY PLANNING DEPARTMENT

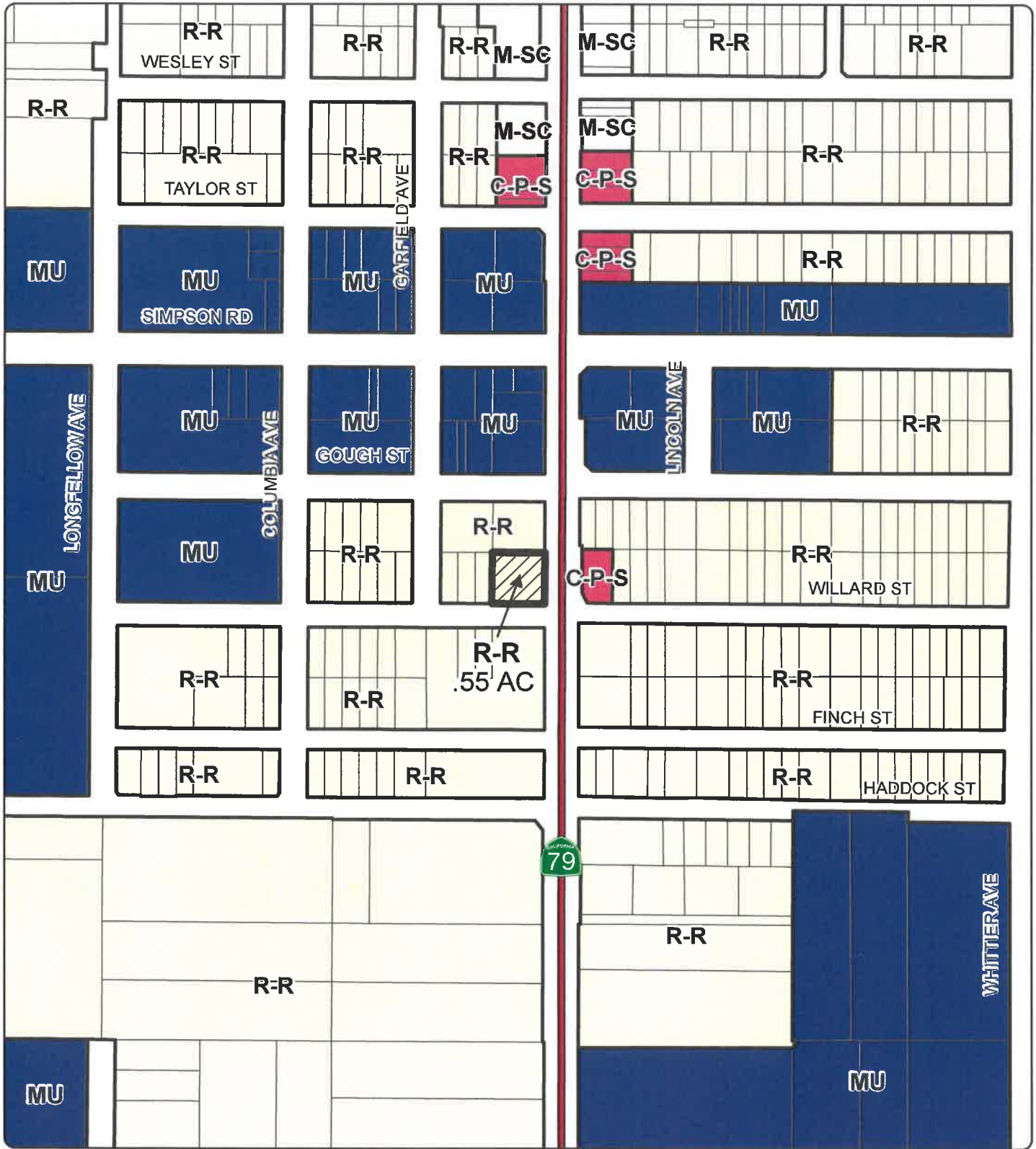
CUP190024

EXISTING ZONING

Supervisor: Washington
District 3

Date Drawn: 12/05/2019

Exhibit 2



Zoning Area: Winchester

Author: Vinnie Nguyen



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RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP190024

Supervisor: Washington
District 3

Date Drawn: 12/05/2019

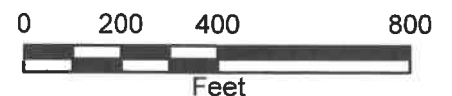
LAND USE

Exhibit 1



Zoning Area: Winchester

Author: Vinnie Nguyen



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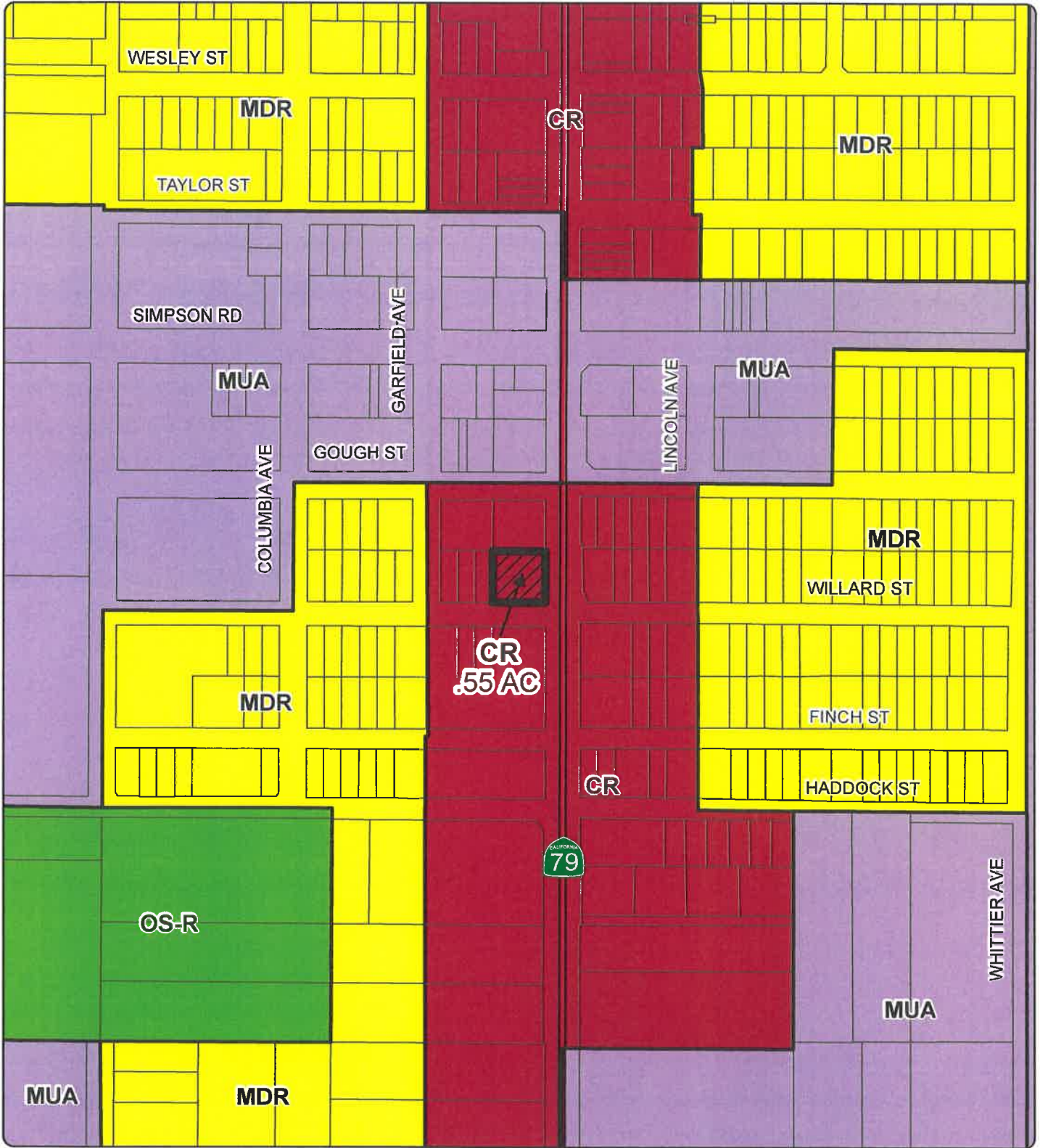
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP190024

EXISTING GENERAL PLAN

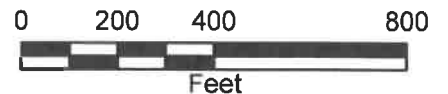
Supervisor: Washington
District 3

Date Drawn: 12/05/2019
Exhibit 5

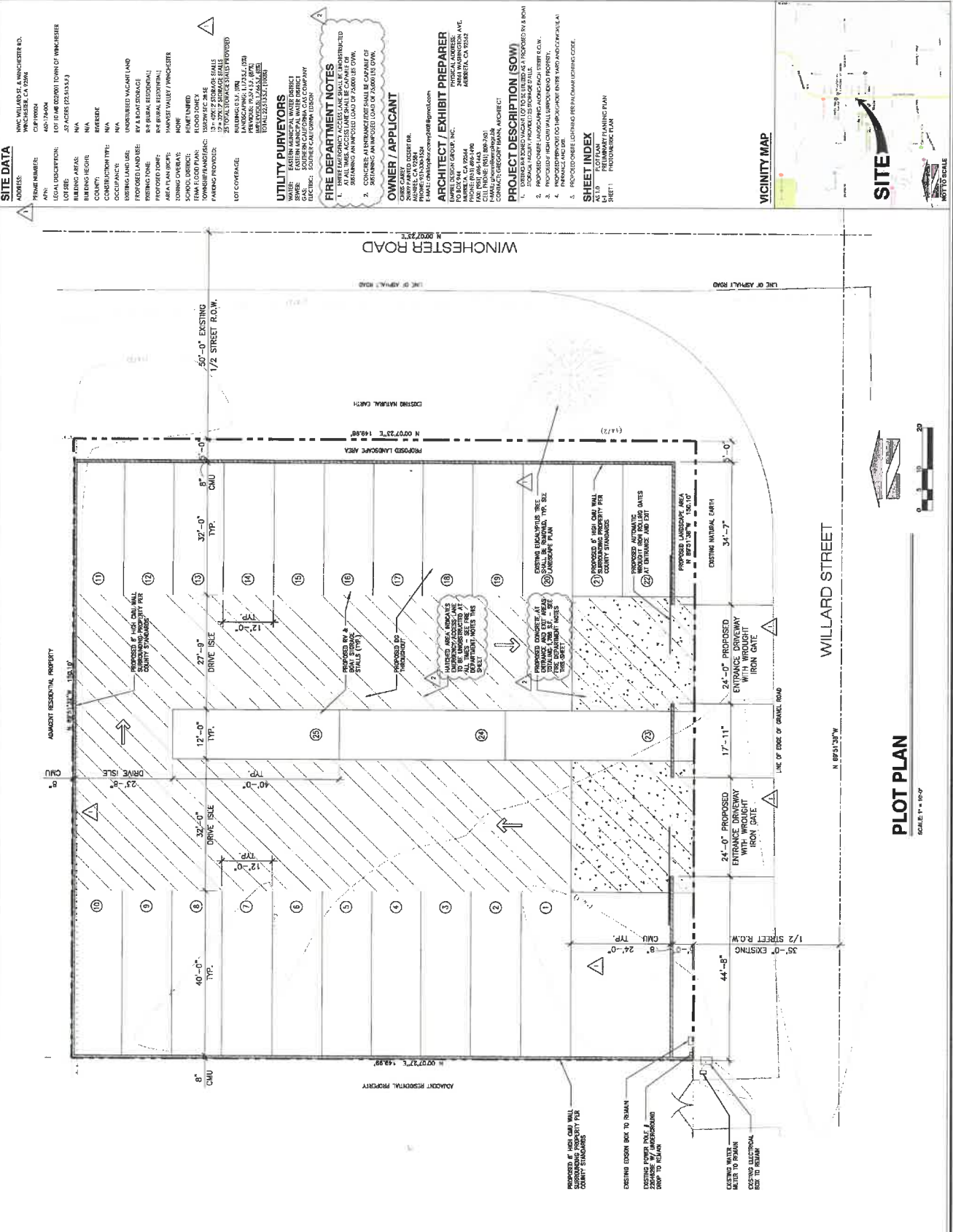


Zoning Area: Winchester

Author: Vinnie Nguyen



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**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



Juan C. Perez
Agency Director

04/16/20, 7:50 am

CUP190024

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for CUP190024. 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 Conditional Use Permit No. 190024 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

Conditional Use Permit No. 190024 proposes to construct an R.V., trailer, and boat storage yard on a 0.52 acre site. The project will include twenty-five (25) R.V., trailer, and boat storage yard parking spaces. The site will be available for the public 24 hours a day and 7 days a week by key code access.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. 3rd & 5th District Design Guidelines

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBITS:

Exhibit A (Site Plan), Amended No. 2, dated November 18, 2019.

Exhibit L (Conceptual Landscaping and Irrigation Plans), dated November 12, 2019.

Advisory Notification. 5 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)

ADVISORY NOTIFICATION DOCUMENT**Advisory Notification****Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)**

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 • Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation) {for GPAs, SPs, & SPAs • Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to: • Ord. No. 348 (Land Use Planning and Zoning Regulations) • Ord. No. 413 (Regulating Vehicle Parking) • Ord. No. 457 (Building Requirements) • Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program) • Ord. No. 625 (Right to Farm) • Ord. No. 655 (Regulating Light Pollution) • Ord. No. 671 (Consolidated Fees) • Ord. No. 787 (Fire Code) • Ord. No. 847 (Regulating Noise) • Ord. No. 857 (Business Licensing) • Ord. No. 859 (Water Efficient Landscape Requirements) • Ord. No. 915 (Regulating Outdoor Lighting) • Ord. No. 916 (Cottage Food Operations) • Ord. No. 925 (Prohibiting Marijuana Cultivating) • Ord. No. 927 (Regulating Short Term Rentals) • Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances • Ord. No. 659 Development Impact Fees (DIF) • Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR) • Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP) • Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 6 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 Conditional Use Permit No. 190024, its advisory agencies, appeal boards, or legislative body concerning the project or its associated environmental documentation; and,

ADVISORY NOTIFICATION DOCUMENT**Advisory Notification****Advisory Notification. 6 AND - HOLD HARMLESS (cont.)**

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the Conditional Use Permit No. 190024 concerning the project, 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 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. 7 AND - Planning - CUL – Human Remains

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

Advisory Notification. 8 AND – Planning- CUL- 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:

ADVISORY NOTIFICATION DOCUMENT**Advisory Notification****Advisory Notification. 8 AND – Planning- CUL- Unanticipated Resources (cont.)**

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

A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

BS-Plan Check**BS-Plan Check. 1 Gen - Custom****NOTIFICATIONS:**

CODE/ORDINANCE REQUIREMENTS: The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply. NOTE: The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

PERMIT ISSUANCE: Per section 105.1 (2019 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,

ADVISORY NOTIFICATION DOCUMENT**BS-Plan Check****BS-Plan Check. 1 Gen - Custom (cont.)**

structure, or equipment. In residential applications, each separate structure will require a separate building permit.

E Health**E Health. 1 Gen - Custom**

Based on the information provided in the environmental assessment documents submitted for this project, a site visit, and additional research conducted by RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) staff and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP 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) if applicable (No Buildings Proposed). Prior to building permit issuance, applicant shall submit an original copy of water 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**

Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance. Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

ADVISORY NOTIFICATION DOCUMENT**Flood****Flood. 1****Flood Haz. Report**

Condition Use Permit (CUP) 190024 is a proposal for a RV and boat storage yard and a 1,440 square foot RV parking structure on a 0.55-acre site in Winchester area. The site is located on the northwest corner of Willard Street and Hwy79.

The project site is in the FEMA Unshaded Zone X floodplain per FIRM (2017) 06065C2080H. The site is subject to sheet flow type runoff from the northeast direction. The project is adjacent to the District's Winchester Master Drainage Plan (MDP) Line F (project number 4-0-00563/Drawing Number 4-0720). This MDP underground RCP is a 25-year facility that runs in the road right-of-way of Hwy79 and Gough Street. There are two drop inlets into Line F located northeast of the intersection of Gough Street & Hwy79 and southwest of Willard Street & Hwy79 that may alleviate some offsite runoffs that are tributary to the site. Except for nuisance nature local runoff that may traverse portions of the property, the site is considered free from ordinary storm flood hazard. However, a storm of unusual magnitude could cause some damage. New construction should comply with all applicable ordinances. An encroachment permit shall be obtained for any work within the District right of way or with District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

The District has reviewed the exhibits submitted on September 30, 2019 and no off-site drainage improvements are proposed.

Future exhibits shall depict existing watercourses, channels, storm drains and culverts, including name, owner, capacity, approximate grade and dimensions.

Future exhibits shall depict all proposed grading including but not limited to all cut/fill slopes with slope ratios, pad sites, pad elevations and finished floor elevations. The property's grading should be designed in a manner that perpetuates the existing natural drainage patterns and conditions with respect to tributary drainage area and outlet points and outlet conditions.

Future exhibits shall depict proposed flood control and drainage facilities including detention basins, channels, storm drains, culverts, brow and slope drains with type, grades, dimensions and easement or right of way widths clearly shown. Centerline curve radii and typical sections shall be shown for all open channels. All regional facilities shall be designed to the District's standards.

The site is located within the bounds of the Salt Creek Channel-Winchester/North Hemet Area Drainage Plan (ADP) for which drainage fees and mitigation 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 grading or building permits for this project whichever occurs first. Although the current fee for this ADP is \$131 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. Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal, additional public safety and health issues are discovered, the District reserves the

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Haz. Report (cont.)

right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project can be directed to Han Yang at 951.955.1348 or hyang@rivco.org.

Planning

Planning. 1 0010-Planning-USE - 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. 2 0010-Planning-USE - 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. 3 0010-Planning-USE - COMPLY WITH ORD./CODES

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A and APPROVED EXHIBIT L, unless otherwise amended by these conditions of approval.

Planning. 4 0010-Planning-USE - LIGHTING HOODED/DIRECTED

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

Planning. 5 0010-Planning-USE - NO OUTDOOR ADVERTISING

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

ADVISORY NOTIFICATION DOCUMENT**Waste Resources****Waste Resources. 1 Gen - Custom (cont.)**

For more information, please visit:
www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

3. 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, at 1.888.722.4234.

- Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
- The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

Plan: CUP190024

Parcel: 462176004

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 1 0060-EPD-Nesting Bird Survey (MBTA) (cont.) Not Satisfied

Environmental Programs Division (EPD) that a biologist who holds an MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from the Consulting Biologist confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading permit.

Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report to Environmental Programs Division (EPD) documenting the results of the pre-construction nesting bird survey.

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. A corresponding County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed. 2. Description of the proposed site and planned grading operations. 3. Description of the level of monitoring required for all earth-moving activities in the project area. 4. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring. 5. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens. 6. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery. 7. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays. 8. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. 9.

Procedures and protocol for collecting and processing of samples and specimens. 10. Fossil identification and curation procedures to be employed. 11. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed

Plan: CUP190024

Parcel: 462176004

60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied

to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading. 12. All pertinent exhibits, maps and references. 13. Procedures for reporting of findings. 14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution. 15. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

80. Prior To Building Permit Issuance

Fire

080 - Fire. 1 Prior to permit Not Satisfied

Minimum fire flow for the construction of all buildings is required per CFC Appendix BB 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. 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. 2 Prior to permit Not Satisfied

The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4) Fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

Flood

080 - Flood. 1 Mitcharge - Use Not Satisfied

This project is located within the limits of the Salt Creek Channel - Winchester/North Hemet Area

Plan: CUP190024

Parcel: 462176004

80. Prior To Building Permit Issuance

Flood

080 - Flood. 1 **Mitcharge - Use (cont.)** **Not Satisfied**

Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Planning

080 - Planning. 1 **80.Planning - SCHOOL MITIGATION** **Not Satisfied**

Impacts to the Hemet Unified School District shall be mitigated in accordance with California State law.

080 - Planning. 2 **80.Planning- FEE BALANCE** **Not Satisfied**

Prior to issuance of building permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

Waste Resources

080 - Waste Resources. 1 **080 - 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

Fire

090 - Fire. 1 **Prior to final** **Not Satisfied**

Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access by emergency personnel. (CFC 506.1)

Plan: CUP190024

Parcel: 462176004

90. Prior to Building Final Inspection

Planning

090 - Planning. 1 0090-Planning-USE - PARKING PAVING MATERIAL Not Satisfied

A minimum of twenty-five (25) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

Waste Resources

090 - Waste Resources. 1 090 - 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.

090 - Waste Resources. 2 Form D – Mandatory Commercial Recycling and Organics Not Satisfied

Form D – Mandatory Commercial Recycling and Organics Recycling

Prior to final building inspection, applicants 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



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: September 19, 2019

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riverside County Flood Control
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

Board of Supervisors - Supervisor: Washington
Hemet Unified School District
Eastern Municipal Water District (EMWD)

CONDITIONAL USE PERMIT NO. 190024 – CEQ190100 - Applicant: Christopher Carey – Engineer
Representative: Empire Design Group Inc. – Third Supervisorial District – Winchester Zoning Area – Harvest Valley / Winchester Area Plan – Community Development: Commercial Retail (CD:CR) (0.25-0.35 FAR) – Location: northerly of Gough Street, Easterly of SH-79/Winchester Road, westerly of Rainbow Canyon Road and southerly of Willard Street – 0.55 Gross Acres – Zoning: Rural Residential (R-R) - **REQUEST:** Conditional Use Permit to construct a RV and Boat Storage Yard and a 1,440 square foot RV parking structure on 0.55 acre site. - APN: 462-176-004 – **BBID: 125-362-782**

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 meeting on October 10, 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.

Any questions regarding this project, should be directed to Dionne Harris, Project Planner at (951) 955-6836, or e-mail at dharris@rivco.org / MAILSTOP #: 1070

Public Hearing Path: Administrative Action: DH: PC: BOS:

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

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.



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: Christopher Carey

Contact Person: same E-Mail: Christopher.Carey2408@gmail.com

Mailing Address: 29809 Painted Desert Dr.
Menifee CA 92584
City State ZIP

Daytime Phone No: (951) 330-1524 Fax No: () _____

Engineer/Representative Name: _____

Contact Person: _____ E-Mail: _____

Mailing Address: _____
Street
City State ZIP

Daytime Phone No: () _____ Fax No: () _____

Property Owner Name: Christopher & Rebecca Carey

Contact Person: Christopher Carey E-Mail: Christopher.Carey2408@gmail.com

Mailing Address: 29809 Painted Desert Dr.
Menifee CA 92584
City State ZIP

Daytime Phone No: (951) 330-1524 Fax No: () _____

Riverside Office • 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 • Fax (951) 955-1811

Desert Office • 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(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.)

Christopher Carey
PRINTED NAME OF PROPERTY OWNER(S)


SIGNATURE OF PROPERTY OWNER(S)

Rebeka Carey
PRINTED NAME OF PROPERTY OWNER(S)


SIGNATURE OF PROPERTY OWNER(S)

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 462 176 004

Approximate Gross Acreage: 0.52 Acres

General location (nearby or cross streets): North of Willard Street, South of _____, East of _____, West of _____.

APPLICATION FOR LAND USE AND DEVELOPMENT

PROJECT PROPOSAL:

Describe the proposed project.

Trailer and Boat Storage

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): *R-R Zone 348.489C*

Number of existing lots: *3*

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 type="checkbox"/> No <input checked="" type="checkbox"/>				
No.*	Square Feet	Height	Stories	Use/Function
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

PROPOSED Outdoor Uses/Areas: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
No.*	Square Feet	Use/Function
1		
2		
3		
4		
5		

APPLICATION FOR LAND USE AND DEVELOPMENT

6		
7		
8		
9		
10		

* Match to Buildings/Structures/Outdoor Uses/Areas identified on Exhibit "A".

Check this box if additional buildings/structures exist or are proposed, and attach additional page(s) to identify them.)

Related cases filed in conjunction with this application:

N/A

Are there previous development applications filed on the subject property: Yes No

If yes, provide Application No(s). _____
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) _____ EIR No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a signed copy(ies): _____

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: _____

Address: _____

Phone number: _____

Address of site (street name and number if available, and ZIP Code): _____

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: _____

Specify any list pursuant to Section 65962.5 of the Government Code: _____

Regulatory Identification number: _____

Date of list: _____

Applicant: _____ Date _____

HAZARDOUS MATERIALS DISCLOSURE STATEMENT

Government Code Section 65850.2 requires the owner or authorized agent for any development project to disclose whether:

1. Compliance will be needed with the applicable requirements of Section 25505 and Article 2 (commencing with Section 25531) of Chapter 6.95 of Division 20 of the Health and Safety Code or the requirements for a permit for construction or modification from the air pollution control district or air quality management district exercising jurisdiction in the area governed by the County. Yes No
2. The proposed project will have more than a threshold quantity of a regulated substance in a process or will contain a source or modified source of hazardous air emissions. Yes No

I (we) certify that my (our) answers are true and correct.

Owner/Authorized Agent (1) _____ Date _____

Owner/Authorized Agent (2) _____ Date _____

APPLICATION FOR LAND USE AND DEVELOPMENT

This completed application form, together with all of the listed requirements provided on the Land Use and Development Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\Land Use and Development Condensed application.docx
Created: 04/29/2015 Revised: 08/03/2018



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



Juan C. Perez
Director of Transportation and Land Management Agency

Patricia Romo
Transportation Director,
Transportation Department

Charissa Leach, P.E.
Assistant TLMA Director
Planning Department

Mike Lara
Building Official,
Building & Safety Department

Hector Viray
Code Enforcement Official,
Code Enforcement Department

LAND USE and PERMIT APPLICATION PROCESSING AGREEMENT
Agreement for Payment of Costs of Application Processing

TO BE COMPLETED BY APPLICANT:

This agreement is by and between the County of Riverside, hereafter "County of Riverside",
and Christopher Carey hereafter "Applicant" and Christopher & Rebekah Carey "Property Owner".
Description of application/permit use:

If your application is subject to Deposit-based Fee, the following applies

Section 1. Deposit-based Fees

Purpose: The Riverside County Board of Supervisors has adopted ordinances to collect "Deposit-based Fees" for the costs of reviewing certain applications for land use review and permits. The Applicant is required to deposit funds to initiate staff review of an application. The initial deposit may be supplemented by additional fees, based upon actual and projected labor costs for the permit. County departments draw against these deposited funds at the staff hourly rates adopted by the Board of Supervisors. The Applicant and Property Owner are responsible for any supplemental fees necessary to cover any costs which were not covered by the initial deposit.

Section 2. Applicant and Property Owner Responsibilities for Deposit-based Fee Applications

- A. Applicant agrees to make an initial deposit in the amount as indicated by County ordinance, at the time this Agreement is signed and submitted with a complete application to the County of Riverside. Applicant acknowledges that this is an initial deposit and additional funds may be needed to complete their case. The County of Riverside will not pay interest on deposits. Applicant understands that any delays in making a subsequent deposit from the date of written notice requesting such additional deposit by County of Riverside, may result in the stoppage of work.
- B. Within 15 days of the service by mail of the County of Riverside's written notice that the application permit deposit has been reduced to a balance of less than 20% of the initial deposit or that the deposit is otherwise insufficient to cover the expected costs to completion, the Applicant agrees to make an additional payment of an amount as determined by the County of Riverside to replenish the deposit. Please note that the processing of the application or permit may stop if the amount on deposit has been expended. The Applicant agrees to continue making such payments until the County of Riverside is reimbursed for all costs related to this application or permit. The County of Riverside is entitled to recover its costs, including attorney's fees, in collecting unpaid accounts that would have been drawn on the deposit were it not depleted.
- C. The Property Owner acknowledges that the Applicant is authorized to submit this agreement and related application(s) for land use review or permit on this property. The Property Owner also acknowledges that should the Applicant not reimburse the County of Riverside for all costs related to this application or permit, the Property Owner shall become immediately liable for these costs which shall be paid within 15 days of the service by mail of notice to said property Owner by the County.

- D. This Agreement shall only be executed by an authorized representative of the Applicant and the Property Owner. The person(s) executing this Agreement represents that he/she has the express authority to enter into this agreement on behalf of the Applicant and/or Property Owner.
- E. This Agreement is not assignable without written consent by the County of Riverside. The County of Riverside will not consent to assignment of this Agreement until all outstanding costs have been paid by Applicant.
- F. Deposit statements, requests for deposits or refunds shall be directed to Applicant at the address identified in Section 4.

Section 3. To ensure quality service, Applicant is responsible to provide one-week written notice to the County of Riverside Transportation and Land Management Agency (TLMA) Permit Assistance Centers if any of the information below changes.

Section 4. Applicant and Owner Information

1. PROPERTY INFORMATION:

Assessors Parcel Number(s): 462-176-004

Property Location or Address: 0 Winchester, Wincheste CA 92594

2. PROPERTY OWNER INFORMATION:

Property Owner Name: Christopher + Rebekka Carey Phone No.: 951-330-1524
 Firm Name: _____ Email: Christopher.Carey2408@gmail.com
 Address: 29809 Painted Desert Drive
Menifee, CA 92584

3. APPLICANT INFORMATION:

Applicant Name: Christopher Carey Phone No.: 951-330-1524
 Firm Name: _____ Email: Christopher.Carey2408@gmail.com
 Address (if different from property owner): _____

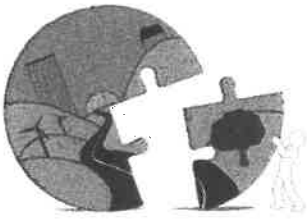
4. SIGNATURES:

Signature of Applicant: [Signature] Date: _____
 Print Name and Title: Christopher Carey

Signature of Property Owner: [Signature] Date: _____
 Print Name and Title: Christopher + Rebekka Carey

Signature of the County of Riverside, by: [Signature] Date: 9-16-19
 Print Name and Title: Stacy Wright

FOR COUNTY OF RIVERSIDE USE ONLY	
Application or Permit (s)#: _____	
Set #: _____	Application Date: _____



RIVERSIDE COUNTY PLANNING DEPARTMENT

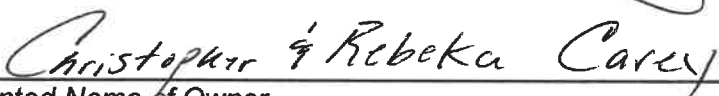
Charissa Leach, P.E.,
Assistant TLMA Director

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

The owner(s) of the property, at their own expense, agree to defend, indemnify and hold harmless the County of Riverside and its agents, officers, and employees from and against any lawsuit, claim, action, or proceeding (collectively referred to as "proceeding") brought against the County of Riverside, its agents, officers, attorneys and employees to attack, set aside, void, or annul the County's decision to approve any tentative map (tract or parcel), revised map, map minor change, reversion to acreage, conditional use permit, public use permit, surface mining permit, WECS permit, hazardous waste siting permit, temporary outdoor event permit, plot plan, substantial conformance, revised permit, variance, setback adjustment, general plan amendment, specific plan, specific plan amendment, specific plan substantial conformance, zoning amendments, and any associated environmental documents. This defense and indemnification obligation shall include, but not limited to, damages, fees and/or costs awarded against the County, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, property owner, the County, and/or the parties initiating or bringing such proceeding.



Property Owner(s) Signature(s) and Date



Printed Name of Owner

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets of this page, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- *If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- *If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- *If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- *If the property owner is a trust, provide a copy of the trust certificate.*

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

"Planning Our Future Preserving Our Past"

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

- *If the property owner is a Limited Liability Corporation, provide a copy of the operating agreement for the LLC documenting who has authority to bind the LLC and to sign on its behalf.*

If the signing entity is also a corporate entity, Limited Liability Company, partnership or trust, the above documentation must also be submitted with this application. For any out of State legal entities, provide documentation showing registration with the California Secretary of State.

In addition to the above, provide a copy of a Preliminary Title Report for the property subject to this application. The Preliminary Title Report must be issued by a title company licensed to conduct business in the State of California and dated less than six months prior to the date of submittal of this application. The Assistant TLMA Director may waive the requirement for a Preliminary Title Report if it can be shown to the satisfaction of the Assistant TLMA Director that the property owner(s) has owned the property consistently for at least the last five years.

If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.

NOTICE OF PUBLIC HEARING

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:

CONDITIONAL USE PERMIT NO. 190024 – Exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) – CEQ190100 – Applicant: Christopher Carey – Engineer Representative: Empire Design Group Inc. – Third Supervisorial District – Winchester Zoning Area – Harvest Valley/Winchester Area Plan – Community Development: Commercial Retail (CD-CR) (0.25-0.35 FAR) – Location: Northerly of Gough Street, easterly of State Highway 79/Winchester Road, and southerly of Willard Street – 0.52 Gross Acres – Zoning: Rural Residential (R-R) – **REQUEST: Conditional Use Permit No. 190024** is a proposal to construct an R.V., trailer, and boat storage yard on a 0.52 acre site. The project will include 25 R.V., trailer, and boat storage yard parking spaces. The site will be available for the public 24 hours a day and 7 days a week by key code access.

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING: **MAY 20, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
BOARD CHAMBERS, 1ST FLOOR
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project please contact the Project Planner Russell Brady at (951) 955-3025 or email at 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-described application is exempt from the provisions of the California Environmental Quality Act (CEQA). The Planning Commission will consider the proposed application at the public hearing.

The case file for the proposed project is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. Please note that access to the meeting is limited. All comments received prior to the public hearing will be submitted to the Planning Commission for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Commission, and all correspondence received will be retained for the official record.

If this project is challenged in court, the issues may be limited to those 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 December 04, 2019,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers CUP190024 for

Company or Individual's Name RCIT - GIS,

Distance buffered 600'

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

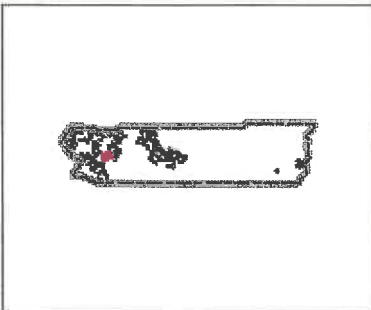
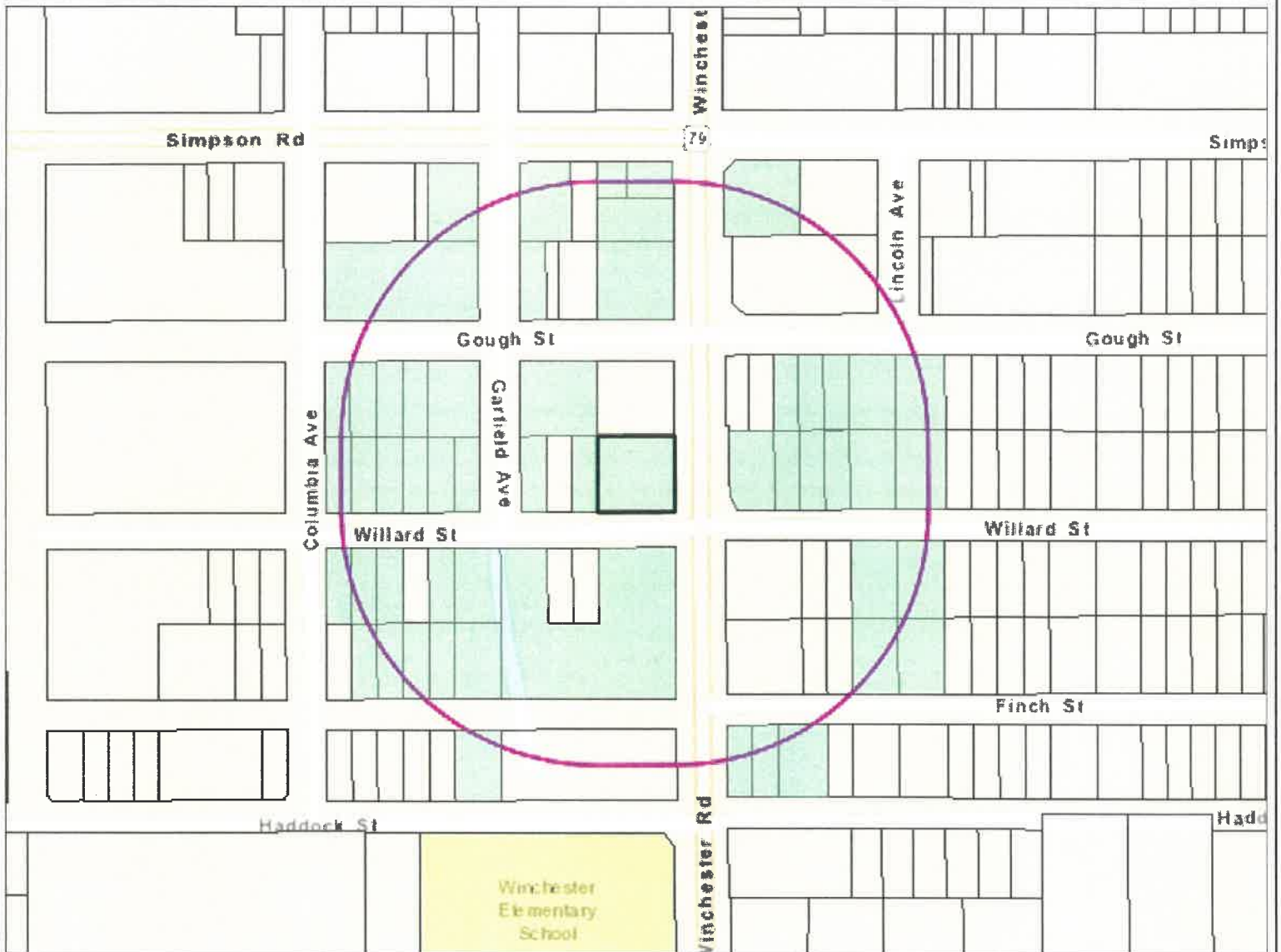
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

CUP190024 (600 feet buffer)



Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

Notes



0

376

752 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... 12/6/2019 10:04:06 AM

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463145052
RUBEN FLORES
FLOREAM FLORES
1002 E FLORIDA AVE
HEMET CA 92543

463157004
CESAR ARTURO OCHOA
ALICIA IRENE OCHOA
10770 HOLE AVE NO 119
RIVERSIDE CA 92505

462175002
SECRETARY HOUSING & URBAN DEV OF WASH
1600 SACRAMENTO INN 220
SACRAMENTO CA 95815

462182008
ELIZABETH ALVARADO
201 WILSHIRE RD
OCEANSIDE CA 92056

462182009
SALVADOR VILLANUEVA
220 S ELK ST NO 17
HEMET CA 92543

462172004
ANDREW D MCELHINNEY
CAMILLE V MCELHINNEY
24849 CALIFORNIA AVE
HEMET CA 92545

463157005
JOSE GUADALUPE CARRILLO
MARIA D MARTINEZ
26456 IDE AVE
HEMET CA 92545

462182007
MODESTO G TORRES RAMIREZ
LAURA P TORRES
27644 TYLER AVE
SUN CITY CA 92585

462176004
FRANCES M WATT
28335 YANEZ
MISSION VIEJO CA 92692

462173004
KOON HAW SUH
CHONG CHA SUH
DAVID SUH

28362 N STAR LN
MENIFEE CA 92584

463141009
KOON HAW SUH
CHONG CHA SUH
28362 NORTH STAR LN
MENIFEE CA 92584

462175013
EQUITY TRUST CO
29170 GRANITE CIR
MENIFEE CA 92584

462182012
JOSEPHINA GRIMALDO GALLEGOS
29475 RANCHO CALIFORNIA RD
TEMECULA CA 92591

462173005
PACIFIC PREMIER COMMERCIAL INV INC
30116 ROYAL HUNTS ST
MENIFEE CA 92584

463158001
EQUITY TRUST CO
30195 AULD RD
MURRIETA CA 92563

462175009
GERARDO ANAYA
32870 WILLARD ST
WINCHESTER CA. 92596

462182002
EDUARDO R MONTESINOS LUNA
32883 WILLARD ST
WINCHESTER CA. 92596

462182021
JOVIE L ESTEVES
32892 FINCH ST
WINCHESTER CA. 92596

462185012
JAMES HORECKA
32902 HADDOCK ST
WINCHESTER CA. 92596

462182016
VICENTE AGUIRRE ARELLANO
ESPERANZA AGUIRRE
32925 WILLARD ST
WINCHESTER CA. 92596

462176006
THOMAS L CASTEEL
32952 WILLARD ST
WINCHESTER CA. 92596

463158002
GLADIS LAUREL
33020 HADDOCK ST
WINCHESTER CA. 92596

463145014
LESBIA MENDEZ GARCIA
33043 GOUGH ST
WINCHESTER CA. 92596

463145012
ROSA M FRAGOSO
JOSE ALEJANDRO FRAGOSO
33090 WILLARD ST
WINCHESTER CA 92596

462182011
AMANCIO AVILA
JOSEFINA AVILA
33150 ALCAZAR DR
MENIFEE CA 92584

463145019
FRANCISCO ARECHIGA
33785 MILAN RD
WINCHESTER CA 92596

462176001
ABRAHAM VILLANUEVA
3803 SYDNEY ST
HEMET CA 92545

462175014
AMADO GUZMAN
39815 VIA CAREZA
MURRIETA CA 92563

462175003
ROSS C MITCHELL
MARILEE MITCHELL
4606 ROCKLAND PL
LA CANADA CA 91011

462173001
SUSAN C CARROLL
5004 MAIDEN LN
SANTA ROSA CA 95409

463145066
KATHY LEIGH GREEN
738 KINGSLEY ST
MOHAVE VALLEY AZ 86440

462175004
HOWARD L MCCLEARY
P O BOX 1
WINCHESTER CA 92596

462173006
STEVEN BURTNES
P O BOX 142
WINCHESTER CA 92596

462182004
ANGELA D LITTLE
P O BOX 181
WINCHESTER CA 92596

463157012
JOSHUA EPSTEIN
P O BOX 215
WINCHESTER CA 92596

462182018
EMPIRE COMMUNITIES
P O BOX 295
TEMECULA CA 92593

463145021
LYNNE BURKE
P O BOX 30202
LONG BEACH CA 90853

462173008
JESUS VELASCO
LAURA N VELASCO
P O BOX 328
WINCHESTER CA 92596

463145061
SALVADOR FRAGOZA
JOSE A FRAGOZA
P O BOX 382
WINCHESTER CA 92596

463145020
RUBY JOYCE SCHWARTZ
P O BOX 405
WINCHESTER CA 92596

462172005
GEORGE ROBERT MCCLEARY
P O BOX 42
WINCHESTER CA 92596

462175015
ALLEAN C STEWART
P O BOX 5
WINCHESTER CA 92596

462173003
MICHAEL F ROWE
P O BOX 507
WINCHESTER CA 92596

463157013
KEITH ELLIOTT CORWIN
P O BOX 53
WINCHESTER CA 92596

462175007
DAVID R GUERRA
P O BOX 563
WINCHESTER CA 92596

462175012
RAMON GARCIA
MARIA A HERNANDEZ
P O BOX 591
WINCHESTER CA 92596

463145057
FEDERICO RAMIREZ
P O BOX 665
WINCHESTER CA 92596

463145013
JUAN QUEVEDO
LORENA QUEVEDO
P O BOX 803
WINCHESTER CA 92596

463145067
RAFAEL LEMUS
BLANCA ESTER ROMO
P O BOX 826
WINCHESTER CA 92596

463158003
ARZELLA MILDRED COLSON
P O BOX 836
WINCHESTER CA 92596

462175016
ROBERT L LOURENCO
P O BOX 871
WINCHESTER CA 92598

462175011
LETICIA VALDERRAMA
P O BOX 901
WINCHESTER CA 92596

462182022
JEREMY FRENCH
SANDRA FRENCH
PO BO 306
WINCHESTER CA 92596

462176007
ROBERT A DOMENIGONI
EVELYN B DOMENIGONI
PO BOX 181
WINCHESTER CA 92596

Applicant/Owner:

Christopher A Carey and Rebeka Carey
29809 Painted Desert Drive
Menifee, CA 92584

Representative:

Empire Design Group Inc.
24861 Washington Avenue
Murrieta, CA 92562

Applicant/Owner:

Christopher A Carey and Rebeka Carey
29809 Painted Desert Drive
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Empire Design Group Inc.
24861 Washington Avenue
Murrieta, CA 92562

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**


Agenda Item No.

4.2

Planning Commission Hearing: May 20, 2020

PROPOSED PROJECT

Case Number(s):	PM37433	Applicant(s): Circle K Stores Inc / Land Development Consultants
CEQA:	No Further Review Required	
Area Plan:	Temescal Canyon	
Zoning Area/District:	El Cerrito District	Representative(s): Base Consulting Group
Supervisory District:	Second District	
Project Planner:	Russell Brady	
Project APN(s):	279-231-099	


 Charissa Leach, P.E.
 Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

TENTATIVE PARCEL MAP NO. 37433 is proposal for a Schedule "E" subdivision of 5.92 gross acres into four (4) parcels which range from 0.98 gross acres to 2.37 gross acres.

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

The proposed project is located northerly of Cajalco Road and easterly of Temescal Canyon Road.

PROJECT RECOMMENDATION

STAFF RECOMMENDS THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

FIND that **NO NEW ENVIRONMENTAL DOCUMENT IS REQUIRED** because all potentially significant effects on the environment have been adequately analyzed in the previously certified **ENVIRONMENTAL ASSESSMENT NO. 42871** for General Plan Amendment No. 1165, Change of Zone No. 7900, and Conditional Use Permit No. 3739 pursuant to applicable legal standards, and none of the conditions described in CEQA Guidelines Section 15162 exist based on the findings and conclusions provided in this staff report; and

APPROVE TENTATIVE PARCEL MAP NO. 37433, based upon the findings and conclusions incorporated in the staff report, subject to the attached conditions of approval.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	N/A
----------------	-----

Specific Plan Land Use:	N/A
Existing General Plan Foundation Component:	Community Development (CD)
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Commercial Retail (CR)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	Temescal Wash Policy Area
Surrounding General Plan Land Uses	
North:	Light Industrial (LI), Open Space: Water (OS:W)
East:	Open Space: Mineral Resources (OS:MIN)
South:	City Of Corona
West:	City Of Corona
Existing Zoning Classification:	Scenic Highway Commercial (C-P-S)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing - Service Commercial (M-SC), Mineral Resources (M-R)
East:	Watercourse, Watershed and Conservations Areas (W-1), Natural Assets (N-A), Mineral Resources (M-R)
South:	City of Corona
West:	City of Corona
Existing Use:	Gas Station and Convenience Store under construction, vacant land
Surrounding Uses	
North:	Contractor storage yard, self storage facility
East:	Vacant land
South:	Contractor storage yard, vacant land
West:	Shopping Center

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	5.92 gross	N/A
Proposed Minimum Lot Size (Acres):	0.98 gross	N/A
Total Proposed Number of Lots:	4	
Map Schedule:	E	

Located Within:

City's Sphere of Influence:	Yes – City of Corona
Community Service Area ("CSA"):	No
Special Flood Hazard Zone:	Yes, partially
Agricultural Preserve:	No
Liquefaction Area:	Yes – Low
Subsidence Area:	Yes – Susceptible
Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	No
WRMSHCP Criteria Cell:	Yes – Criteria Cell 2400 and 2402
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	No
Airport Influence Area ("AIA"):	No

PROJECT LOCATION MAP



PROJECT BACKGROUND AND ANALYSIS

Background:

The project site and the adjacent parcel to the east was also the site for General Plan Amendment No. 1165, Change of Zone No. 7900, and Conditional Use Permit No. 3739. The Conditional Use Permit was approved in 2017 with the General Plan Amendment and Change of Zone approved in 2018. The General Plan Amendment changed the land use designation from Light Industrial to Commercial Retail for the project site and to Open Space: Conservation for the parcel to the east. The Change of Zone changed the zoning from Manufacturing – Service Commercial to Scenic Highway Commercial for the project site and Watercourses, Watershed, and Conservation Areas for the parcel to the east. The Conditional Use Permit covered just the project site for the development of a gas station, convenience store with sale of beer and wine, and a car wash. This facility is currently in the construction process at time of writing of this staff report.

The facility covered by the Conditional Use Permit is located on proposed parcel 1 of the current Tentative Parcel Map. No other uses were proposed on the remaining portion of the site by the Conditional Use Permit to be left for future permitting. Parcel 4 will be conveyed to Riverside County Flood Control & Water Conservation District following proposed improvements for this area covered by the previous Conditional Use Permit.

The project site is within Criteria Cells 2400 and 2402 within Cell Group C of the Temescal Canyon Area Plan and was subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process. The project has completed the Joint Project Review (JPR) process on June 2, 2016. The results of the HANS determined the conservation of what is the parcel to the east of the project.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

In accordance with State CEQA Guidelines Section 15162, Tentative Parcel Map 37433 will not result in any new significant environmental impacts not identified in adopted Negative Declaration for Environmental Assessment No. 42871. The Tentative Parcel Map is a Schedule 'E' map which would subdivide the property to allow portions of the site to be sold and proposed for future development. Therefore, the subdivision will not result in any physical changes resulting in a substantial increase in the severity of previously identified significant effects, does not propose any substantial changes which will require major revision to the Negative Declaration for Environmental Assessment No. 42871, no considerably different mitigation measures have been identified and no mitigation measures found infeasible have become feasible because of the following:

- a. Tentative Parcel Map No. 37433 is a Schedule 'E' map which would subdivide the property to allow portions of the site to be sold and proposed for future development. No physical change will occur in regards to the approved Conditional Use Permit which was the basis of the analysis of the Negative Declaration for Environmental Assessment No. 42871 and encompasses the proposed Tentative Parcel Map boundaries. Any potential future development on the proposed parcels would be subject to further analysis based on the specifics of the development proposed at that time; and,
- b. The subject site was included within the Conditional Use Permit's project boundary analyzed in the Negative Declaration for Environmental Assessment No. 42871; and,

- c. There are no changes to the mitigation measures included in the Negative Declaration for Environmental Assessment No. 42871; and
- d. Tentative Parcel Map No. 37433 does not propose any changes to the approved Conditional Use Permit as reviewed in the Negative Declaration for Environmental Assessment No. 42871.

FINDINGS AND CONCLUSIONS

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

Land Use Findings:

1. The project site has General Plan Land Use Designations of Community Development: Commercial Retail (CD:CR). The Commercial Retail land use designations of the General Plan states, "Commercial uses help to provide jobs for local residents, contribute to enhancing and balancing communities economically, and facilitate a tax base that aids in providing needed public facilities and services." It is the goal of the General Plan to accommodate commercial demand, stimulate focused commercial centers and accommodate a variety and range of uses, and encourage that new or rehabilitated commercial structures and centers enhance the character of the area and are integrated into the community they are intended to service. The proposed Tentative Parcel Map is for the subdivision of the 5.92 acre site into 4 parcels to be able to sell off the parcels 2 and 3 not covered by Conditional Use Permit No. 3739 for future development proposals and parcel 4 to Riverside County Flood Control. The proposed subdivision would allow for potential commercial development consistent with the Commercial Retail land use designation.
2. The existing zoning is Scenic Highway Commercial (C-P-S), which is consistent with the General Plan land use designation of Commercial Retail. No land uses are proposed by the Tentative Parcel Map. The Proposed Tentative Parcel Map is a Schedule 'E' map that will allow the potential for future development on the parcels 2 and 3 not covered by Conditional Use Permit No. 3739. Such future development will be required to comply with the permitted uses and developments standard of the C-P-S zone and all other applicable provisions of Ordinance No. 348.

Entitlement Findings:

Tentative Parcel Map

Tentative Tract Map No. 37433 is a Schedule "E" map that proposes a subdivision of 5.92 gross acres into 4 lots. The findings required to approve the Map, pursuant to the provisions of the Riverside County Ordinance No. 460, are followed below:

1. The proposed map, subdivision design and improvements are consistent with the General Plan, specifically General Plan Principle IV.A.1 which provides that the intent of the General Plan is to foster variety and choice in community development. General Plan Principle I.G encourages efficient use of land by locating more intense development in appropriate areas. The proposed development is located along Cajalco Road and Temescal Canyon Road, Expressway and Arterial roadways, respectively, in the General Plan to serve traffic to and from the site. The proposed subdivision to foster potential future commercial development is also located amongst current and planned

residential uses that are in need of commercial services nearby that assists in achieving more efficient land uses. The Tentative Parcel Map site is designated Commercial Retail by the General Plan and is consistent with this land use designations by fostering future commercial development on the site and is consistent with all other requirements of this Specific Plan and the project is consistent with all applicable requirements of State law and the ordinances of Riverside County.

2. The site of the proposed map is physically suitable for the type of development and density because the site is relatively flat and is located at the intersection of two major roadways that is conducive to commercial development that would be fostered by the proposed subdivision. Infrastructure to serve potential commercial development including water and sewer are readily available. This subdivision is consistent with the General Plan land use designation of Commercial Retail as noted in previous findings.
3. The design of the proposed map or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat since the proposed subdivision does not directly propose any development or improvements and any development impacts of parcel 1 and 4 have been previously addressed in the Negative Declaration prepared for Conditional Use Permit No. 3739 and any potential impacts of development on parcels 2 and 3 would be addressed in the future based on the specifics of development proposed. In addition, the site previously addressed in the Negative Declaration included the parcel to the east that was ultimately determined to be conserved pursuant to the MSHCP and the proposed subdivision would not alter this conservation and would not necessitate any additional conservation need.
4. The design of the proposed map or the type of improvements are not likely to cause serious public health problems, since the proposed subdivision does not directly propose any development or improvements and any potential impacts from development of parcel 1 have been detailed in the Negative Declaration prepared for Conditional Use Permit No. 3739 and any future development of parcels 2 and 3 would be analyzed at that time based on the specifics of the development proposed. The current subdivision itself does not propose any further impacts than what was previously addressed in the Negative Declaration prepared for Conditional Use Permit No. 3739.
5. The proposed land division meets the requirements of Ordinance No. 460 for a Schedule 'E' Map. Ordinance No. 460 requires all land divisions to conform to the County's General Plan, applicable specific plans, Ordinance No. 348 and with the requirements of Ordinance No. 460. The project specifically complies with the Schedule 'E' improvement requirements of Ordinance No. 460 Section 10.10 as listed below:
 - a. Streets. Streets are proposed as shown on the Tentative Map, which include frontage improvements to Cajalco Road and Temescal Canyon Road that are the same as what was required for Conditional Use Permit No. 3739 with the required street width dedication and improvements consistent with the required street width dedication and improvements consistent with the General Plan Circulation Element. Curb and gutter and sidewalks are included for all proposed improved streets.
 - b. Domestic Water. Domestic water service will be supplied by Corona Department of Water and Power via underground pipes consistent with the requirements set forth in California Administrative Code Title 22, Chapter 16.

- c. Fire Protection. The subdivision and any future potential commercial development will be required to comply with Ordinance No. 787. Fire protection measures shall be determined based on specific interior tenant designs and building code requirements.
 - d. Sewage Disposal. Sewer service will be supplied by Corona Department of Water and Power, which has sufficient capacity to handle the anticipated waste load.
 - e. Fences. At minimum the project is required to provide six-foot high chain link fencing along any canal, drain, expressway, or other feature deemed hazardous. A drainage area exists to the east of the subdivision adjacent to proposed parcel 4. Fencing will be necessary and provided with development of parcel 4 when that is proposed.
 - f. Electrical and Communication Facilities. The project will provide electrical, telephone, street lighting, cable television service with lines placed underground.
6. The design of the proposed land division or the type of improvements will not conflict with street dedications, acquired by the public at large, for access through, or use of, property within the proposed land division. No such dedications exist on the property that would need to be removed.
 7. Tentative Parcel Map No. 37433 is consistent with the minimum lot size allowed by the project site's Zoning Classification of Scenic Highway Commercial (C-P-S) since there is no minimum lot size standard.

Development Standards Findings:

1. The proposed use is consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Scenic Highway Commercial (C-P-S) zone as detailed below.
 - a. *There is no minimum lot area requirement, unless specifically required by zone classification for a particular area.* The subdivision proposes a minimum lot size of 0.98 gross acres, however no minimum lot size is required.
 - b. *There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback. Each side setback shall be measured from the side lot line or from an existing adjacent street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line.* The approved Conditional Use Permit No. 3739's buildings do not exceed 35 feet in height, so no setback requirement would apply to the proposed subdivision and the parcel lines proposed for parcel 1 that the Conditional Use Permit is located on. Any future development on parcels 2 and 3 would be required to comply with the setbacks where applicable.
 - c. *No building or structure shall exceed fifty (50') feet in height, unless a greater height is approved pursuant to Section 18.34. of this ordinance. In no event, however, shall a building or structure*

exceed seventy-five (75) feet in height, unless a variance is approved pursuant to Section 18.27. of this ordinance. No buildings are proposed by the subdivision and any current or future development proposal is required to comply with the height requirements.

- d. *Automobile storage space shall be provided as required by Section 18.12. of this ordinance.* No land use is proposed by the subdivision to require parking on its own. The approved Conditional Use Permit No. 3739 has calculated required parking to comply with Section 18.12 and any potential future development on the remaining portion of the subdivision will be required to comply with the parking requirements of Section 18.12 as well when development is proposed.
- e. *All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.* No buildings are proposed by the subdivision and any current or future development proposal is required to comply with the screening of any roof mounted equipment.

Other Findings:

1. The project site is located within Criteria Cells 2400 and 2402 within Cell Group C of the Temescal Canyon Area Plan and was subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process. The project has completed the Joint Project Review (JPR) process on June 2, 2016. The proposed amendment would either contribute to the achievement of the purpose of the General Plan or, at a minimum, would not be detrimental to the General Plan and Temescal Canyon Area Plan because the project will offer approximately 2.6 acres to the Riverside County Multi-Species Habitat Conservation Plan that is the parcel to the east of the current Tentative Parcel Map location.
2. The project site is located within the City of Corona Sphere of Influence. This project was provided to City of Corona for review and comment. No comments were received either in favor or opposition of the project.
3. The project site is not located within an Airport Influence Area ("AIA") boundary and is therefore not subject to the Airport Land Use Commission ("ALUC") review.
4. Pursuant to the requirements of AB 52, tribal consultation was not required for the Project since the Project's impacts are covered under the Negative Declaration previously prepared for Environmental Assessment No. 42871 and a new Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report is not required for this project as is detailed in the previous Environmental Findings in this staff report. Mitigation measures and conditions of approval from the previous Negative Declaration will still apply to the Tentative Parcel Map and subsequent further development relative to cultural resources, tribal cultural resources, and related monitoring.
5. The project site is not located within any Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar).
6. The project site is not located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP").

Fire Findings:

1. The project site is not located within a Fire Hazard Severity Zone or a Cal Fire State Responsibility Area ("SRA"). Conditions of approval were placed on the subdivision requiring compliance with Ordinance No. 787.

Conclusion:

1. For the reasons discussed above, 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 2,000 feet of the project site. As of the writing of this report, Planning Staff has not received any written communication or phone calls from anyone who indicated either support or opposition to the proposed project.

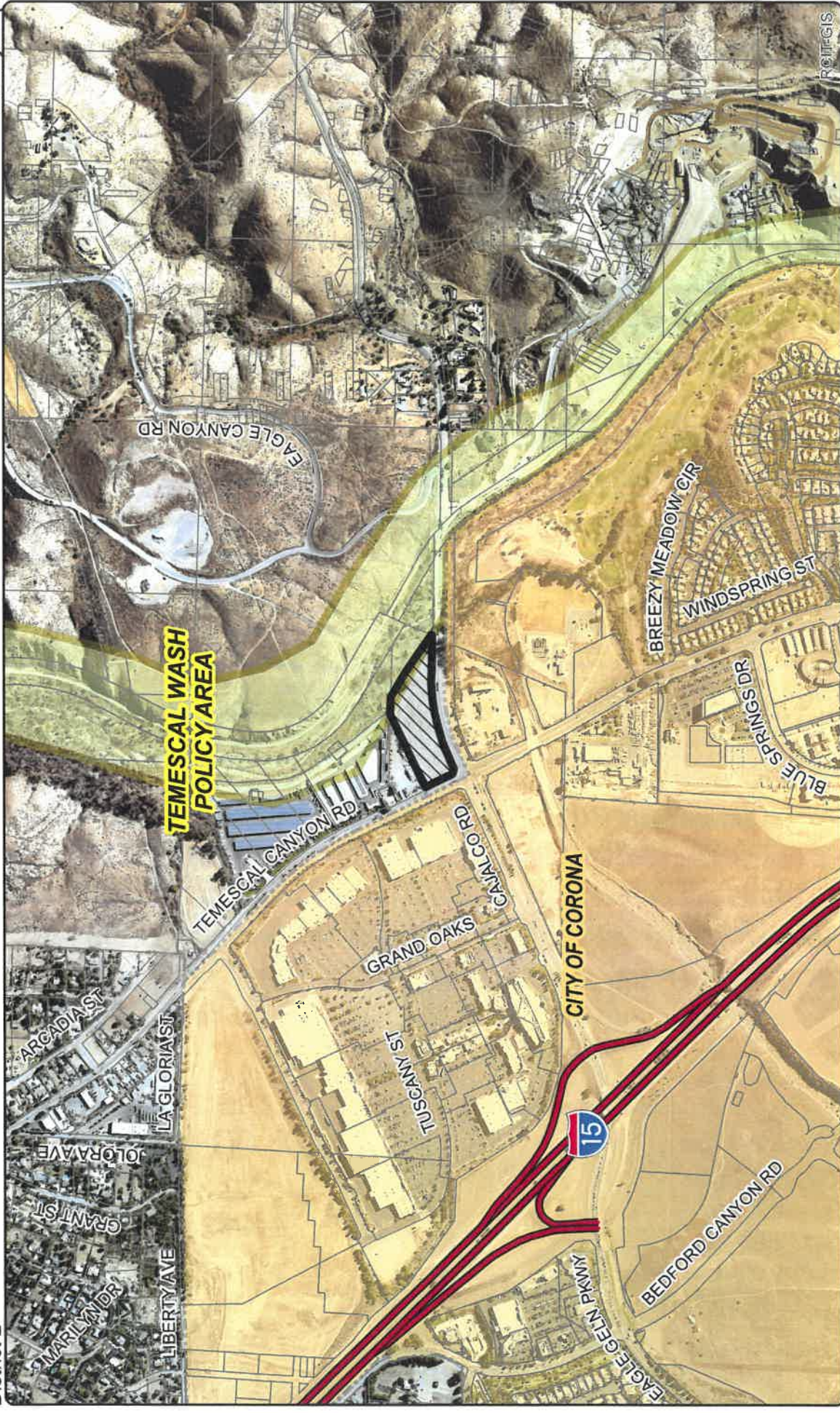
APPEAL INFORMATION

The 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 decision appears on the Board's agenda.

RIVERSIDE COUNTY PLANNING DEPARTMENT
PM37433
VICINITY/POLICY AREAS

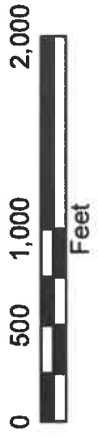
Date Drawn: 04/28/2020
 Vicinity Map

Supervisor: Spiegel
 District 2



Author: Vinnie Nguyen

Zoning Dist: El Cerrito



DISCLAIMER: On October 7, 2005, the County of Riverside adopted a new General Plan for planning and land use purposes. The information contained herein is provided for informational purposes only and is not intended to be used for any other purpose. For further information, please contact the Riverside County Planning Department office in Riverside at (951)955-5200 (Western County) or in Palm Desert at (760)965-8877 (Eastern County) or Website: <http://www.planning.rivco.net>

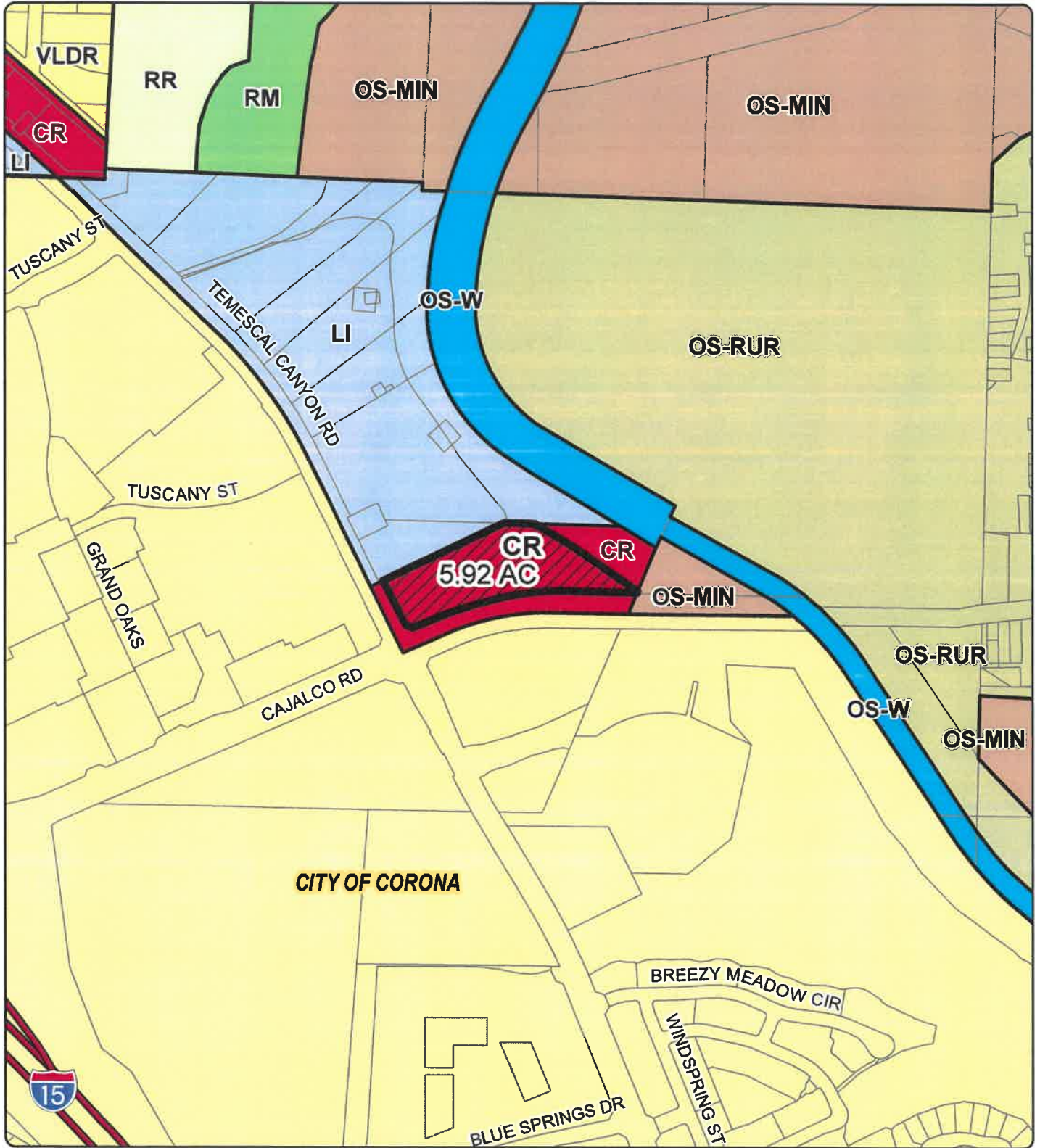
RIVERSIDE COUNTY PLANNING DEPARTMENT

PM37433

EXISTING GENERAL PLAN

Supervisor: Spiegel
District 2

Date Drawn: 04/28/2020
Exhibit 5



Zoning Dist: El Cerrito

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.rctdms.org>

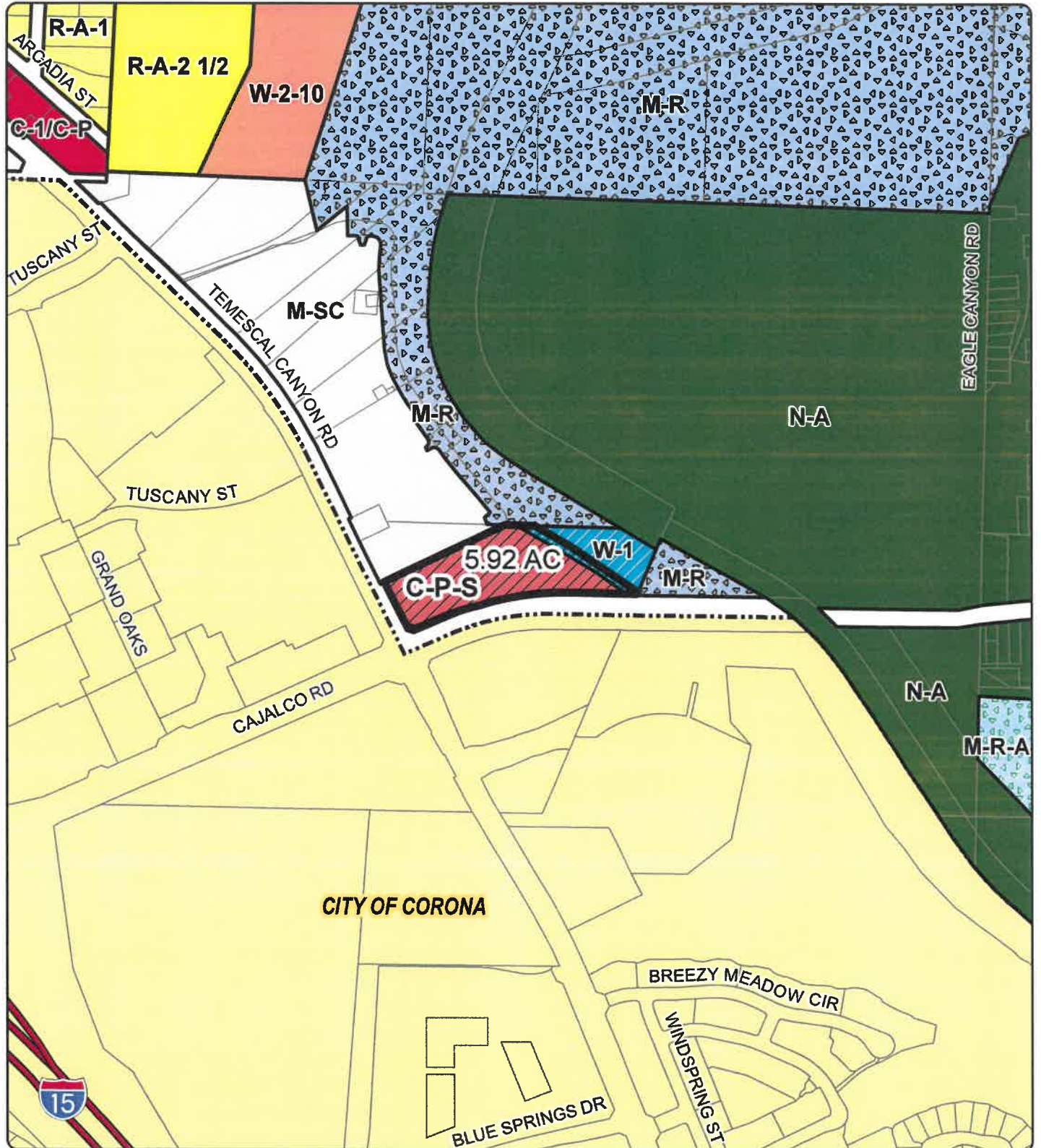
RIVERSIDE COUNTY PLANNING DEPARTMENT

PM37433

EXISTING ZONING

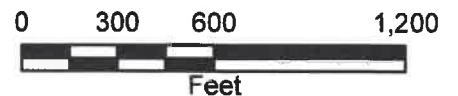
Supervisor: Spiegel
District 2

Date Drawn: 04/28/2020
Exhibit 2



Zoning Dist: El Cerrito

Author: Vinnie Nguyen



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RIVERSIDE COUNTY PLANNING DEPARTMENT

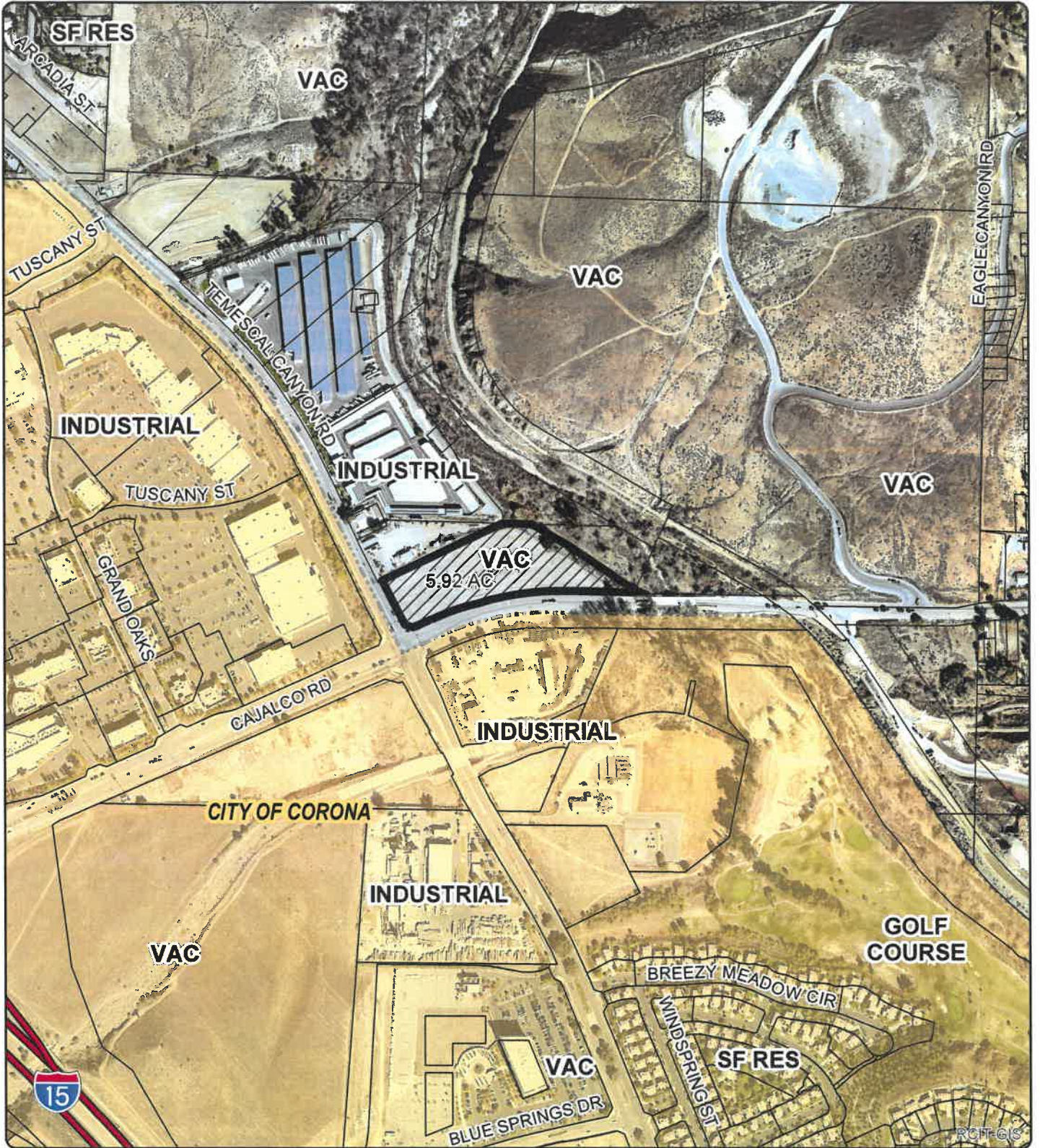
PM37433

LAND USE

Supervisor: Spiegel
District 2

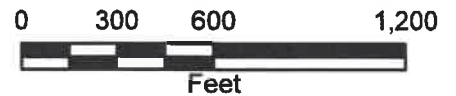
Date Drawn: 04/28/2020

Exhibit 1



Zoning Dist: El Cerrito

Author: Vinnie Nguyen



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TENTATIVE PARCEL MAP NO. 37433

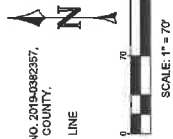
"SCHEDULE E MAP"
 BEING A PORTION OF PARCEL 2 OF SECTION 19, TOWNSHIP 4 SOUTH, RANGE 9 WEST, AS SHOWN BY PARCEL MAP 17220, IN THE COUNTY OF RIVERSIDE,
 STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 95, PAGE 45 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
 SHEET 1 OF 2

EASEMENT TABLE

- (9) APPROXIMATE LOCATION OF EASEMENT FOR TEMESCAL WATER COMPANY PIPELINE PER PARCEL MAP 17220, OFFICIAL RECORDS OF RIVERSIDE COUNTY.
- (9) A 10'x12' WIDE EASEMENT FOR WATERLINE AND APPURTENANCES PER DOCUMENT NO. 208186, OFFICIAL RECORDS.
- (10) AN 8' WIDE EASEMENT OF VARYING WIDTH FOR STORM DRAIN PURPOSES PER DOCUMENT NO. 2086-035648, OFFICIAL RECORDS.
- (11) A 11.00' WIDE EASEMENT PUBLIC ROADS AND DRAINAGE PURPOSES PER DOCUMENT NO. 2006-0355450, OFFICIAL RECORDS.

LEGEND

- O.R.C. OFFICIAL RECORDS OF RIVERSIDE COUNTY
- DOC. NO. DOCUMENT NUMBER
- (A) 40' DRIVEWAY ACCESS PER DOC. NO. 2019-038237, OFFICIAL RECORDS OF RIVERSIDE COUNTY.
- PROPOSED PROPERTY LINE
- SUBDIVISION LINE
- LOT LINE
- EASEMENT LINE
- CHAIN LINK FENCE
- CENTERLINE
- APPROXIMATE FEMA FLOOD BOUNDARY LINE
- GRADE LINE
- LIMITS OF NO ACCESS



VICINITY MAP

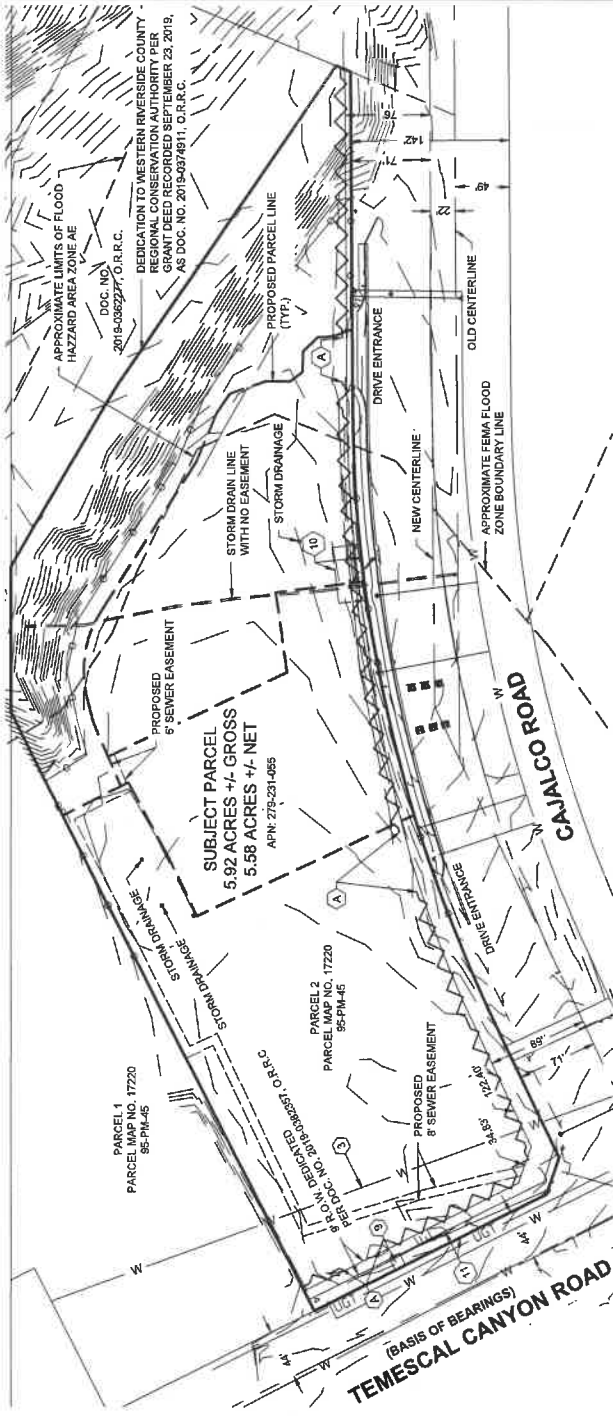
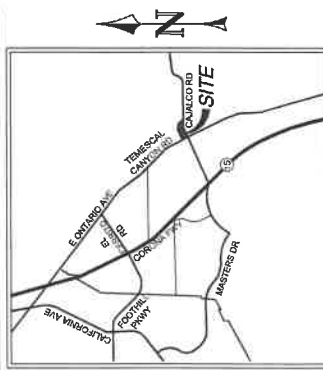


EXHIBIT AMENDMENTS:

NO.	DATE	DESC.
1.	01/07/2020	ORIGINAL ISSUE
2.	04/21/2020	SEWER EASEMENT

NOTES

- SUBJECT PROPERTY IS LOCATED WITHIN ZONE "X" AND ZONE "AE". AREAS WITHIN ZONE "X" ARE DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD FLOOD PLAIN. AREAS WITHIN ZONE "AE" ARE SUBJECT TO BE SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD-BASE FLOOD ELEVATIONS DETERMINED, AS DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP FOR RIVERSIDE COUNTY, CALIFORNIA. EFFECTIVE DATE: AUGUST 28, 2008
- EXISTING BUILDINGS OR STRUCTURES CURRENTLY UNDER CONSTRUCTION.
- THE SUBDIVISION MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
- LAND LIES WITHIN THE DEPARTMENT OF WATER AND POWERS WATERSEWER JURISDICTIONAL BOUNDARY. CONTOURS AS SHOWN HEREON ARE EXISTING GRADES AS OF MAY 15, 2019, AND ARE CURRENTLY UNDER CONSTRUCTION PER PUBLIC WORKS PERMIT.

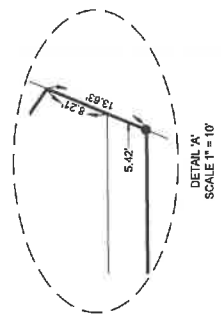
SURVEYOR:

BASE CONSULTING GROUP, INC.
 16463 E. MANNING AVE.
 REEDLEY, CA 93654
 (951) 857-0000
 J. W. HANSEN, PLS 8656
 EXP. 12/31/2021



OWNER/SUBDIVIDER:

CIRCLE K CORP.



DETAIL 'X'
 SCALE 1" = 10'

JOB NO.: 15105
 MAP PREPARED: 04/21/2020

SITE INFORMATION

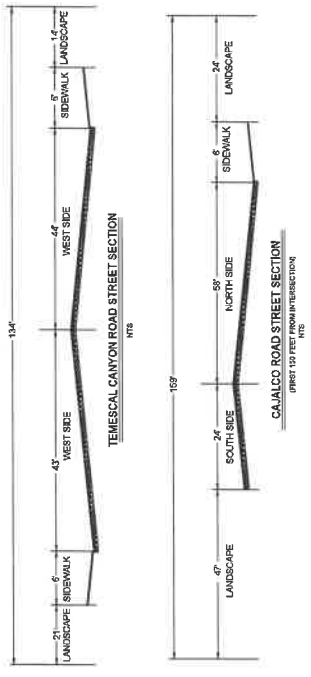
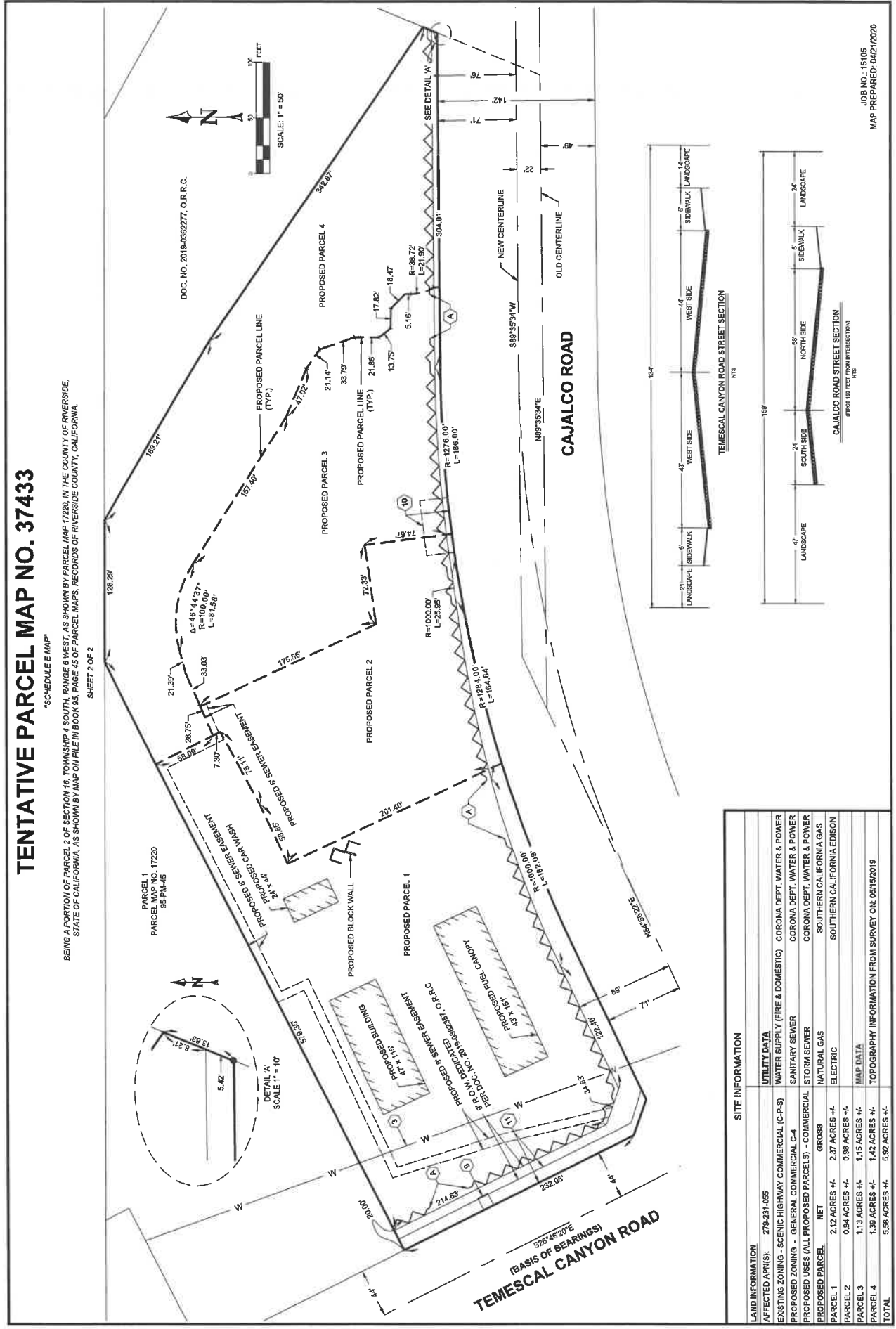
LAND INFORMATION		UTILITY DATA	
AFFECTED APNS:	278-231-055	WATER SUPPLY (FIRE & DOMESTIC)	COUNTY OF RIVERSIDE
EXISTING ZONING -	SCENIC HIGHWAY COMMERCIAL (C-HS)	SANITARY SEWER	DEPT. OF WATER & POWER
PROPOSED ZONING -	GENERAL COMMERCIAL C-4	STORM SEWER	DEPT. OF WATER & POWER
PROPOSED PARCEL	NET GROSS	NATURAL GAS	SOUTHERN CALIFORNIA GAS
PARCEL 1	2.12 ACRES +/- 2.37 ACRES +/-	ELECTRIC	SOUTHERN CALIFORNIA EDISON
PARCEL 2	0.94 ACRES +/- 0.98 ACRES +/-	MAP DATA	
PARCEL 3	1.13 ACRES +/- 1.15 ACRES +/-	TOPOGRAPHY INFORMATION FROM SURVEY ON: 01/09/2017	
PARCEL 4	1.39 ACRES +/- 1.42 ACRES +/-		
TOTAL	5.58 ACRES +/- 5.92 ACRES +/-		

TENTATIVE PARCEL MAP NO. 37433

"SCHEDULE E MAP"

BEING A PORTION OF PARCEL 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, AS SHOWN BY PARCEL MAP 17220, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 95, PAGE 45 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

SHEET 2 OF 2



LAND INFORMATION		SITE INFORMATION	
AFFECTED APN(S):	279-231-055	UTILITY DATA	
EXISTING ZONING:	SCENIC HIGHWAY COMMERCIAL (C-P-S)	WATER SUPPLY (FIRE & DOMESTIC)	CORONA DEPT. WATER & POWER
PROPOSED ZONING:	GENERAL COMMERCIAL C-4	SANITARY SEWER	CORONA DEPT. WATER & POWER
PROPOSED USES (ALL PROPOSED PARCELS) - COMMERCIAL		STORM SEWER	CORONA DEPT. WATER & POWER
PROPOSED PARCEL	NET	NATURAL GAS	SOUTHERN CALIFORNIA GAS
PARCEL 1	2.12 ACRES +/-	ELECTRIC	SOUTHERN CALIFORNIA EDISON
PARCEL 2	0.94 ACRES +/-		
PARCEL 3	1.13 ACRES +/-		
PARCEL 4	1.39 ACRES +/-	MAP DATA	
TOTAL	5.58 ACRES +/-	TOPOGRAPHY INFORMATION FROM SURVEY ON 05/15/2019	

JOB NO. 16105
MAP PREPARED: 04/21/2020



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



04/30/20, 2:00 pm

PM37433

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PM37433. 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 (PM37433) 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

TENTATIVE PARCEL MAP NO. 37433 is proposal for a Schedule "E" subdivision of 5.92 gross acres into four (4) parcels which range from 0.98 gross acres to 2.37 gross acres.

Advisory Notification. 3 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED [MAP and/or] EXHIBIT(S)

TENTATIVE MAP = Tentative Parcel Map No. 37433, Exhibit A, dated 4/21/20, Sheets 1-2

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

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 4 **AND - Federal, State & Local Regulation Compliance (cont.)**

- Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
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. 655 (Regulating Light Pollution) {Geographically based}
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 679 (Directional Signs for Subdivisions)
 - 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. 925 (Prohibiting Marijuana Cultivating)
 - Ord. No. 927 (Regulating Short Term Rentals)
 - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)
4. Mitigation Fee Ordinances
- Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 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 TENTATIVE PARCEL MAP i 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 TENTATIVE PARCEL MAP, including, but not limited to, decisions made in response to California Public Records Act requests.

The COUNTY shall promptly notify the applicant/permittee of any such claim, action, or proceeding and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding 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

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 **AND - Hold Harmless (cont.)**

claim, action or proceeding, 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.

E Health

E Health. 1 **ECP COMMENTS**

If 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 **Gen - Custom**

PM37433 is proposing to obtain potable water service and sanitary sewer service from City of Corona Department of Water and Power. Please note that it is the responsibility of the facility to ensure that all requirements to obtain water and sewer service are met with City of Corona as well as all other applicable agencies.

Flood

Flood. 1 **Flood Hazard Report**

Parcel Map (PM) 37433 is a proposal to subdivide a 7.54-acre parcel into three (3) lots in the El Cerrito area. The site is located at the northeast corner of Cajalco Road and Temescal Canyon Road. Temescal Wash bounds the site to the east. Conditional Use Permit (CUP) 3739, a proposal for a gas station, car wash, and convenience store, was processed and approved and will be located on Parcel 1 of this map. The site is Parcel 2 of the underlying PM 17220 recorded in 1981.

The eastern portion of the site is located at the confluence of two major watercourses, Temescal Wash and Bedford Canyon Wash. The Temescal Wash floodway affects the eastern portion of the site as delineated on Panel Number 06065C-1360G of the Flood Insurance Rate Maps (FIRM) issued in conjunction with the National Flood Insurance Program (NFIP) administered by the Federal Emergency Management Agency (FEMA). The limits of the floodway are shown on the Public Flood Hazard Determination Interactive Map found at <http://rcflood.org>. No buildings/obstructions or fill will be allowed in the portion of Parcel 2 within the FEMA floodway. The District is amenable to parking areas within the floodway, as long as it is constructed at existing grade. Parcel 3, the easternmost parcel, has been dedicated to the Western Riverside County Regional Conservation Authority (RCA) for conservation and lies entirely within the no build floodway.

There is an existing riprap revetment (1/2 ton rock) located on the eastern portion Parcel 2 bordering Temescal Wash which was constructed as part of the PM 17220 improvement plans dated March 1989. The revetment is not currently maintained by a public entity, and due to the large flows and the erosive velocities of Temescal Wash, the District is willing to accept the existing revetment for operations and maintenance. The District did not inspect the construction of the revetment, and therefore required an

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 3

Review Fees (cont.)

Any subsequent review/approvals required by the conditions of approval, including but not limited to grading or building plan review or review of any mitigation monitoring requirement, shall be reviewed on an hourly basis, or other appropriate fee, as listed in County Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning-EPD

Planning-EPD. 1

0010-Planning-EPD-EPD - UWIG COMPLIANCE

The project must avoid indirect impacts to conserved habitats and must be compliant with Section 6.1.4 of the MSHCP. The following guidelines must be incorporated into the project design.

*Drainage Proposed developments in proximity to the MSHCP Conservation Area shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES), to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Storm water systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. Any water quality or other drainage discharges must be reviewed by RCA prior to conveyance into the MSHCP Conservation Area. This condition is applicable to areas either already dedicated to conservation or those described for conservation. *Toxics Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate byproducts such as manure that are potentially toxic or may adversely affect wildlife species, habitat or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. Measures such as those employed to address drainage issues shall be implemented. *Lighting Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area. Shielding shall be incorporated into

ADVISORY NOTIFICATION DOCUMENT

Planning-EPD

Planning-EPD. 1

0010-Planning-EPD-EPD - UWIG COMPLIANCE (cont.)

project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased. *Noise Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards. *Invasive Plants When approving landscape plans for Development that is proposed adjacent to the MSHCP Conservation Area, Permittees shall consider the invasive, non-native plant species listed in Table 6-2 and shall require revisions to landscape plans (subject to the limitations of their jurisdiction) to avoid the use of invasive species for the portions of Development that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features. *Barriers Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers where appropriate in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms. *Grading/Land Development Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area. Weed abatement and fuel modification is not permitted in the Conservation Area.

Planning-GEO

Planning-GEO. 1

GEO02480 ACCEPTED

GEO02480 APPROVED 3/31/16 BY D. WALSH

Planning-PAL

ADVISORY NOTIFICATION DOCUMENT

Planning-PAL

Planning-PAL. 1 LOW PALEO SENSITIVITY (cont.)

Planning-PAL. 1 LOW PALEO SENSITIVITY

According to the County's General Plan, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1. All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.
3. The applicant shall retain a qualified paleontologist approved by the County of Riverside.
4. The paleontologist shall determine the significance of the encountered fossil remains.
5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
6. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.
7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * Per the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet.
8. The property owner and/or applicant on whose land the paleontological fossils are discovered shall

ADVISORY NOTIFICATION DOCUMENT

Planning-PAL

Planning-PAL. 1

LOW PALEO SENSITIVITY (cont.)

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.

Transportation

Transportation. 1

GENERAL CONDITIONS

1. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
2. 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.
3. All approved Transportation conditions of approval for CUP03739 are still applicable.
4. 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.

Plan: PM37433

Parcel: 279231099

50. Prior To Map Recordation

Flood

050 - 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 Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
- 5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).
- 6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

050 - Flood. 2

Submit Plans

Not Satisfied

Submit storm drain plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, federal and state permits). The storm drain plans and the hydrologic and hydraulic report must receive District approval prior to the issuance of permits. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, found on the District's website, and a plan check fee deposit.

Plan: PM37433

Parcel: 279231099

50. Prior To Map Recordation

Planning

050 - Planning. 1 CC&R - Reciprocal Parking/Access Not Satisfied

The land divider shall notify the Planning Department that the following documents shall be submitted to the Office of the County Counsel and submit said documents for review along with the current fee, which documents shall be subject to County Counsel approval:

1. A cover letter identifying the project for which approval is sought referencing the Planning Department case number;
2. A copy AND an original wet signed, notarized grant of reciprocal easement document, which includes, but is not necessarily limited to, both a legal description of the boundaries of the reciprocal easement and a scaled map or diagram of such boundaries, both signed and stamped by a California registered civil engineer or licensed land surveyor;
3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the grant of reciprocal easement is incorporated therein by reference; and
4. A deposit equaling three (3) hours at the current hourly rate for the Review of Covenants, Conditions and Restrictions as established pursuant to Ordinance No. 671 at the time the above documents are submitted for review by the Office of the County Counsel.

The grant of reciprocal easement document submitted for review shall (a) provide for no limit to the term of years or life of the reciprocal easement, (b) provide reciprocal easements for ingress and egress, parking, drainage and flood control facilities between parcels shown on the TENTATIVE MAP property known as Parcels 1-4, and (c) contain the following provisions verbatim:

"Notwithstanding any provision in this Grant of Reciprocal Easement to the contrary, the following provision shall apply:

This Grant of Reciprocal Easement shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Planning Director of the County of Riverside, or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage or maintenance of the reciprocal easement established pursuant to the Grant of Reciprocal Easement."

Once approved by the Office of the County Counsel, the copy and the original grant of reciprocal easement document shall be forwarded to the Planning Department. The Planning Department shall keep the copy for the case file and forward the original document to the Transportation Department-Survey Division-for safe keeping until the final map is ready to record. The Transportation Department-Survey Division-shall record the original grant of reciprocal easement document in conjunction with the recordation of the final map.

050 - Planning. 2 Fee Balance Not Satisfied

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE MAP are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

Survey

050 - Survey. 1 FINAL MAP REQUIREMENTS Not Satisfied

The final map shall comply with the following requirements, as approved by the County Survey Department, to clear this condition:

1. Any easement not owned by a public utility, public entity or subsidiary, not relocated or eliminated

Plan: PM37433

Parcel: 279231099

50. Prior To Map Recordation

Survey

050 - Survey. 1 FINAL MAP REQUIREMENTS (cont.) Not Satisfied
prior to final map approval, shall be delineated on the final map in addition to having the name of the easement holder, and the nature of their interests, shown on the map.

2. The Project shall install survey monumentation as directed by the Transportation Department, or bond and enter into an agreement with the Transportation Department.

050 - Survey. 2 R.O.W DEDICATION Not Satisfied

Sufficient public street right-of-way along Temescal Canyon Road shall be conveyed for public use to provide for a 64 foot half-width right-of-way per County Standard No. 92, Ordinance 461.

Sufficient public street right-of-way along Cajalco Road shall be conveyed for public use to provide for a 76' - 89 foot half-width right-of-way per County Standard No. 91 (pages 1 of 2 and 2 of 2), Ordinance 461.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 0060-BS GRADE-MAP - 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 0060-BS GRADE-MAP - 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 0060-BS GRADE-MAP - 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 at (951) 955-6888 for additional information and requirements.

060 - BS-Grade. 4 0060-BS GRADE-MAP - NO PRECISE GRADING Not Satisfied

A PRECISE GRADING PERMIT WILL NOT BE ISSUED , BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL (S) OF THIS SUBDIVISION – UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL (S).

Flood

Plan: PM37433

Parcel: 279231099

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1 Grading Permit Referral Not Satisfied

This subdivision is for land division purposes only with no development proposed through the subdivision. This subdivision and the conditions of the subdivision do not pertain to any new construction, grading, or building. Any grading or building plans shall refer to the conditions of CUP03739 or other applicable land use permit for the applicable area.

Planning-EPD

060 - Planning-EPD. 1 0060-Planning-EPD-EPD - 30-DAY BURROWING OWL 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 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 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 Migratory Bird Treaty Act. 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 California Department of Fish and Wildlife.

060 - Planning-EPD. 2 0060-Planning-EPD-EPD - BIOLOGICAL MONITOR Not Satisfied

Prior to grading permit issuance a qualified biological monitor shall be contracted to monitor the fence installation, survey for nesting birds, and provide weekly biological monitoring of the grading and construction activities to ensure the project does not impact sensitive biological resources or encroach into the protected areas. A work plan shall be submitted from the qualified biological monitor to EPD to review and approve. The plan may include but not be limited to Best Management Practices (BMPs), fencing of Open Space/Conserved Areas, and monitoring reports. The applicant must provide evidence that the qualified biologist has reviewed all construction plans and proposed activities to minimize impacts to any

Plan: PM37433

Parcel: 279231099

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 2 0060-Planning-EPD-EPD - BIOLOGICAL MONITOR (cont.) Not Satisfied
sensitive species and habitats. EPD may require additional documentation in the form of biological reports and/or site visit(s) to confirm completion. Please contact EPD for further information.

060 - Planning-EPD. 3 0060-Planning-EPD-EPD - CONSERVATION LAND Not Satisfied
Prior to the issuance of any grading permits or the recordation of any maps, the Project Applicant shall provide the Regional Conservation Authority (RCA) via either fee conveyance or conservation easement for long-term conservation and management of the 2.15-acre MSHCP Proposed Conservation Areas designated by EPD as illustrated on the EPD map for HANS 2272 and JPR 16-03-17-01 maps, and labeled as "MSHCP Conservation Area Not To Be Disturbed" on the site plan exhibit for CUP 3739.
OR the applicant shall provide EPD with proof of an executed donation agreement WITH the RCA that has been reviewed and approved by the RCA prior to the issuance of any grading permits or prior to recordation, whichever occurs first. The area designated for conservation shall be accessible for the RCA, via easement or public road access, or as stipulated by the RCA in the donation agreement.

060 - Planning-EPD. 4 0060-Planning-EPD-EPD - MBTA SURVEY 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. Nesting bird season is (February 1st through August 31st). If habitat or structures 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 the issuance of a grading permit the project proponent must provide written proof to the Riverside County Planning Department, Environmental Programs Division (EPD) that a biologist who holds an MOU with the County of

Plan: PM37433

Parcel: 279231099

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 4 0060-Planning-EPD-EPD - MBTA SURVEY (cont.) Not Satisfied

Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from the Consulting Biologist confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading permit.

Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review.

060 - Planning-EPD. 5 0060-Planning-EPD-EPD - PERMANENT FENCING PLAN Not Satisfied

Prior to the issuance of a grading permit, the applicant shall submit a proposed fencing and signage plan for the protection of all biologically sensitive areas. Areas of the project adjacent to areas labeled as "Proposed MSHCP Conservation Area" on the map labeled "MSHCP HANS 2272" of the RCA JPR 16-03-17-01 dated 06/02/2016, shall be permanently fenced. The fencing shall provide a physical barrier to minimize unauthorized public access, domestic animals (WHERE FEASIBLE), illegal trespass or dumping. Fencing shall be proposed and installed at all interfaces between conservation lands and urban uses such as roads, development, residential, etc. The fence shall have a minimum height of FOUR feet at its shortest point. Since the fence is located partially within the floodway and sometimes shares a boundary with the floodway, fence materials used in the construction shall not obstruct any flows. The Regional Conservation Authority (RCA) shall be consulted on the fence design. The fencing plan will be reviewed and approved by the Riverside County Planning Department Environmental Programs Division (EPD). The fence shall not be installed until EPD staff has reviewed and approved the fencing plan. EPD staff shall have sole discretion in determining whether the proposed fencing will adequately protect the conservation area, and whether changes to the proposed fencing and signage plan are required.

060 - Planning-EPD. 6 0060-Planning-EPD-EPD - TEMPORARY FENCE INSTALL Not Satisfied

Areas of the project adjacent to areas labeled as "Proposed MSHCP Conservation Area" on the map labeled "MSHCP HANS 2272" of the RCA JPR 16-03-17-01 dated 06/02/2016, will be

Plan: PM37433

Parcel: 279231099

70. Prior To Grading Final Inspection

Planning-EPD

070 - Planning-EPD. 1 0070-Planning-EPD-EPD - MBTA REPORT (cont.) Not Satisfied

Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 0080-BS GRADE-MAP - NO BUILDING PERMITS WITHOUT Not Satisfied

NO BUILDING PERMITS TO BE ISSUED , BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL(S).

Fire

080 - Fire. 1 Prior to permit Not Satisfied

1. 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.
2. 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

080 - Flood. 1 6 ITEMS FOR DISTRICT OPERATION AND MAINTENANCE 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,

Plan: PM37433

Parcel: 279231099

80. Prior To Building Permit Issuance

Planning-EPD

080 - Planning-EPD. 1 0080-Planning-EPD-EPD - PERMANENT FENCE INSTALL (Not Satisfied

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 0090-BS GRADE-MAP - NO PRECISE GRADE APPROVAL Not Satisfied

A PRECISE GRADING INSPECTION WILL NOT BE PERFORMED, BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - ALL PRECISE GRADE INSPECTIONS TO BE PERFORMED UNDER THE PRECISE GRADE PERMIT ISSUED UNDER THE APPROPRIATE LAND USE PERMIT, FOR THAT SAME PARCEL(S).

Flood

090 - Flood. 1 Facility Completion - Use Not Satisfied

The District will not release occupancy permits for any commercial lot prior to the District's acceptance of the drainage system for operation and maintenance.

Transportation

090 - Transportation. 1 FEE PAYMENT 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:

1. All Transportation Uniform Mitigation Fees (TUMF)



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: April 26, 2018

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riverside County Flood Control
Riv. Co. Fire Department (Riv. Office)
Riv. Co. Building & Safety – Grading

Riv. Co. Regional Parks & Open Space
P.D. Environmental Programs Division
P.D. Archaeology Section
Board of Supervisors - Supervisor: 2nd District-
Tavaglione

Planning Commissioner: 2nd District- Hake
City of Corona Sphere of Influence

PARCEL MAP NO. 37433 - No new environmental documentation is required - Applicant: Land Development Consultants- Engineer/Rep: Land Development Consultants- Second Supervisorial District- El Cerrito Zoning District-Temescal Canyon Area Plan- Community Development: Light Industrial (CD:LI)- 7.48 Acres- Location: Northerly of Cajalco Road, easterly of Temescal Canyon Road, and westerly of Eagle Canyon Road- Zoning: Manufacturing-Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S) - **REQUEST:** The **Parcel Map** proposes to subdivide the project site into three (3) parcels totaling 7.54 acres. APN: 279-231-055. **BBID: 484-678-352**

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 May 10, 2018.** Once the route is complete, and the approval screen is approved with or without corrections, the project can be scheduled for a public hearing.

Any questions regarding this project, should be directed to David Alvarez, Project Planner at (951) 955-5719, or e-mail at daalvarez@rivco.org / MAILSTOP #: 1070

Public Hearing Path: Administrative Action: DH: PC: BOS:

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

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.



RIVERSIDE COUNTY PLANNING DEPARTMENT

Steve Weiss, AICP
Planning Director

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- | | |
|---|--|
| <input type="checkbox"/> TENTATIVE TRACT MAP | <input checked="" type="checkbox"/> TENTATIVE PARCEL MAP |
| <input type="checkbox"/> REVERSION TO ACREAGE | <input type="checkbox"/> EXPIRED RECORDABLE MAP |
| <input type="checkbox"/> AMENDMENT TO FINAL MAP | <input type="checkbox"/> VESTING MAP |
| <input type="checkbox"/> MINOR CHANGE | Original Case No. _____ |
| <input type="checkbox"/> REVISED MAP | Original Case No. _____ |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant Name: Land Development Consultants, LLC

Contact Person: William Scarbrough E-Mail: bill@LDCAZ.com

Mailing Address: 11811 N Tatum Blvd, #1051
Phoenix AZ 85028
City State ZIP

Daytime Phone No: (602) 850-8141 Fax No: ()

Engineer/Representative Name: BASE Consulting Group

Contact Person: Neil Thoneson E-Mail: neil@basegrp.com

Mailing Address: 16453 E Manning Ave
Reedley CA 93654
City State ZIP

Daytime Phone No: (559) 637-1544 Fax No: ()

Property Owner Name: Circle K Stores Inc

Contact Person: Sarah Longwell E-Mail: slongwel@circlek.com

Mailing Address: 255 E Rincon St, #100

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 SUBDIVISION AND DEVELOPMENT

Corona _____ Street CA 92879
City State ZIP

Daytime Phone No: (951) 270-5117 Fax No: ()

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 subdivision 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 subdivision is ready for public hearing.)

Sarah Longwell

PRINTED NAME OF PROPERTY OWNER(S)



SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 279-230-055 _____

Approximate Gross Acreage: 7.55 _____

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

General location (cross streets, etc.): North of Cajalco Road, South of _____, East of Temescal Canyon Road, West of _____

SUBDIVISION PROPOSAL:

Map Schedule: _____ Minimum Developable Lot Size: _____
Number of existing lots: 1 Number of proposed developable lots: 2
Planned Unit Development (PUD): Yes No Vesting Map: Yes No
Number of proposed non-developable lots (excluding streets): _____ Subdivision Density: _____ dwelling units per acre.

Is there previous development application(s) filed on the same site: Yes No

If yes, provide Application No(s). CUP03739
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) EA42871 EIR No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide signed copy(ies): Bio/Geo-Seismic/TIA/Air Quality/GHG

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](#)

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.

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

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: Circle K Stores Inc

Address: 255 E Rincon St, #100, Corona, CA 92879

Phone number: 951-270-5117

Address of site (street name and number if available, and ZIP Code): NEC Cajalco & Temescal Canyon

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: BK 905, PG 26-30, APN 279-230-055

Specify any list pursuant to Section 65962.5 of the Government Code: _____

Regulatory Identification number: _____

Date of list: _____

Applicant: *Sarah Jorgensen* Date 9-19-17

This completed application form, together with all of the listed requirements provided on the Subdivision Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\295-1011 Subdivision Condensed Application.docx
Created: 04/08/15 Revised: 06/07/16



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



**Juan C. Perez
Director of Transportation and Land Management Agency**

Patricia Romo
Assistant Director,
Transportation Department

Steven A. Weiss
Planning Director,
Planning Department

Mike Lara
Building Official,
Building & Safety Department

Greg Flannery
Code Enforcement Official,
Code Enforcement Department

**LAND USE and PERMIT APPLICATION PROCESSING AGREEMENT
Agreement for Payment of Costs of Application Processing**

TO BE COMPLETED BY APPLICANT:

This agreement is by and between the County of Riverside, hereafter "County of Riverside",
and Circle K Stores Inc hereafter "Applicant" and Circle K Stores Inc " Property Owner".

Description of application/permit use:
Tentative Parcel Map

If your application is subject to Deposit-based Fee, the following applies

Section 1. Deposit-based Fees

Purpose: The Riverside County Board of Supervisors has adopted ordinances to collect "Deposit-based Fees" for the costs of reviewing certain applications for land use review and permits. The Applicant is required to deposit funds to initiate staff review of an application. The initial deposit may be supplemented by additional fees, based upon actual and projected labor costs for the permit. County departments draw against these deposited funds at the staff hourly rates adopted by the Board of Supervisors. The Applicant and Property Owner are responsible for any supplemental fees necessary to cover any costs which were not covered by the initial deposit.

Section 2. Applicant and Property Owner Responsibilities for Deposit-based Fee Applications

- A. Applicant agrees to make an initial deposit in the amount as indicated by County ordinance, at the time this Agreement is signed and submitted with a complete application to the County of Riverside. Applicant acknowledges that this is an initial deposit and additional funds may be needed to complete their case. The County of Riverside will not pay interest on deposits. Applicant understands that any delays in making a subsequent deposit from the date of written notice requesting such additional deposit by County of Riverside, may result in the stoppage of work.
- B. Within 15 days of the service by mail of the County of Riverside's written notice that the application permit deposit has been reduced to a balance of less than 20% of the initial deposit or that the deposit is otherwise insufficient to cover the expected costs to completion, the Applicant agrees to make an additional payment of an amount as determined by the County of Riverside to replenish the deposit. Please note that the processing of the application or permit may stop if the amount on deposit has been expended. The Applicant agrees to continue making such payments until the County of Riverside is reimbursed for all costs related to this application or permit. The County of Riverside is entitled to recover its costs, including attorney's fees, in collecting unpaid accounts that would have been drawn on the deposit were it not depleted.
- C. The Property Owner acknowledges that the Applicant is authorized to submit this agreement and related application(s) for land use review or permit on this property. The Property Owner also acknowledges that should the Applicant not reimburse the County of Riverside for all costs related to this application or permit, the Property Owner shall become immediately liable for these costs which shall be paid within 15 days of the service by mail of notice to said property Owner by the County.

- D. This Agreement shall only be executed by an authorized representative of the Applicant and the Property Owner. The person(s) executing this Agreement represents that he/she has the express authority to enter into this agreement on behalf of the Applicant and/or Property Owner.
- E. This Agreement is not assignable without written consent by the County of Riverside. The County of Riverside will not consent to assignment of this Agreement until all outstanding costs have been paid by Applicant.
- F. Deposit statements, requests for deposits or refunds shall be directed to Applicant at the address identified in Section 4.

Section 3. To ensure quality service, Applicant is responsible to provide one-week written notice to the County of Riverside Transportation and Land Management Agency (TLMA) Permit Assistance Centers if any of the information below changes.

Section 4. Applicant and Owner Information

1. PROPERTY INFORMATION:

Assessors Parcel Number(s): 279-230-055

Property Location or Address:

NEC Cajalco Road & Temescal Canyon Road

2. PROPERTY OWNER INFORMATION:

Property Owner Name: Sarah Longwell

Phone No.: 951-270-5117

Firm Name: Circle K Stores Inc

Email: slongwel@circlek.com

Address: 255 E Rincon St, #100

Corona, CA 92879

3. APPLICANT INFORMATION:

Applicant Name: Circle K Stores Inc

Phone No.: 951-270-5117

Firm Name: Circle K Stores Inc

Email: slongwel@circlek.com

Address (if different from property owner)

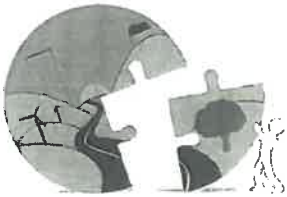
4. SIGNATURES:

Signature of Applicant: *Sarah Longwell* Date: 9-19-17
 Print Name and Title: Sarah Longwell, Director of Real Estate

Signature of Property Owner: *Sarah Longwell* Date: 9-19-17
 Print Name and Title: Sarah Longwell, Director of Real Estate

Signature of the County of Riverside, by _____ Date: _____
 Print Name and Title: _____

FOR COUNTY OF RIVERSIDE USE ONLY	
Application or Permit (s)#: _____	
Set #: _____	Application Date: _____



RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach, PE
Assistant TLMA Director*

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

The owner(s) of the property, at their own expense, agree to defend, indemnify and hold harmless the County of Riverside and its agents, officers, and employees from and against any lawsuit, claim, action, or proceeding (collectively referred to as "proceeding") brought against the County of Riverside, its agents, officers, attorneys and employees to attack, set aside, void, or annul the County's decision to approve any tentative map (tract or parcel), revised map, map minor change, reversion to acreage, conditional use permit, public use permit, surface mining permit, WECS permit, hazardous waste siting permit, temporary outdoor event permit, plot plan, substantial conformance, revised permit, variance, setback adjustment, general plan amendment, specific plan, specific plan amendment, specific plan substantial conformance, zoning amendments, and any associated environmental documents. This defense and indemnification obligation shall include, but not limited to, damages, fees and/or costs awarded against the County, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, property owner, the County, and/or the parties initiating or bringing such proceeding.

Sarah Jonquell

4-28-20

Property Owner(s) Signature(s) and Date

Circle K Stores Inc

Printed Name of Owner

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets of this page, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- If the property owner is a trust, provide a copy of the trust certificate.*

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

"Planning Our Future... Preserving Our Past"

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

- *If the property owner is a Limited Liability Corporation, provide a copy of the operating agreement for the LLC documenting who has authority to bind the LLC and to sign on its behalf.*

If the signing entity is also a corporate entity, Limited Liability Company, partnership or trust, the above documentation must also be submitted with this application. For any out of State legal entities, provide documentation showing registration with the California Secretary of State.

In addition to the above, provide a copy of a Preliminary Title Report for the property subject to this application. The Preliminary Title Report must be issued by a title company licensed to conduct business in the State of California and dated less than six months prior to the date of submittal of this application. The Assistant TLMA Director may waive the requirement for a Preliminary Title Report if it can be shown to the satisfaction of the Assistant TLMA Director that the property owner(s) has owned the property consistently for at least the last five years.

If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.

NOTICE OF PUBLIC HEARING

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:

TENTATIVE PARCEL MAP NO. 37433 (PM37433) – No New Environmental Document Required – EA42871
– Applicant: Circle K Stores, Inc./Land Development Consultants – Engineer/Representative: Base Consulting Group – Second Supervisorial District – El Cerrito Zoning District – Temescal Canyon Area Plan – Community Development: Commercial Retail (CD-CR) – 5.92 Gross Acres – Location: Northerly of Cajalco Road and easterly of Temescal Canyon Road – Zoning: Scenic Highway Commercial (C-P-S) – **REQUEST:** The Tentative Parcel Map is proposal for a Schedule “E” subdivision of 5.92 gross acres into four (4) parcels which range from 0.98 gross acres to 2.37 gross acres.

TIME OF HEARING:	9:00 a.m. or as soon as possible thereafter
DATE OF HEARING:	MAY 20, 2020
PLACE OF HEARING:	RIVERSIDE COUNTY ADMINISTRATIVE CENTER BOARD CHAMBERS, 1ST FLOOR 4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project please contact Project Planner Russell Brady at (951) 955-3025 or email at 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 although the proposed project could have a significant effect on the environment, **No New Environmental Documentation Is Required** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible. The Planning Commission will consider the proposed application at the public hearing.

The case file for the proposed project is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. Please note that access to the meeting is limited. All comments received prior to the public hearing will be submitted to the Planning Commission for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Commission, and all correspondence received will be retained for the official record.

If this project is challenged in court, the issues may be limited to those 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 March 31, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers TMP37433 for

Company or Individual's Name RCIT - GIS,

Distance buffered 2000'

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

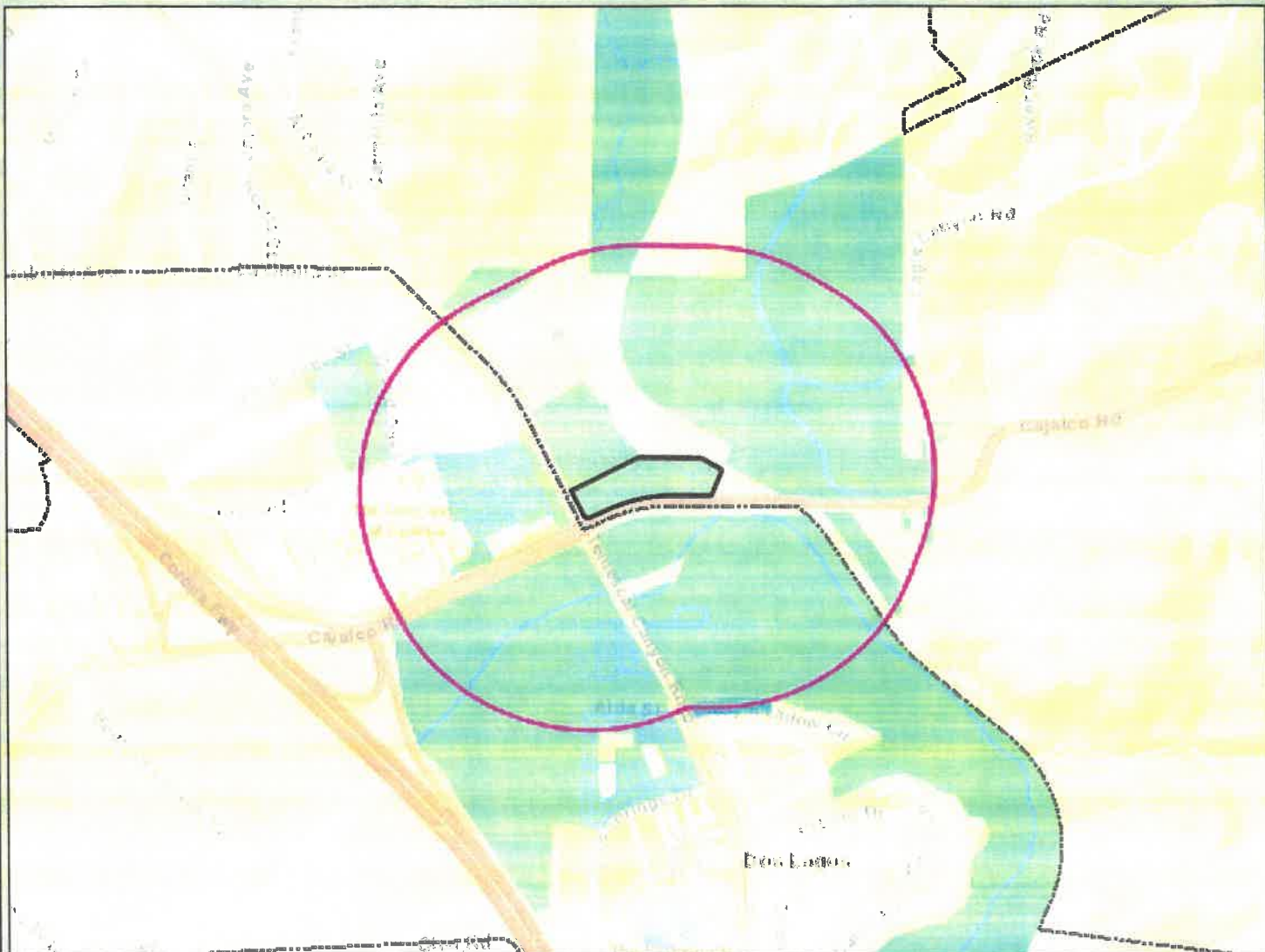
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502



TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

TPM37433 (2000 feet buffer)



Legend

-  County Boundary
-  Cities
- World Street Map

Notes



0 1,505 3,009 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... 3/31/2020 11:56:30 AM

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279070014
MINNESOTA MINING & MFG CO
P O BOX 33441
ST PAUL, MN 55133

279070019
MINNESOTA MINING & MANUFACTURING CO
3M CENTER
ST PAUL, MN 55144

279070020
MINNESOTA MINING & MANUFACTURING CO
P O BOX 33441
ST PAUL, MN 55133

279231005
MINNESOTA MINING & MANUF CO
P O BOX 33441
ST PAUL, MN 55133

279231006
CAJALCO ROAD QUARRY
1370 JET STREAM DR NO 100
HENDERSON NV 89052

279231008
SITEWORK DEV CO
1632 RAILROAD ST
CORONA CA 92880

279231010
MINNESOTA MINING & MANUFACTURING CO
3M CENTER
ST PAUL, MN 55144

279231012
ELSINORE VALLEY MUNICIPAL WATER DIST
31315 CHANEY ST
LAKE ELSINORE CA 92530

279231024
TARGET CORP
1000 NICOLLET MALL TPN 12
MINNEAPOLIS MN 55403

279231025
CASTLE & COOKE CORONA CROSSINGS
10000 STOCKDALE HIGHWAY
BAKERSFIELD CA 93311

279231030
CASTLE & COOKE CORONA CROSSINGS
1235 N LOOP WEST NO 205
HOUSTON TX 77008

279231055
CIRCLE K STORES INC
255 E RINCON ST STE 100
CORONA CA 92879

279231067
TEMESCAL CANYON RV
4010 W CHANDLER
SANTA ANA CA 92704

279231068
EVMWD
P O BOX 3000
LAKE ELSINORE CA 92531

279231073
CHANDLER REAL PROP
4010 W CHANDLER AVE
SANTA ANA CA 92704

279231074
RIVERSIDE CORONA RESOURCE CONSERV
4500 GLENWOOD DR
RIVERSIDE CA 92501

279231083
TEMESCAL CANYON STORAGE CENTER
4010 W CHANDLER
SANTA ANA CA 92704

279231087
RIVERSIDE COUNTY TRANSPORTATION COMM
P O BOX 12008
RIVERSIDE CA 92502

279231090
SUKUT REAL PROP
4010 W CHANDLER AVE
SANTA ANA CA 92704

279231095
LARRY R. HAUPERT
2518 N SANTIAGO BLV
ORANGE CA 92867

279231096
ARB INC
26000 COMMERCENTRE DR
EL TORO CA 92630

279240020
RIVERSIDE COUNTY TRANSPORTATION
P O BOX 12008
RIVERSIDE CA 92502

279460006
GIBBEL BROTHERS INC
3490 PIEDMONT RD STE 1300
ATLANTA GA 30305

279460057
KINGREG VI
17600 NEWHOPE ST
FOUNTAIN VALLEY CA 92708

279460058
DOS LAGOS OFFICE
4160 TEMESCAL CYN RD STE 314
CORONA CA 92883

279470009
GRIFFCO LAND
2518 N SANTIAGO BLV
ORANGE CA 92867

279470022
CITY OF CORONA
P O BOX 940
CORONA CA 92878

279470029
TFA
1370 JET STREAM DR NO 100
HENDERSON NV 89052

279470030
RIVERSIDE CORONA RESOURCE
4500 GLENWOOD DR BLD A
RIVERSIDE CA 92501

279482010
CITRUS SPRINGS NEIGHBORHOOD ASSN
15 CUSHING
IRVINE CA 92618

279482068
CITRUS SPRINGS NEIGHBORHOOD ASSN
1 SPECTRUM POINTE STE 320
LAKE FOREST CA 92630

281020007
BORAL RESOURCES INC
P O BOX 52427
ATLANTA GA 30355

281060001
CORONA CAJALCO ROAD DEV
1370 JET STREAM DR NO 100
HENDERSON NV 89052

281060003
HAROLD F. GOTTS
9076 CAJALCO
CORONA CA 92881

281060006
HAROLD F. GOTTS
9076 CAJALCO RD
CORONA CA 92881

281060008
HAROLD F. GOTTS
9076 CAJALCO RD
CORONA CA 92881

281100002
JOSEPH BENDER
9070 CAJALCO RD
CORONA CA 92881

281100003
COUNTY OF RIVERSIDE
P O BOX 1180
RIVERSIDE CA 92502

281100012
CAJALCO ROAD QUARRY
P O BOX 3600
CORONA CA 92878

281100036
DT GRAT JMT
20742 HILLSDALE RD
RIVERSIDE CA 92508

281100043
ALCHEMY INV GROUP INC
5342 RUNNING FAWN CT
RANCHO CUCAMONGA CA 91737

279482001
RIGOBERTO VALENCIA
2827 BREEZY MEADOW LN
CORONA CA 92883

279482002
STEPHEN DEMEO
PO BOX 78953
CORONA CA 92877

279482003
VAN TONGEREN ERIN LIVING TRUST DATED
2839 BREEZY MEADOW LN
CORONA CA 92883

279482004
2013 1 IH BORROWER
1717 MAIN ST STE 2000
DALLAS TX 75201

279482005
DON L. MCHUGH
2853 BREEZY MEADOW LN
CORONA CA 92883

279482006
RAYMOND OKELLEY
2859 BREEZY MEADOW LN
CORONA CA 92883

279482007
MATT M. CARPENTER
2867 BREEZY MEADOW LN
CORONA CA 92883

279482008
SUSAN CWIKLA
2875 BREEZY MEADOW LN
CORONA CA 92883

279482009
AMIR R. MALEKI
2879 BREEZY MEADOW LN
CORONA CA 92883

279482065
SINCO GROUP INC
2807 BREEZY MEADOW LN
CORONA CA 92883

279482066
MARK W. LINK
2813 BREEZY MEADOW LN
CORONA CA 92883

279482067
PIERCE YUAN CHENG HUANG
2819 BREEZY MEADOW LN
CORONA CA 92883

Applicant/Owner:

Justin Pierce
Circle K Stores / Land Development Consultants
11811 Tatum Boulevard
Phoenix, AZ 85028

Representative:

Base Consulting Group
16453 Manning Avenue
Reedley, CA 93654

Applicant/Owner:

Justin Pierce
Circle K Stores / Land Development Consultants
11811 Tatum Boulevard
Phoenix, AZ 85028

Representative:

Base Consulting Group
16453 Manning Avenue
Reedley, CA 93654

Applicant/Owner:

Justin Pierce
Circle K Stores / Land Development Consultants
11811 Tatum Boulevard
Phoenix, AZ 85028

Representative:

Base Consulting Group
16453 Manning Avenue
Reedley, CA 93654

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

4.3

Planning Commission Hearing: May 20, 2020

PROPOSED PROJECT

Case Number(s): Plot Plan No. 180034

Applicant(s): Majestic Realty Co.

Select Environ. Type: CEQ180120

Area Plan: Mead Valley

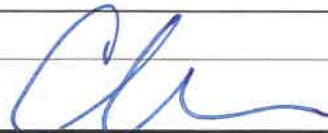
Representative(s): T&B Planning, Inc.

Zoning Area/District: North Perris Area

Supervisory District: First District

Project Planner: Russell Brady

Project APN(s): 314-270-001 through 314-270-008,
314-290-001 through 314-290-022


Charissa Leach, P.E.
Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

PLOT PLAN NO. 180034 is a proposal for the construction and operation of a 373,368 square foot warehouse/distribution/manufacturing facility on 18.35-acres (gross). No refrigerated warehouse space is proposed as part of this project.

The facility will be accessed from Commerce Center Drive, Harvill Avenue, and Perry Street. Truck access will be limited to the 4 driveways located on Commerce Center Drive and Perry Street, 2 each. There is a single driveway proposed on Harvill Avenue that is exclusive for regular vehicle access. Messenia Lane that is dedicated and improved along the Project's eastern boundary will be vacated and incorporated into the development area for the Project. Commerce Center Drive, Harvill Avenue, and Perry Street are already improved with paving. Gutter, curb, and sidewalk exist on Harvill Avenue and are proposed on the Project's side of Commerce Center Drive and Perry Street.

Grading for the site is anticipated to require import of approximately 75,000 cubic yards of fill. Detention basins are proposed along the northern and southern portions of the site along Commerce Center Drive and Perry Street, respectively, which would treat runoff from the site and outlet to existing drainage facilities.

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

The Project site is located easterly of Harvill Avenue, southerly of Commerce Center Drive, northerly of Perry Street, westerly of Interstate 215.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

CONSIDER an **ADDENDUM** to **ENVIRONMENTAL IMPACT REPORT NO. 466** based on the findings and conclusions incorporated in the Initial Study that the Project will not have a significant effect on the environment and that none of the conditions described in State CEQA Guidelines section 15162 exist; and,

APPROVE PLOT PLAN NO. 180034, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	341, Majestic Freeway Business Center
Specific Plan Land Use:	Light Industrial
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:	I-215 Freeway, City of Perris
South:	Light Industrial (LI)
West:	Light Industrial (LI)
Existing Zoning Classification: Manufacturing – Service Commercial (M-SC)	
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing – Service Commercial (M-SC)
East:	I-215 Freeway, City of Perris
South:	Manufacturing – Service Commercial (M-SC)
West:	Manufacturing – Service Commercial (M-SC)
Existing Use: Vacant land	
Surrounding Uses	
North:	Vacant land
East:	Railroad, I-215 Freeway
South:	Industrial
West:	Vacant land

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	18.35 gross	N/A
Proposed Building Area (SQFT):	373,368	N/A
Floor Area Ratio:	0.46	0.25 minimum, 0.60 maximum for Light Industrial
Building Height (FT):	45	40 feet at setback line, 50 feet beyond the setback line
Landscape Area (SQFT):	16.34% (145,913)	10% (89,928)

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	20,535	1 per 250	82.14	
Warehouse	352,833	1 per 2,000	176.42	
TOTAL:			259	261

Located Within:

City's Sphere of Influence:	Yes, City of Perris
Community Service Area ("CSA"):	Yes, CSA 89
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:

Anticipated Uses

The Project proposes the construction of warehouse buildings on a speculative basis with no specific tenant or use intended at this time. These types of buildings 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/ Addendum and the previously prepared Environmental Impact Report for the Specific Plan, which may limit certain types of uses due to their scale that might exceed what is currently proposed to be permitted and what was analyzed in the Environmental Impact Report. If any proposed uses exceed what the Project was permitted for and what was analyzed in the Environmental Impact Report, further entitlement permitting and analysis pursuant to CEQA would be required.

Project Eastern/Freeway Boundary Design

The Project has dock doors on both the west and east sides of the building. The west side that faces Harvill Avenue would be screened by a 12 foot tall wall and landscaping along Harvill Avenue. Initially the eastern side that faces immediately a railroad line to the east and then I-215 did not include any notable screening. Based on the request of staff the applicant has included additional landscape area and specifically proposed closely spaced Italian cypress along much of the eastern boundary with pockets for additional trees to provide a dense screening so that the dock doors of the eastern side would largely not be readily visible from passing traffic on I-215.

Specific Plan Consistency

The Project is located within Planning Area 5 of Specific Plan No. 341 (Majestic Freeway Business Center). Planning Area 5 is designated as Light Industrial. This Specific Plan does not have an applicable Specific Plan zoning ordinance and instead the underlying zoning classification applies as to what specific uses are permitted and development standards apply to the site. The underlying zoning classification of Manufacturing – Service Commercial (M-SC) allows for a variety of industrial uses with approval of a Plot Plan that would be expected to occupy the proposed building. These include, but are not limited to, warehousing and distribution; fabrication of wood buildings and structures; manufacture of furniture; vehicles, aircraft, boats, and parts manufacture; draying, freighting, and trucking operations; and offices. The Specific Plan does have certain additional development standards that are applicable to the site. Analysis of the Project's consistency with the EIR is presented in the below section Environmental Review and Environmental Findings and in detail in the attached Initial Study/Addendum. A complete analysis of the Project's consistency with the applicable policies of the Specific Plan is included as an appendix to the Initial Study/Addendum.

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 February 14, 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.

Plot Plan No. 180034 was submitted to the County of Riverside on December 4, 2018.

ENVIRONMENTAL REVIEW AND ENVIRONMENTAL FINDINGS

State CEQA Guidelines Section 15162 provides that an addendum to an adopted Environmental Impact Report may be prepared if only minor technical changes or additions are necessary or if none of the conditions described below have occurred:

1. *Substantial changes are proposed that would require major revisions to the EIR or negative declaration.*

The proposed Project represents an implementation of Specific Plan No. 341 (Majestic Freeway Business Center), specifically Planning Area 5 of the Specific Plan and is consistent with the permitted uses and development standards of Planning Area 5. The type and amount of development is reduced from what was anticipated for Planning Area 5 as is detailed in the Initial Study/Addendum and supporting technical reports; therefore the amount of impacts primarily from traffic and related impacts to air quality and noise would be reduced from what was analyzed in EIR No. 466 that was prepared for the Specific Plan. Therefore, no substantial changes are proposed that would require major revisions to the EIR.

2. *Substantial changes would occur requiring major revision 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.*

As demonstrated in the accompanying Initial Study/Addendum and supporting technical reports, the proposed Project would not require major revisions to the previously-certified EIR No. 466 because the Project would not result in any new significant impacts to the physical environment, nor would it create substantial increases in the severity of the environmental impacts previously

disclosed in the EIR No. 466. In summary, the proposed Project consists of an implementing Project for Planning Area 5 of Specific Plan No. 341 (Majestic Freeway Business Center), including 373,368 square feet (analyzed as 391,045 square feet in the Initial Study/Addendum) of high-cube warehouse uses. EIR No. 466 evaluated development of Planning Area 5 with industrial land uses. The uses proposed as part of the Project would result in a decrease in the amount of traffic generated from the site as compared to what was evaluated as the maximum impact scenario in EIR No. 466. There are no components of the Project that would result in increased physical environmental effects beyond what was previously evaluated and disclosed as part of EIR No. 466. Accordingly, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant effects as a result of the proposed Project. Thus, the proposed Project would not require major revisions to the previously-certified EIR No. 466.

EIR No. 466 concluded that implementation of the overall Majestic Freeway Business Center Specific Plan would result in significant and unavoidable impacts to air quality (due to due to emissions of VOCs and NO_x during construction and emissions of VOCs, NO_x, CO, and PM₁₀ during long-term operation) and traffic-generated noise. As demonstrated in the accompanying Initial Study/Addendum and supporting technical reports, there are no components of the proposed Project that would result in new or increased impacts to air quality or due to traffic-related noise. As such, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of impacts identified in EIR No. 466 under the issue areas of air quality or noise.

Subsequent to the certification of EIR No. 466, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site comprises a parcel of land that was previously graded and on which roadway improvements have already been made. Land uses surrounding the site include primarily vacant or industrial land immediately surrounding the Project site. The Project would result in a substantial reduction in the amount of traffic generated by uses on the Project site as compared to what was evaluated for the site by EIR No. 466 as is further shown in the Initial Study/Addendum and supporting technical reports; thus, it can be concluded that the Project's impacts to transportation facilities (including local roads and freeways) would be reduced in comparison to the Project evaluated by EIR No. 466. As demonstrated in the accompanying Initial Study/Addendum supporting technical reports, no substantial changes have occurred in the surrounding area that would result in new or more severe impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466.

3. *New information of substantial importance, which was not known and could not have been know at the time the previous EIR was certified as complete or the negative declaration was adopted, which results in any of 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;*
 - c) *Mitigation measures or alternatives previously found not to be feasible would become feasible and would substantially reduce one or more of the significant effects of the Project but the Project proponents decline to adopt the mitigation measure or alternative; or,*

- d) *Mitigation measures or alternatives that are considerably different from those previously analyzed and would substantially reduce one or more significant effect on the environment, but the Project proponent declines to adopt the mitigation measure or alternative.*

Subsequent to the certification of EIR No. 466, no new information of substantial importance has become available which was not known and could not have been known at the time the EIR No. 466 was prepared. Changes in law have occurred since certification of EIR No. 466 that have resulted in more environmentally-protective rules and regulations (e.g., increased energy efficiency, water conservation, fuel efficiency, etc.) to which the Project would be required to comply. Compliance with modern rules and regulations would result in decreased impacts to the environment as compared to what was assumed, evaluated, and disclosed by EIR No. 466.

The proposed Project would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EIR No. 466.

Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives have been identified that were infeasible at the time EIR No. 466 was certified and that would substantially reduce impacts to air quality or traffic-related noise, which were identified as significant and unavoidable by EIR No. 466.

Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives that are considerably different from those analyzed in EIR No. 466 have been identified to reduce the significant unavoidable impacts to air quality or due to traffic-related noise.

The Initial Study/Addendum prepared for this Project analyzed if any of the conditions listed above would occur in light of the proposed Project. No new significant impacts would occur as a result of the proposed Project that were not previously addressed in the EIR. No new impacts would result in terms of substantial environmental damage, serious public health problems, or substantial and avoidable injury to fish or wildlife of their habitats.

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 a 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 and as Light Industrial within the Majestic Freeway

Business Center Specific Plan (Specific Plan No. 341). The Project is consistent with the Community Development: Light Industrial (CD:LI) land use designation and Light Industrial land use designation of the Majestic Freeway Business Center Specific Plan (Specific Plan No. 341) and other aspects of the General Plan and Specific 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 and the Light Industrial land use designation of the Specific Plan.

2. The Project site has a Zoning Classification of Manufacturing – Service Commercial (M-SC). This zone specifically allows for warehouse, distribution, and manufacturing uses as well as a 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 permitted within the Manufacturing – Service Commercial (M-SC) Zoning Classifications, 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 and as Light Industrial within Specific Plan No. 341 (Majestic Freeway Business Center). 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 as well as the Light Industrial designation of the Specific Plan since these uses are specifically listed as anticipated uses for each of these designations in the General Plan and Specific 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 and Addendum and the Environmental Impact Report previously prepared for the Specific Plan, all impacts have been reduced to the minimum amount feasible. EIR No. 466 prepared for Specific Plan No. 341 determined that potentially significant and unavoidable impacts to air quality and traffic-generated noise are anticipated. These impacts were analyzed and feasible mitigation incorporated in the EIR and through this project to reduce these impacts to the maximum amount feasible. The Project also 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, west, 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 to the east on the

opposite side of the I-215 freeway are within the jurisdiction of the City of Perris. The Project incorporates visual buffering via landscaping. 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. Gutter, curb, and sidewalk improvements exist on Harvill Avenue and are proposed on the Project's side of Commerce Center Drive and Perry Street. Additional road right-of-way dedication is proposed for the Project's side of Harvill Avenue. The Project has been designed to accommodate, treat, and outlet the existing drainage pattern on the Project site.
5. The proposed uses are consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Service Commercial (M-SC) 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 – Service Commercial (M-SC) zone allow 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, so this requirement is not applicable.

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 – Service Commercial (M-SC) zone as detailed below.
 - a. *The minimum lot size shall be 10,000 square feet with a minimum average lot 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 be merged into one parcel, which the project is conditioned to complete prior to building permit issuance. The individual building size alone would exceed the minimum 10,000 square foot requirement, so any future merger of parcels 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 Project is not adjacent to any such zones, so this setback does not apply.

- ii. *Where the front, side, or rear yard adjoins a lot with zoning classification other than those specified in the prior section, there is no minimum setback. This condition exists on all sides of the 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 by streets on the north, west, and south sides. The Project proposes minimum setbacks of 35 feet, 140 feet, and 135 feet for these four sides on Commerce Center Drive, Harvill Avenue, and Perry Street, respectively.*
 - iv. *Within 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. No other uses or improvements are proposed within the designated setback areas other than driveways, parking, and landscaping. While loading docks are proposed on the western side of the building that faces a street that separates the site from residentially zoned parcels, the loading areas are not located within the 25 foot setback area.*
- c. *Height Requirements. The height of structures, including buildings, shall be as follows:*
- i. *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 buildings proposed.*
 - ii. *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 for the building is 45 feet, which meets the 50 foot requirement.*
 - iii. *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.*
 - iv. *Broadcasting antennas shall not exceed 50 feet unless a greater height is approved pursuant to Section 18.34 of Ordinance No. 348. No broadcasting antennas are proposed.*
- d. *Masonry Wall. Prior to occupancy of any industrial use permitted in the M-SC zone, 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. As noted previously in the setbacks section, the project site is not located adjacent to any parcels with residential zoning, so there are no other parcels that adjoin the subject site for this to be applicable to. Additionally, there are not any parcels with residential zoning on opposite sides of the streets that abut the project site.*
- e. *Landscaping.*

- i. *A minimum of ten percent of the site shall be landscaped and irrigated.* The Project proposes 16% 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 access ways. Said landscape strip shall not include landscaping located within the street right-of-way.* Minimum landscape areas of 32 feet, 10 feet, and approximately 50 feet are provided on-site (outside of the right-of-way) along the frontages of Commerce Court, Harvill Avenue, and Perry Street, respectively.
 - 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, there are no parcels with residential zoning adjacent to or across the street from the project site, so this standard does not apply.
- 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 building for the proposed Project provides adequate parking consistent with Section 18.12 of Ordinance No. 348. The building proposes 20,535 square feet of office area and the remaining 352,833 square feet as warehouse area. At 1 space per 250 square feet, as required by Ordinance No. 348, the office area requires 82.14 spaces. At 1 space per 2,000 square feet, as required by Ordinance No. 348, the warehouse area requires 176.42 spaces. A total of 259 spaces is required. The building proposes 261 parking spaces to meet the minimum required number of spaces. If future tenants propose tenant improvements through the building permit process that increase the amount of office or other area that requires more parking, such parking shall be provided on the Project site as appropriate and necessary consistent with Section 18.12 of Ordinance No. 348 and may be subject to further review pursuant to Section 18.43 of Ordinance No. 348. Additionally, electrical vehicle parking is noted on the site plan for 8 spaces, which meets the minimum requirement of Section 18.12 for 8 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.* Loading areas for the building and trash and other service areas are proposed within the loading areas for each of the buildings. These loading areas are located on the west and east side of the buildings, which does face Harvill Avenue on the west side and I-215 on the east side past the railroad tracks. The Project proposes a 12 foot high screen wall along the western boundary facing Harvill Avenue and landscape screening along the eastern boundary facing I-215, both of which will adequately screen any trash collection areas.
- h. *Outside Storage and Service Areas. Outside storage shall be screened with 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-SC 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 shall 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-SC 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, 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.
- l. Per Specific Plan No. 341, Section D.1.f, "For buildings where truck loading faces the public street, truck loading shall be screened from the public street via 8' tall screening. Screening may be accomplished using ornamental iron fencing with landscaping in front of the fencing (i.e. a "living fence") or via concrete screen walls." As noted previously, the Project proposes a 12 foot high screen wall along the site's western boundary bordering Harvill Avenue that meets this requirement. Along the eastern boundary, although I-215 would not be classified as a "street" the project proposes dense landscape screening that will screen the loading areas from views from I-215.

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 December 26, 2018 and no comment was received.
3. Pursuant to the requirements of AB 52, tribal consultation was not required for the Project since an Addendum is being considered for this project and a new Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report is not required for this project as is detailed in the previous Environmental Findings in this staff report and in the Initial Study/Addendum. The Project is not subject to tribal consultation pursuant to SB 18 requirements since the project does not include an Amendment to the Specific Plan or General Plan.

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/Addendum, the proposed Project conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed Project would not be detrimental to the health, safety or general welfare of the community.

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

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

This Project was presented before the Mead Valley Municipal Advisory Committee in November 2018, January 2019, and March 2019. Additional meetings were held at the Mead Valley Senior Center in January 2019, March 2019, and May 2019 and at the Charles Meigs Community Center in March 2019. Further outreach to residents were held in separate meetings, calls, and canvassing efforts. See attached summary of these efforts.

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

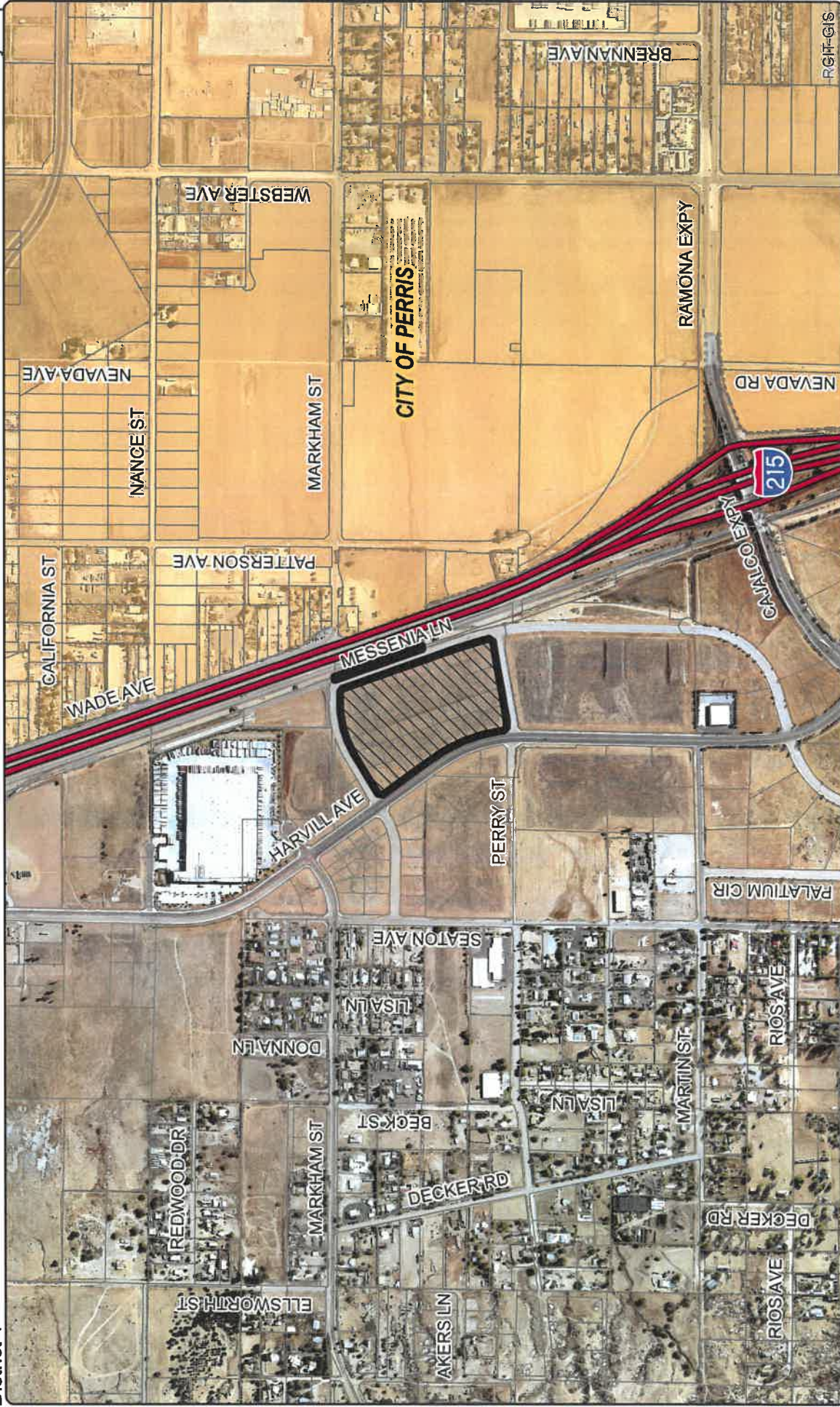
(Consolidated Fees for Land Use and Related Functions), within 10 days after the mailing of the Planning Commission's decision.

Template Location: Y:\Planning Master Forms\Templates\Staff Report\Staff_Report_Template_DH_PC.docx
Template Revision: 05/07/20

RIVERSIDE COUNTY PLANNING DEPARTMENT
PPT180034
VICINITY/POLICY AREAS

Supervisor: Jeffries
District 1

Date Drawn: 05/05/2020
Vicinity Map



Zoning Area: North Perris

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2004, the County of Riverside adopted a new General Ordinance that revised the zoning map of Riverside County. The new General Ordinance may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department office in Riverside at (951)955-2300 (Western County) or in Palm Desert at (760)949-6277 (Eastern County) or Website: <http://www.co.riverside.ca.us>

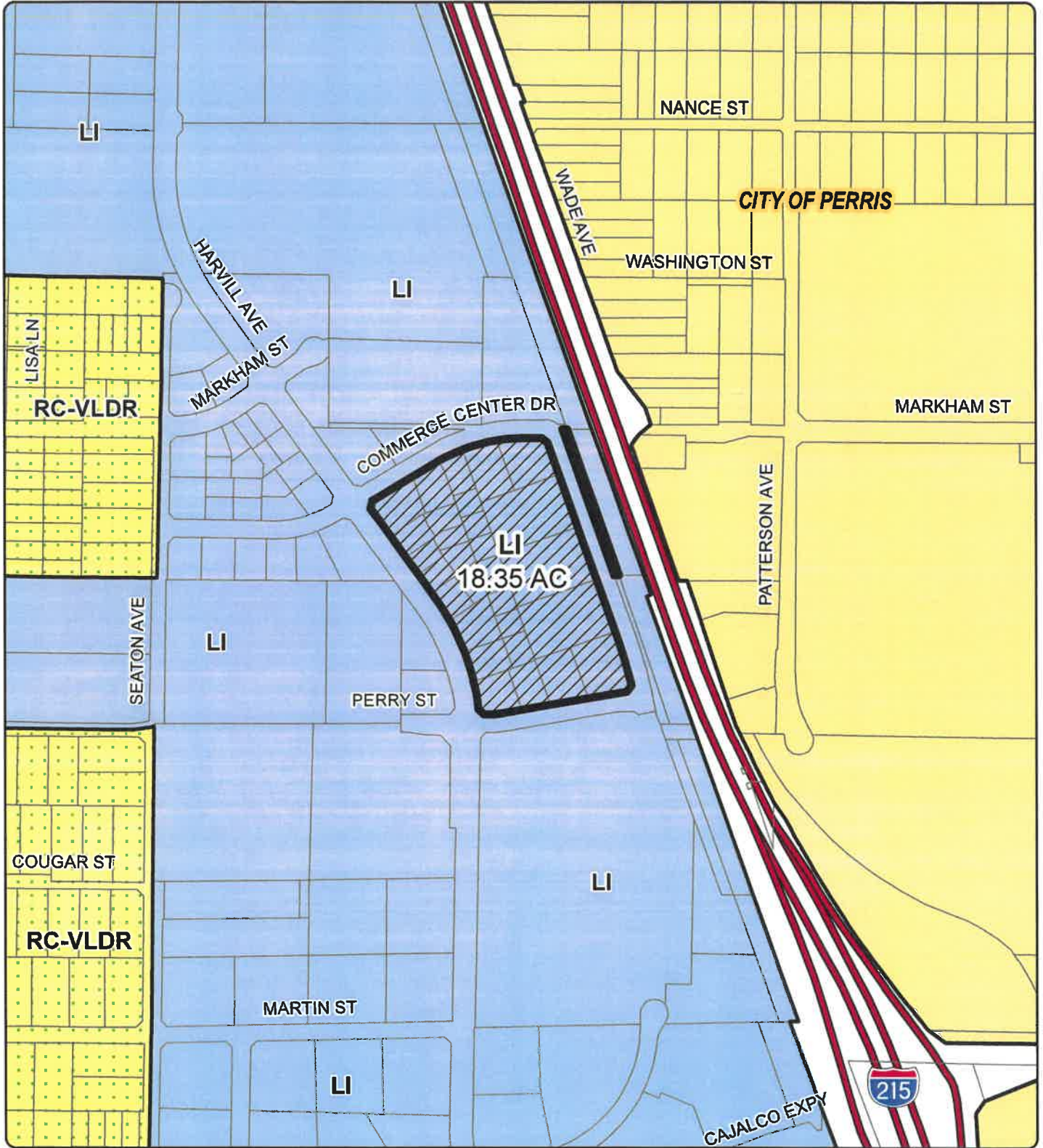
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT180034

EXISTING GENERAL PLAN

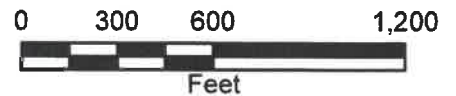
Supervisor: Jeffries
District 1

Date Drawn: 05/05/2020
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.rctlma.org>

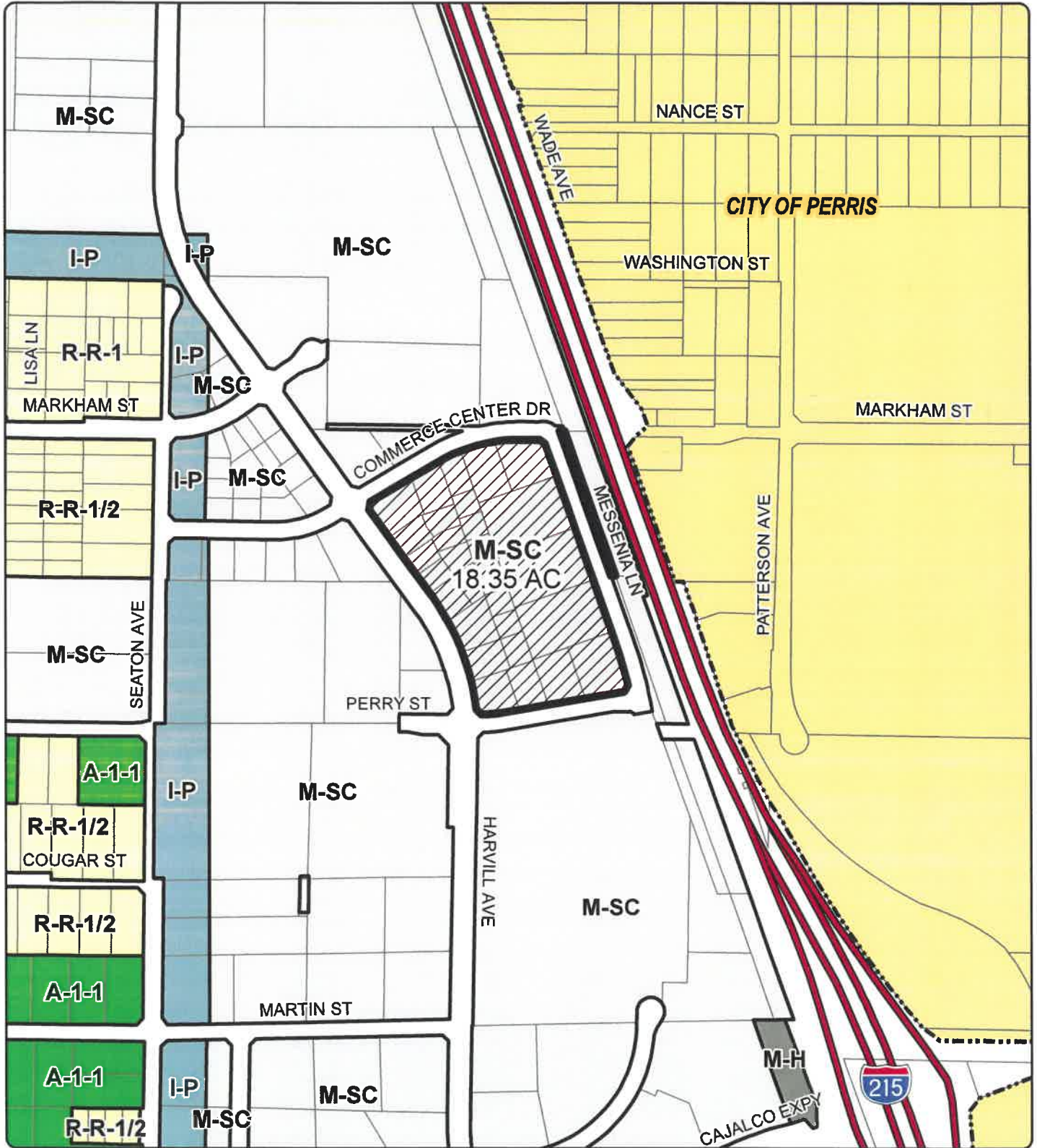
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT180034

EXISTING ZONING

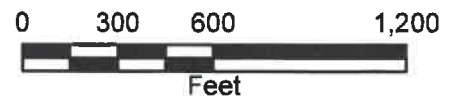
Supervisor: Jeffries
District 1

Date Drawn: 05/05/2020
Exhibit 2



Zoning Area: North Perris

Author: Vinnie Nguyen



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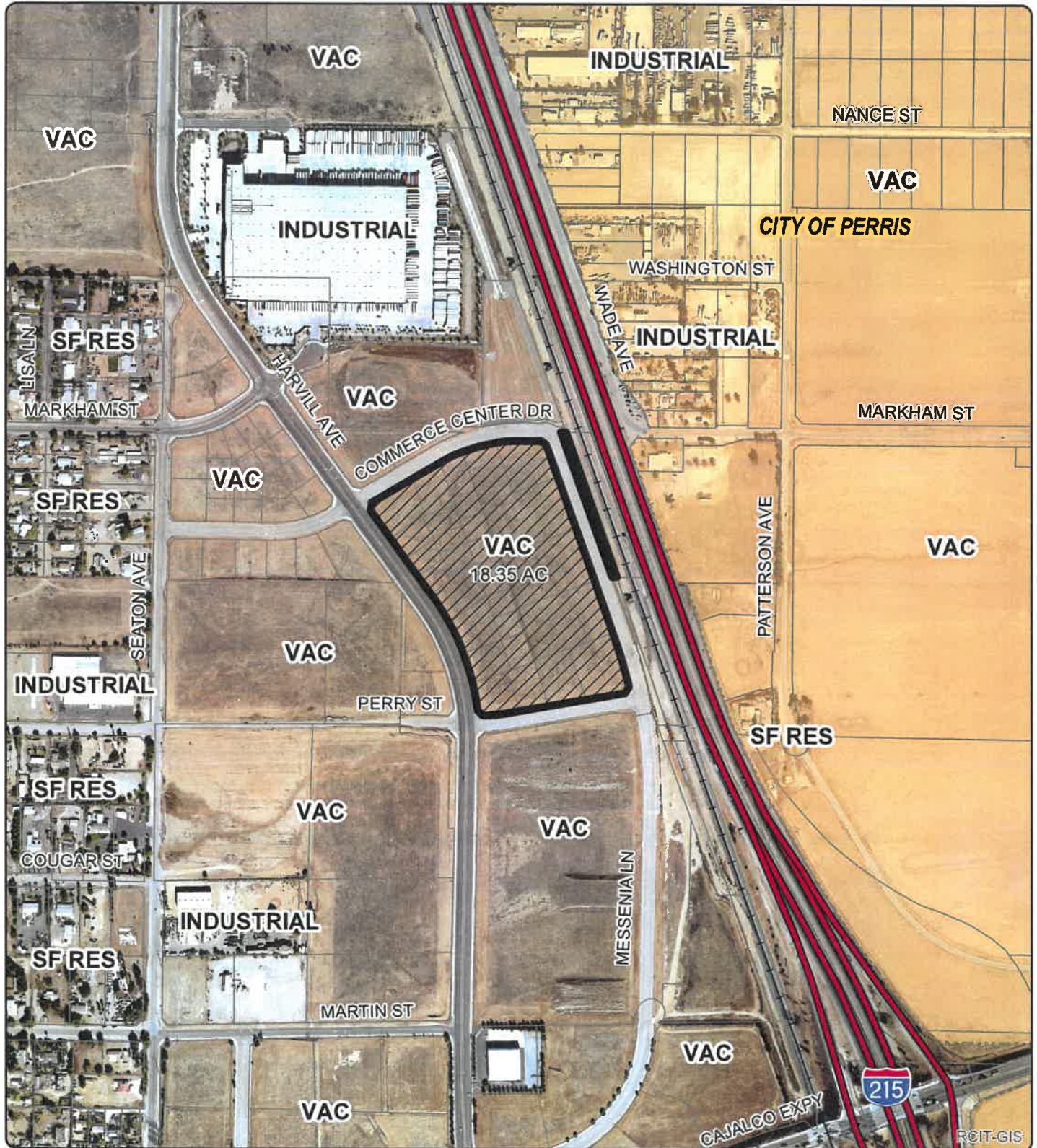
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT180034

LAND USE

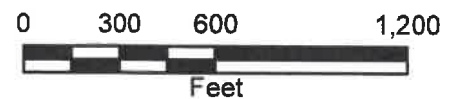
Supervisor: Jeffries
District 1

Date Drawn: 05/05/2020
Exhibit 1



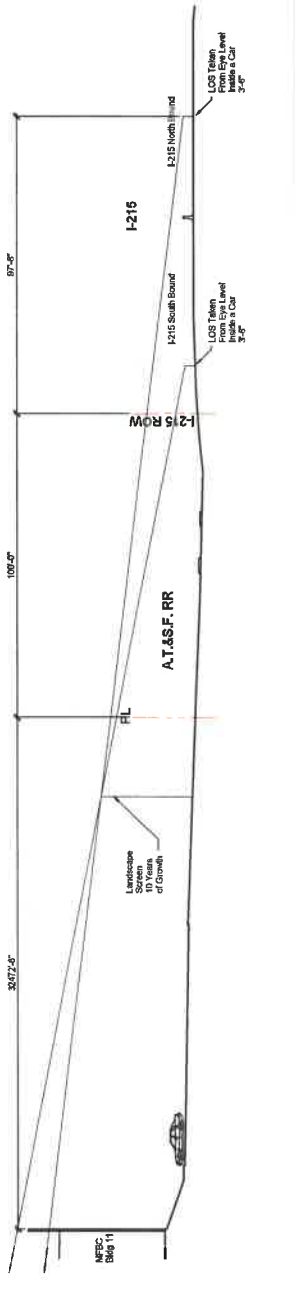
Zoning Area: North Perris

Author: Vinnie Nguyen

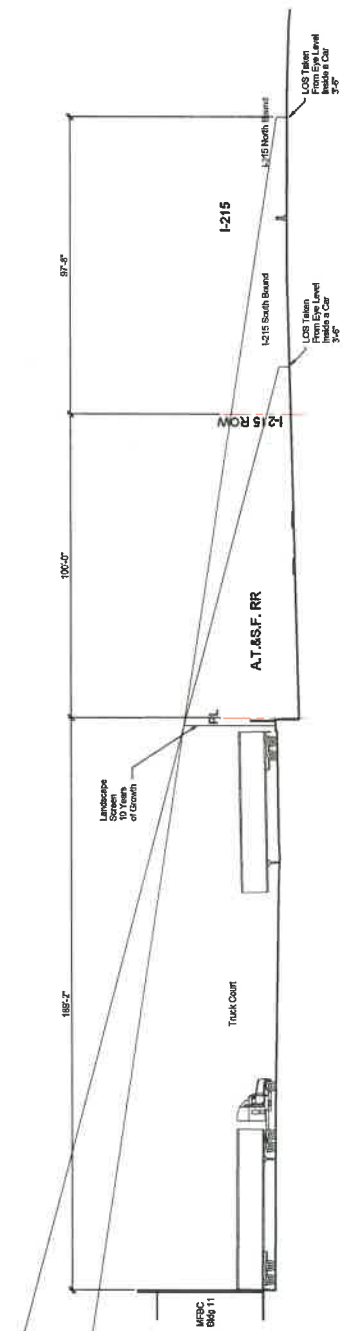


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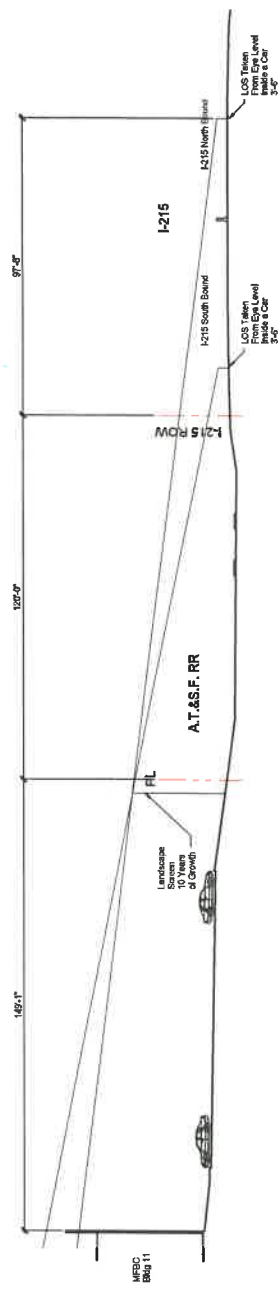
LOS Taken From Eye Level Inside a Car 3'-6" High Per Google



SECTION A SCALE: 1/8" = 1'-0"



SECTION B SCALE: 1/8" = 1'-0"



SECTION C SCALE: 1/8" = 1'-0"

REVISIONS	DATE	BY	BT	DATE

COMMERCIAL CONSTRUCTION CO. L.P.
 1315 Colorado Parkway North
 Suite 100
 San Francisco, California 94109-4987
 Telephone: (415) 688-0483
 License No. 723002



MAJESTIC FREEMWAY BUSINESS CENTER
 PMSIDE, CA
 BUILDING 11
 SECTIONS

PP180034
 SUBMITTAL 03 (2019 12 16)
 SHEET NO. A6

DATE: JUN
 DRAWN BY: DATE
 OCC. NO. 6712
 SHEET NO. A6

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

SECTION A

SECTION B

SECTION C

PP180034
 SUBMITTAL 03 (2019 12 16)

SHEET NO. A6

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

SECTION A

SECTION B

SECTION C

REVISIONS	BY	DATE

REVISIONS	BY	DATE

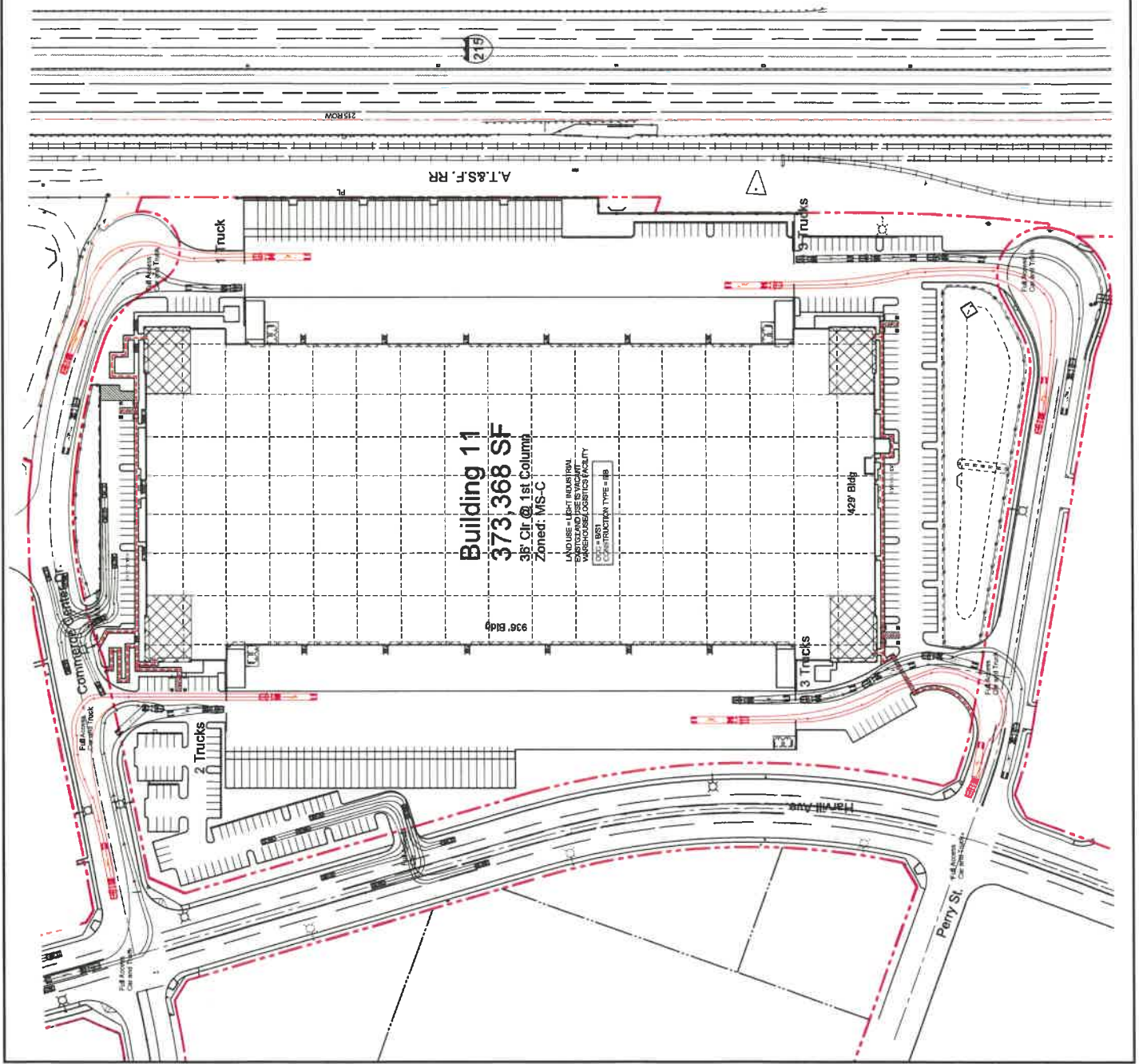
COMMERCE CONSTRUCTION CO. L.P.
 15171 Crossroads Parkway North
 Suite 100
 Dallas, California 97463-9877
 Telephone: (503) 688-0323
 License No. 723022

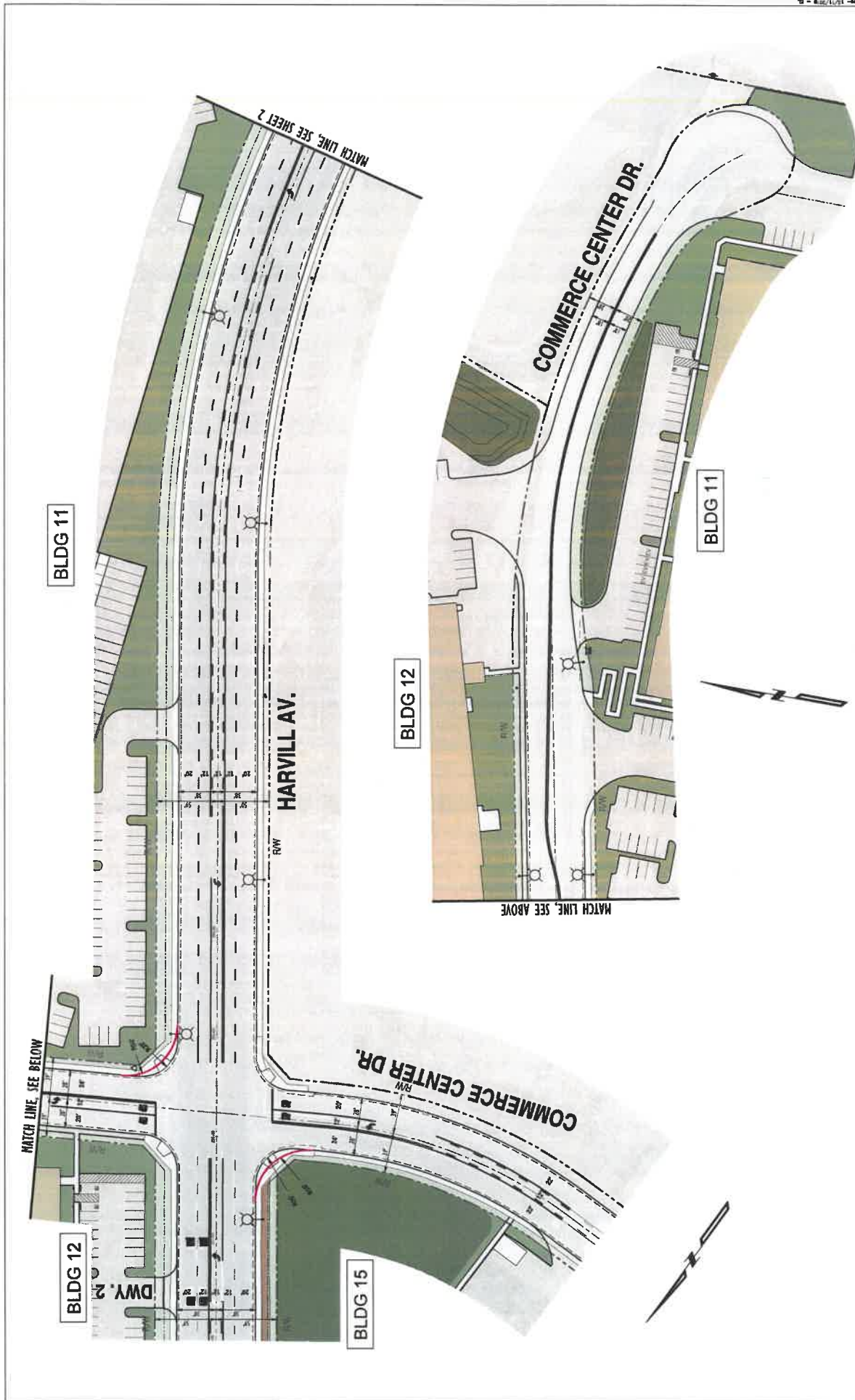
TRUCK TURNING AND STACKING
 BUILDING 11
 MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA

PROJECT NO.
 1800034
 DRAWN BY DATE
 JN
 CHECKED BY
 6712
 SHEET NO.
 A1.11A

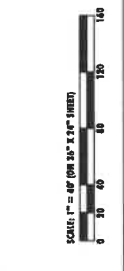
Note:
 See Urban Crossroads Exhibit
 For Truck Turning and
 Signing and Striping Plan

PP1800034
 SUBMITTAL 03 (2019 12 16)
 SCALE
 1" = 30'-0"



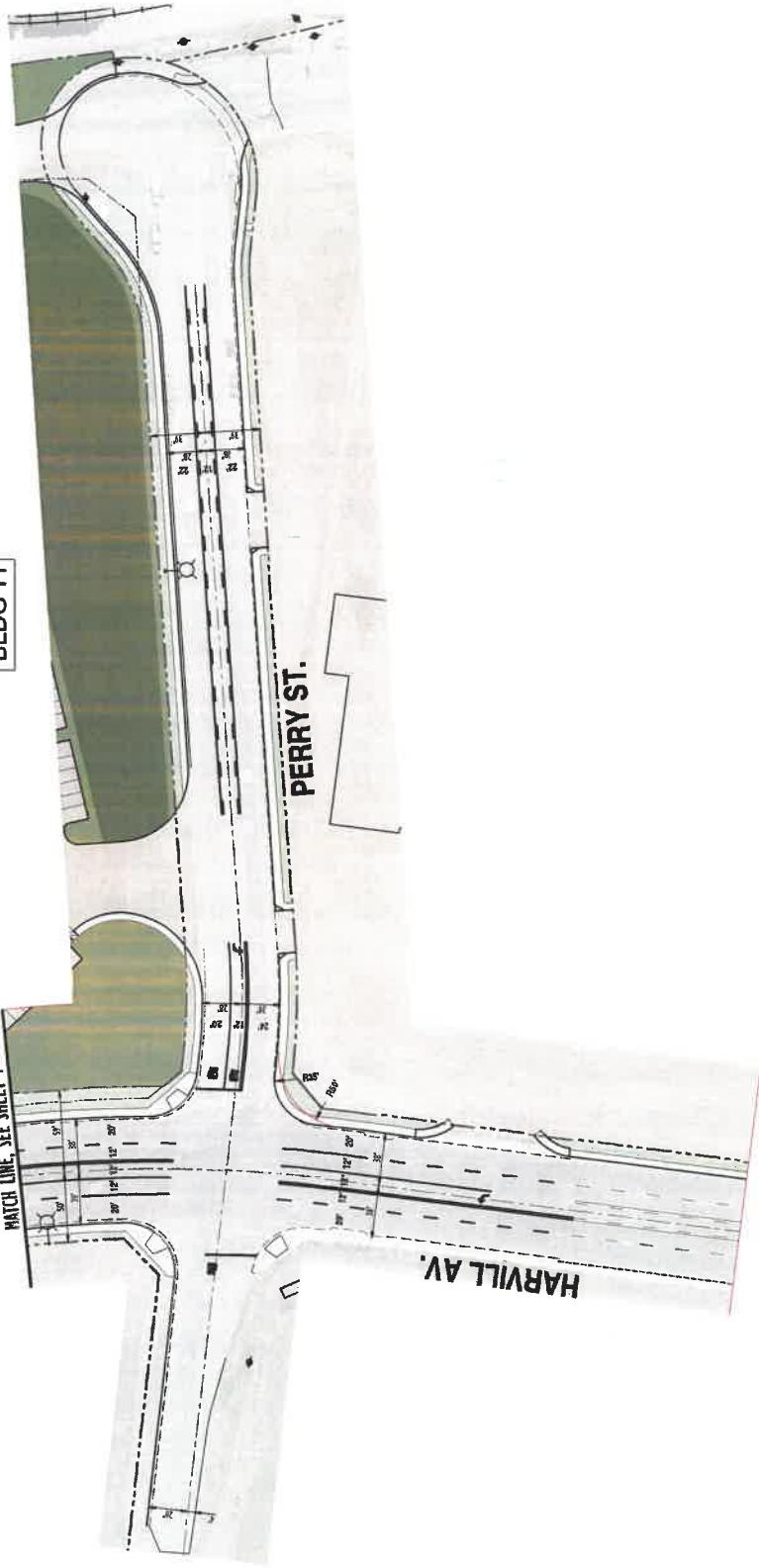


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		FOR:	COUNTY ILL. NO. 12119
SCALE: 1" = 80'		OF 3 SHEETS	



BLDG 11

MATCH LINE, SEE SHEET 1



MAJESTIC FWY BUS CTR (BLDG 11)
 CONCEPT STRIPING
 HARVILL AVENUE, COMMERCE
 CENTER DRIVE AND PERRY STREET

FOR: W.A. 1211
 COUNTY FILE NO.

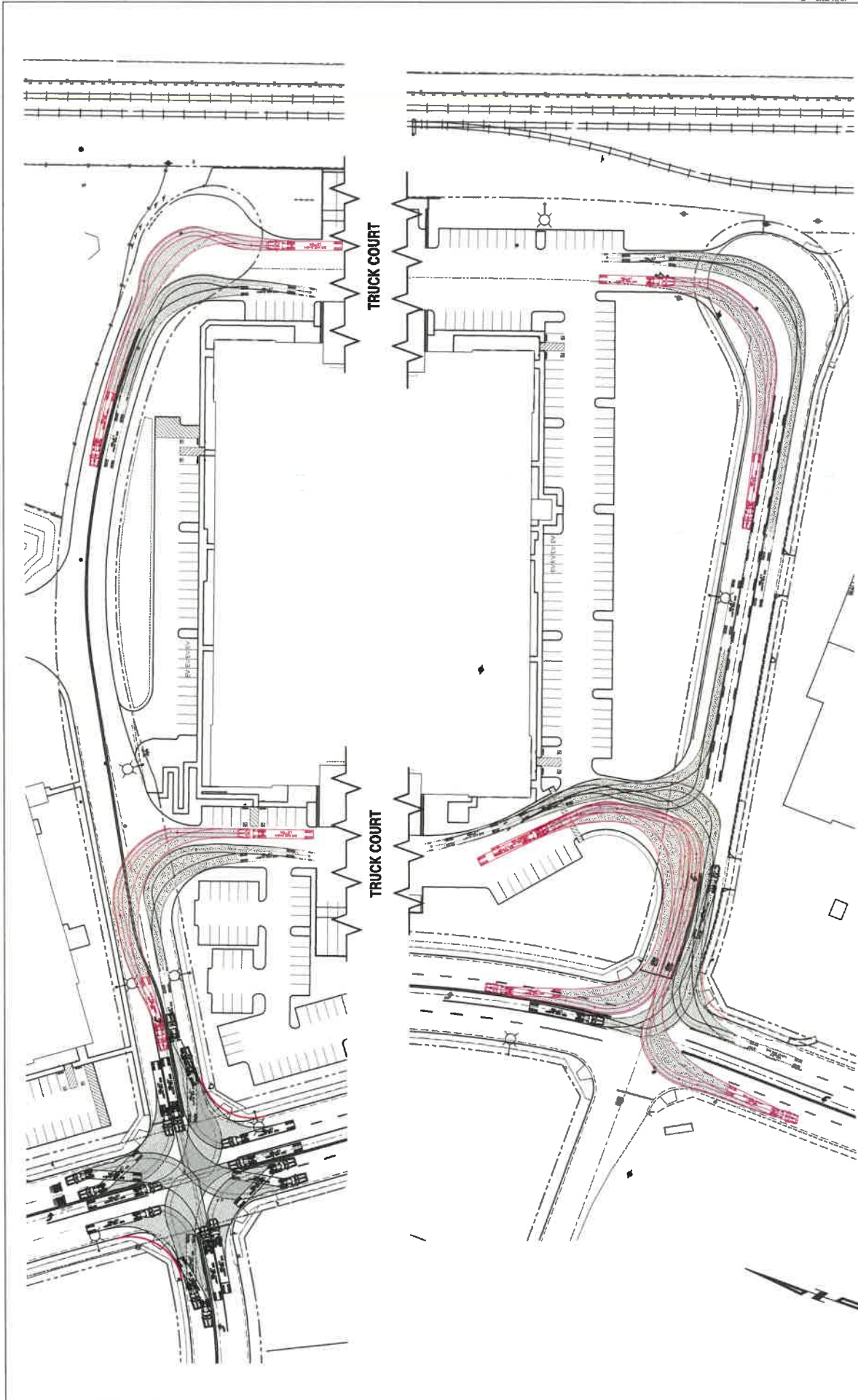
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MAP 1. WATER STREET, DATE 200
 COMM. AREA, 10 7/2014
 TELEPHONE # 916-463-1174

URBAN CROSSROADS

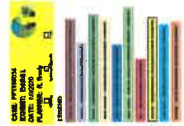
SHEET NO. 2
 OF 3 SHEETS





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	MAJESTIC FWY BUS CTR (BLDG 11) WB-67 INBOUND/OUTBOUND TRUCK MOVEMENTS	SHEET NO. 3 OF 3 SHEETS	DATE: 11/21/11





BUILDING 11

MAJESTIC FREEWAY BUSINESS CENTER RIVERSIDE, CA

LANDSCAPE PLANS

COUNTY OF RIVERSIDE

GENERAL NOTES

- IRRIGATION**
- FINAL LOCATION OF CONTROLLER TO BE DETERMINED IN THE FIELD WITH APPROVAL OF CITY AND LANDSCAPE ARCHITECT.
 - REFER TO GENERAL IRRIGATION NOTES ON IRRIGATION PLAN.
- PLANTING**
- ALL BOX TREES ARE TO BE SELECTED BY THE LANDSCAPE ARCHITECT.
 - REMOVE STAKES FROM ALL ESPALERS AND VINES AND ATTACH TO WALLS, POSTS, ETC.

LANDSCAPE AREA TOTALS:

BUILDING 11	NET AREA (SQ FT)	LANDSCAPE AREA (SQ FT)	LANDSCAPE PERCENTAGE (%)
BUILDING 11	26,50	80,208 S.F. (7.10%)	16.813 S.F. (7.1834%)

PROPERTY OWNER:
MAJESTIC FREEWAY BUSINESS CENTER, LLC
215 COMMERCE CENTER DRIVE, NORTH, RIVERSIDE, CA
OWNER CONTACT: JOHN SHERIDAN (951) 799-0463

LANDSCAPE ARCHITECT:
ENVIROUR, INC.
1000 UNIVERSITY AVENUE
DANA POINT, CA 92629
CONTACT: BRETT FRENCH (949) 624-4863

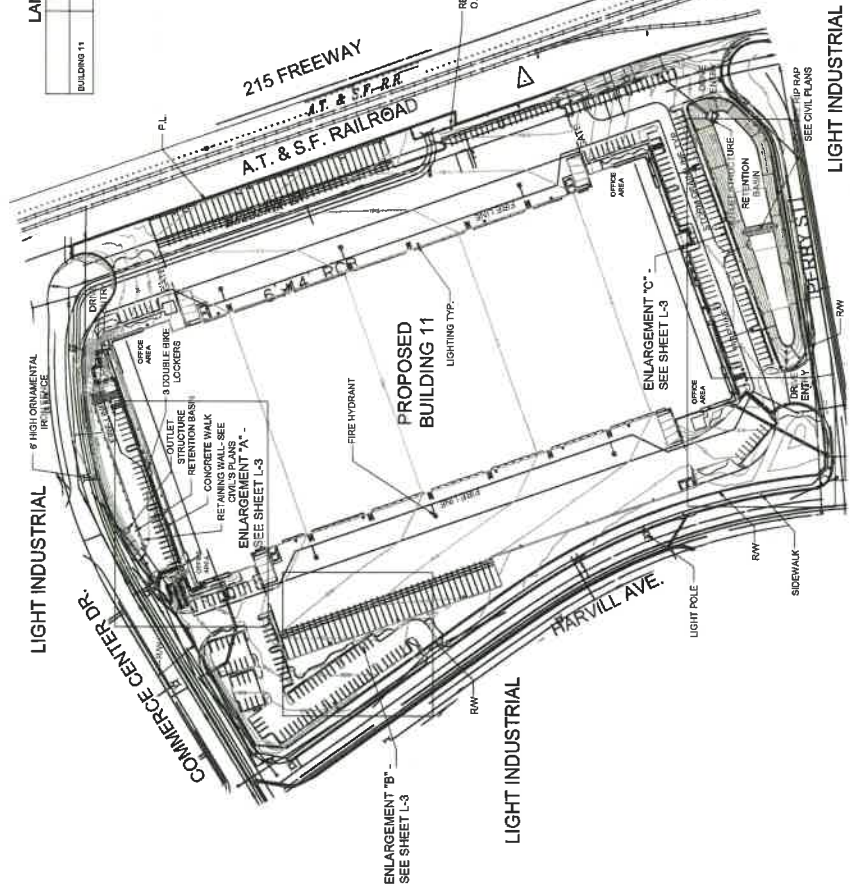
CIVIL ENGINEER:
THOMAS BROS. MAPS
2000 BROADWAY, SUITE 160-302
SAN FRANCISCO, CA 94115
CONTACT: STEVE LOEBBE (415) 774-8892

- COVER SHEET** L-1
- PRELIMINARY LANDSCAPE PLANS** L-2 - L-3
- SHADE PLAN AND SHADE CALCULATIONS** L-4
- HYDROZONE MAP** L-5
- SITE PHOTO PLAN** L-6

NOTE: PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A COMPLETE LANDSCAPE CONSTRUCTION DOCUMENT PACKAGE THAT COMPLES WITH THE REQUIREMENTS OF CALIFORNIA REGULATION 25300 AND 25301, AND THE CITY OF RIVERSIDE'S ORDINANCE NO. 88.3. ORDINANCE 457, PROJECT CONDITIONS OF APPROVAL, AND ANY SUBSTANTIAL COMMENTS FROM THE CITY OF RIVERSIDE. ANY CHANGES TO THE ORIGINAL PLANS SHOULD BE SUBMITTED TO THE CITY OF RIVERSIDE FOR REVIEW. PLANS MAY BE SUBJECT TO CHANGE.

LANDSCAPE ARCHITECT'S SIGNATURE: _____ DATE: 4-2-18

MAINTENANCE NOTE:
THE LANDSCAPE ARCHITECT HAS ASSIGNED WITHIN RIGHT-OF-WAY TO BE PROVIDED BY MAJESTIC FREEWAY BUSINESS CENTER, LLC.



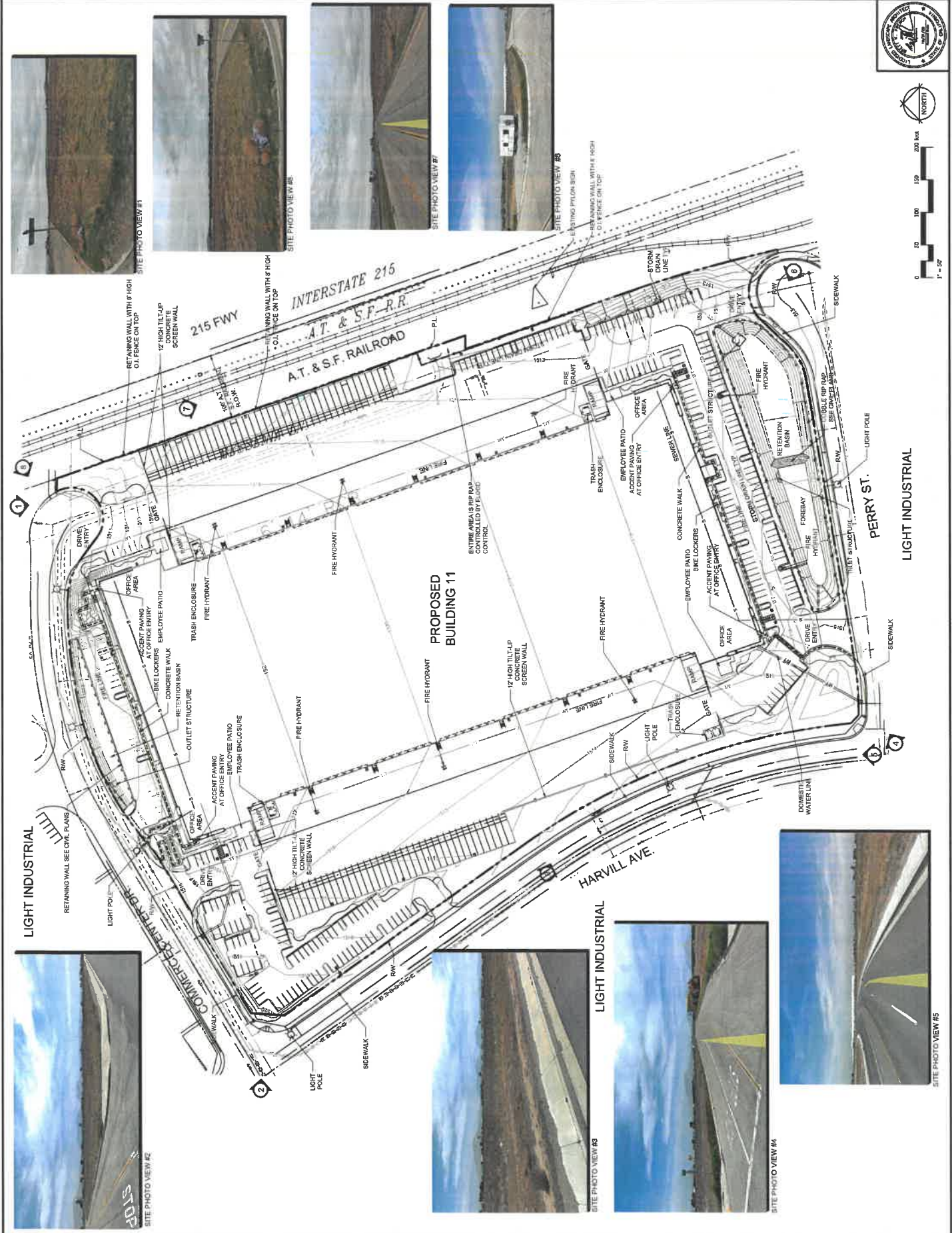
KEY MAP
NOT TO SCALE

The key map shows the project location within the context of the surrounding area, including the railroad and freeway. A north arrow is provided.



COMMERCE CONSTRUCTION CO., L.P.
1381 Colorado Springs Place
City of Industry, California 91748-3492
Telephone (909) 944-1200





SITE PHOTO VIEW #1



SITE PHOTO VIEW #2



SITE PHOTO VIEW #3



SITE PHOTO VIEW #4



SITE PHOTO VIEW #5



SITE PHOTO VIEW #6



SITE PHOTO VIEW #7



SITE PHOTO VIEW #8

THE STATE OF CALIFORNIA
 COUNTY OF ALAMEDA
 OFFICE OF THE COUNTY CLERK
 100 WEST 12TH STREET, SUITE 200
 OAKLAND, CALIFORNIA 94612
 (415) 774-2000
 www.coalameda.ca.gov

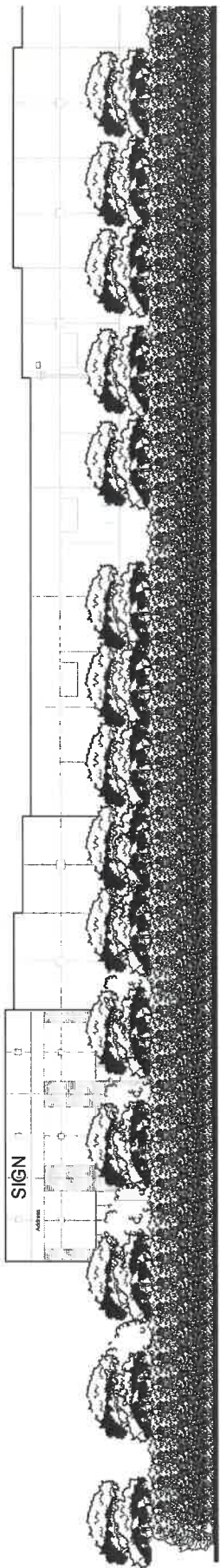
REVISIONS

NO.	DATE	DESCRIPTION

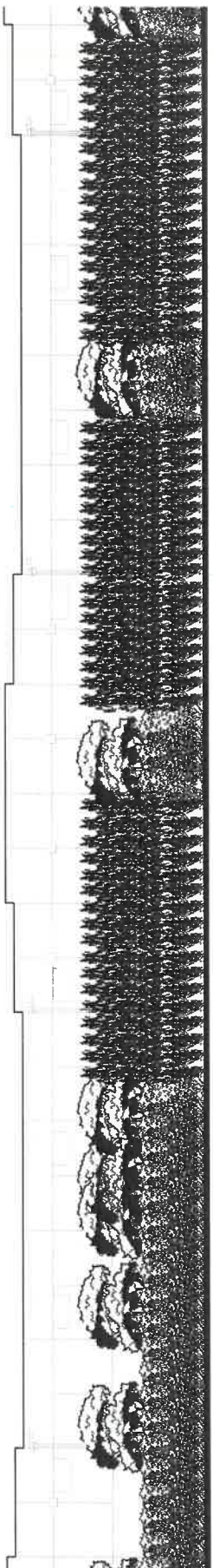
FLYTOONS
 LANDSCAPE ARCHITECTURE
 13181 Channing Parkway, Suite 100
 San Diego, California 92124-4977
 Telephone: (619) 444-4289
 Fax: (619) 444-4288
 www.flytoons.com

COMARGE CONSTRUCTION CO., L.P.
 13181 Channing Parkway, Suite 100
 San Diego, California 92124-4977
 Telephone: (619) 444-4289
 Fax: (619) 444-4288
 www.comarge.com

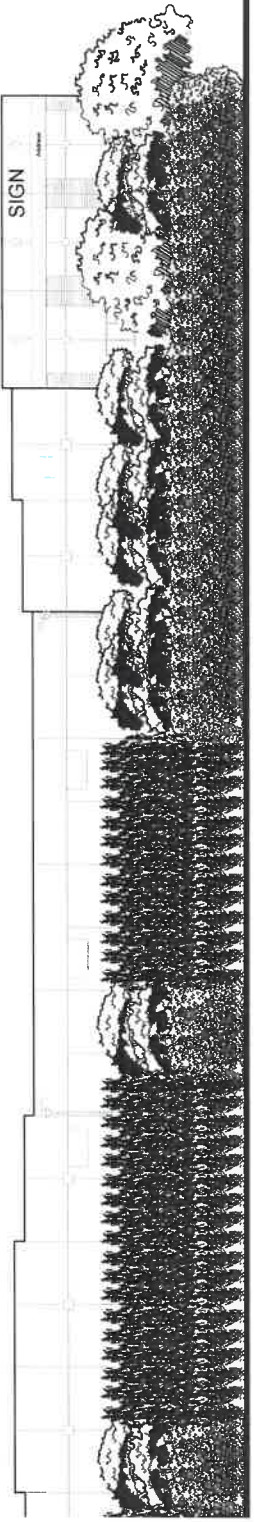
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 PROJECT INDUSTRIAL BUILDING FOR
 BUILDING 11
 MAGESIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA
 DATE: 12/2/19
 DRAWN BY: JAC
 BRK: 1372.119
 SHEET NO.: 00000077
 EXHIBIT
 "A"



EAST ELEVATION VIEW SOUTH PART OF BUILDING



EAST ELEVATION VIEW MIDDLE OF BUILDING



EAST ELEVATION VIEW NORTH PART OF BUILDING

LANDSCAPE CONCEPT FOR EAST P.L.

The east property line will be generally defined with trees, shrubs, and vines to help screen the building from the 216 Freeway. The south and north ends outside the truck area are anchored with evergreen trees spaced at an average of 25' on center along with shrubs adjacent to the P.L. that grow 15-20' high and with 6' canopies when heading in the correct. Inside the truck area, the trees are more bare ends with canopies reaching approximately 40'-50'. The Cypress should reach approximately 15'-20' within five years and 30' high within 10 years. The total landscape area adjacent to the east P.L. is approximately 26,000 sq. ft. with 10' landscape strip adjacent to the P.L.

NOTE: ALL PLANTING IS DEPICTED AT APPROXIMATELY 10 YEAR GROWTH



Provide Roof Top Scaffolding of All A.C. Units Per County of Riverside Specification.

Top of Machine Level is 45' Above Finished Floor.

COLOR LEGEND

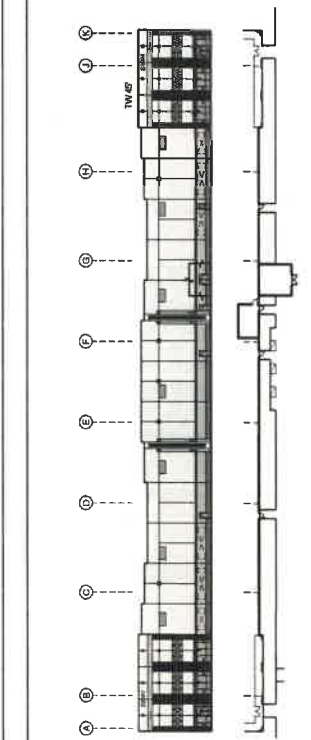
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	ACRUCIAL GREY
	SHERWIN WILLIAMS
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	WALL STREET
	SHERWIN WILLIAMS
	BY7004
	DRIFT BLUE
	GLAZING
	SOLAR COOL GRAY

Building is Tie Up Concrete Panels

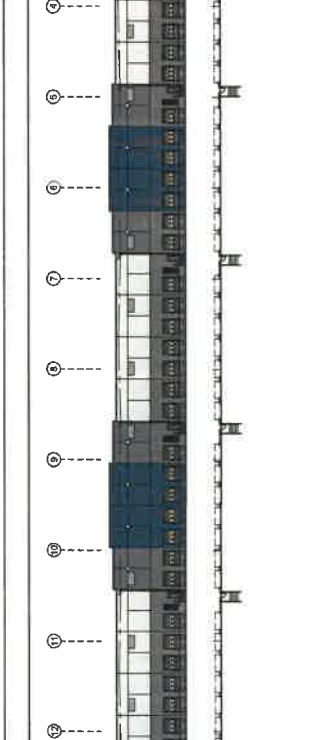
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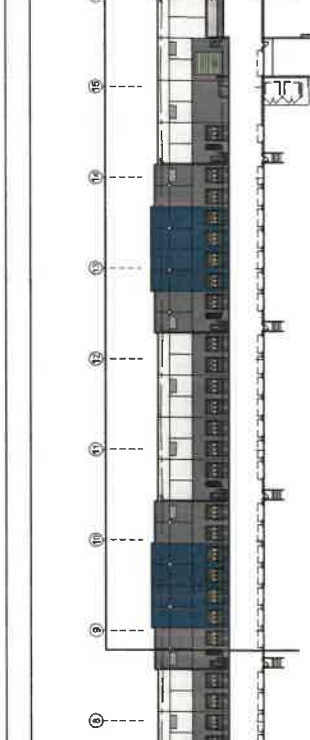
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SOUTH ELEVATION SCALE: 1" = 32'-0"



WEST ELEVATION SCALE: 1" = 32'-0"



EAST ELEVATION SCALE: 1" = 32'-0"



COMPARC CONSTRUCTION CO., LP
1911 CRENSHAW PARKWAY, SUITE 100
CITY OF RIVERSIDE, CALIFORNIA 92503
Telephone: (951) 899-0403
License No. 223302

MAJESTIC FREEMAY BUSINESS CENTER
RIVERSIDE, CA

ELEVATIONS
BUILDING 11

PROJECT NO. 6712
DRAWN BY DATE
CHECKED BY DATE
SHEET NO. A3.11
SCALE: 1" = 32'-0"

SUBMITTAL 03 (2019 12 16)

NO.	DATE	BY	REVISIONS

CONCRETE CONSTRUCTION CO., L.P.
 15781 CONCRETE CENTER DRIVE, SUITE 100
 RIVERSIDE, CA 92504
 Telephone: (951) 950-4043
 Fax: (951) 950-4043
 License No. 723202

MAJESTIC FREEMAN BUSINESS CENTER
 RIVERSIDE, CA

PROJECT NO. 11
 SHEET NO. 6712
 DRAWN BY DATE
 CHECKED BY DATE

DATE
 BY
 REVISIONS

COLOR LEGEND

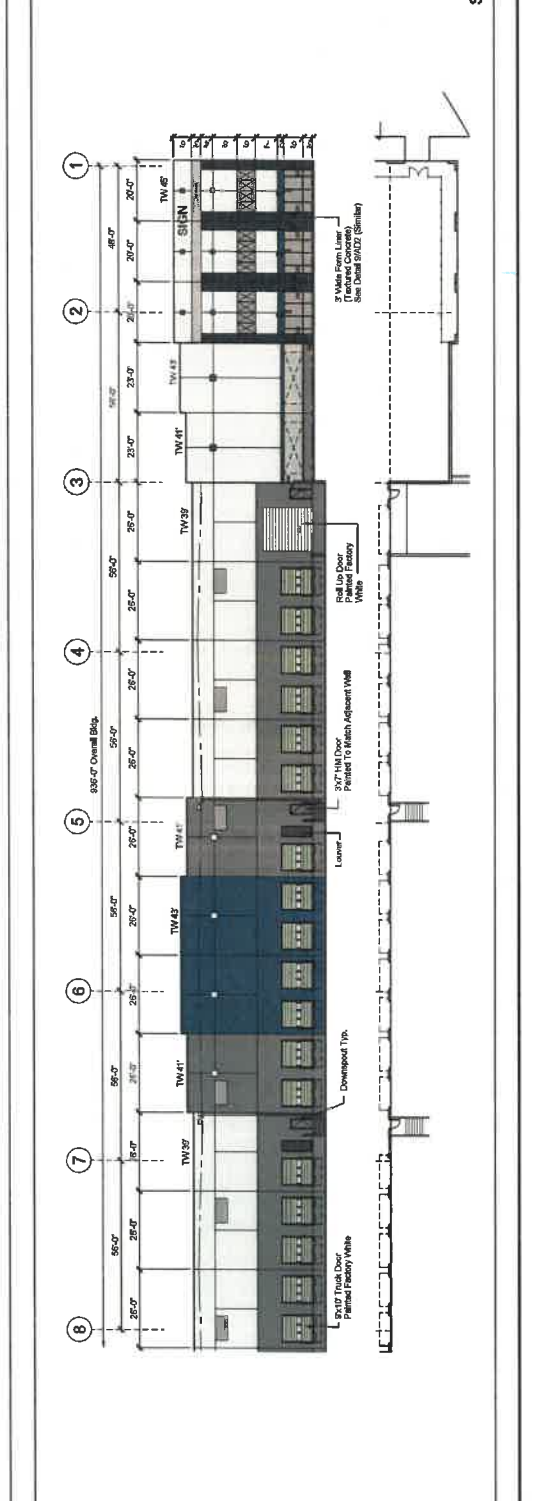
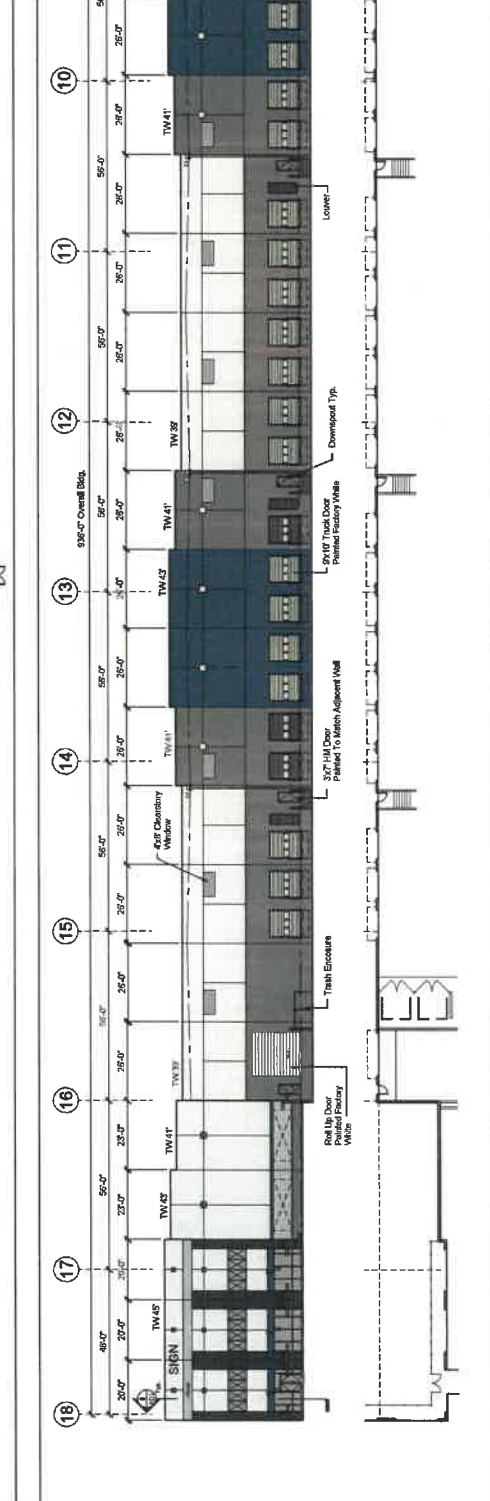
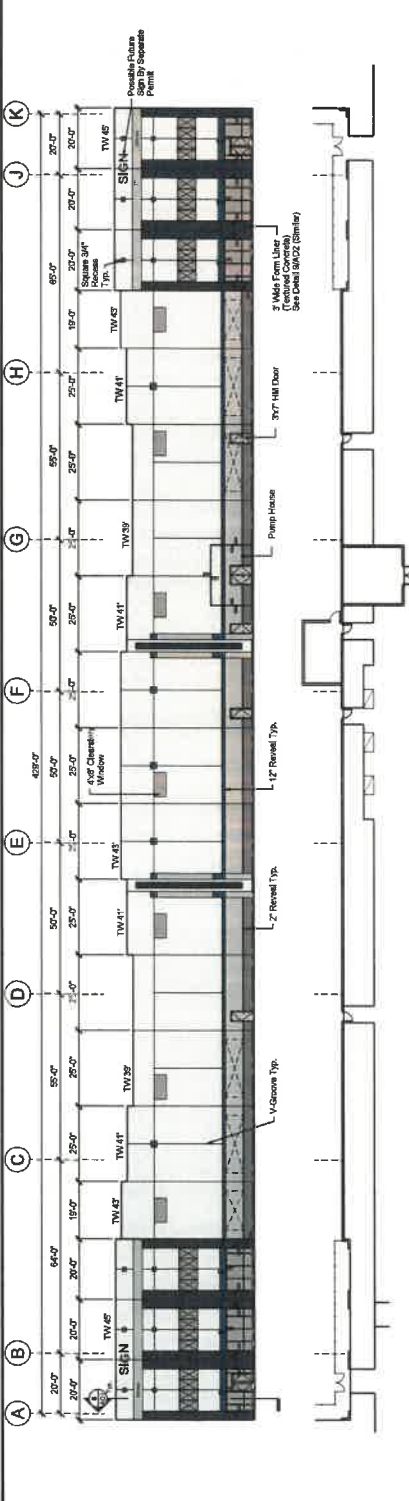
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[Color Swatch]	INDUSTRIAL GREY
[Color Swatch]	GLAZING
[Color Swatch]	SOLAR COOL GRAY

Building is Tall Up Concrete Panels

Provide Roof Top Scaffolding of All A.C. Units Per County of Riverside Standards.

Total Maximum Height is 45' Above Finished Floor.

Number Square Scaffolding Panels



REVISIONS	BY	DATE

REVISIONS	BY	DATE

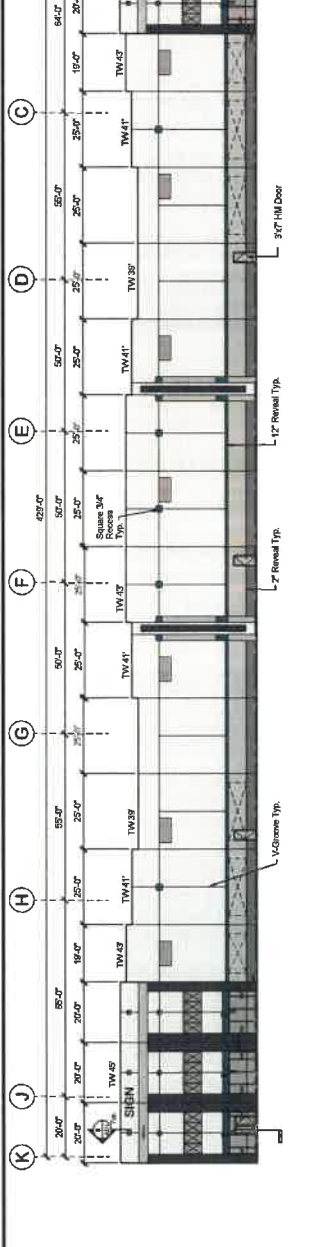
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WALL STREET
GREY/NAVY WILLIAMS
DOBBY BLUE
GLAZING
SOLAR COOL GRAY

Provide Red Top Signage of All PVC Windows of Riverside Station.

Track Enclosure Height is 17' Above Platform Edge.

Possible Future Sign By Separate Permit.

3" Wide Form Line See Detail 514.02 (Similar)

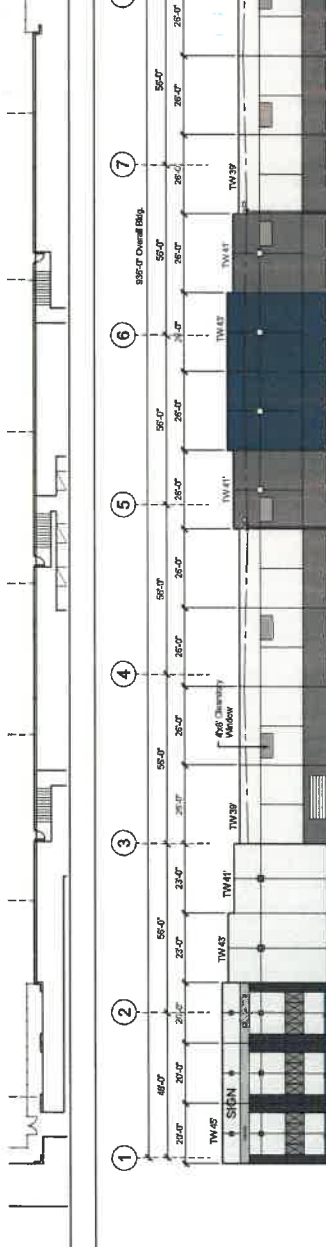


REVISIONS	BY	DATE

REVISIONS	BY	DATE

13101 Commerce Parkway North
 2nd Floor
 City of Industry, California 91745-4277
 License No. 72322
 COMMERCIAL CONSTRUCTION CO., L.P.

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

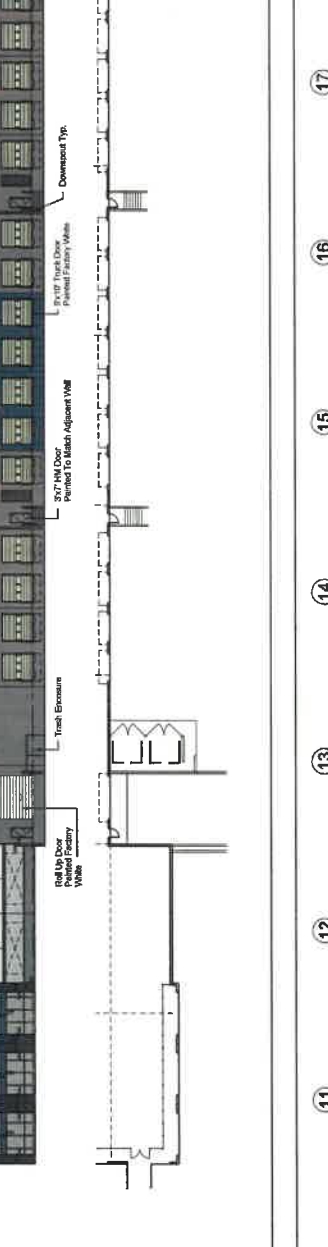


REVISIONS	BY	DATE

REVISIONS	BY	DATE

13101 Commerce Parkway North
 2nd Floor
 City of Industry, California 91745-4277
 License No. 72322
 COMMERCIAL CONSTRUCTION CO., L.P.

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



ELEVATIONS
BUILDING 11
MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA

Project No. 2019-03-0034
 DRAWN BY DATE
 CCC JOB NO. 6712
 SHEET NO. A3.11B

PP180034
 SUBMITTAL 03 (2019 12 16)
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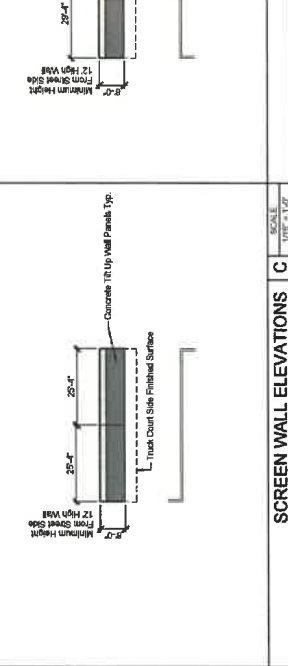
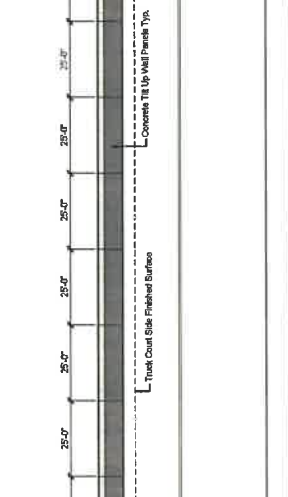
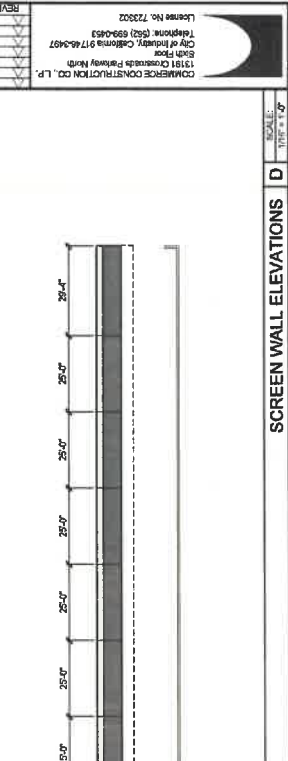


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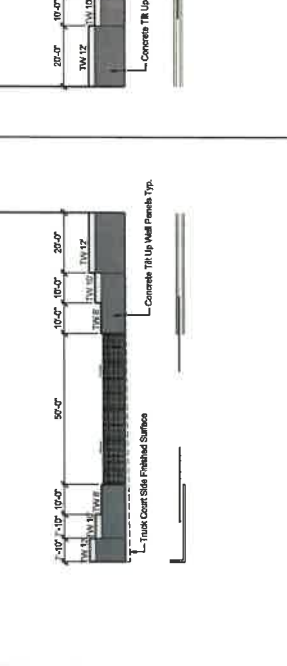
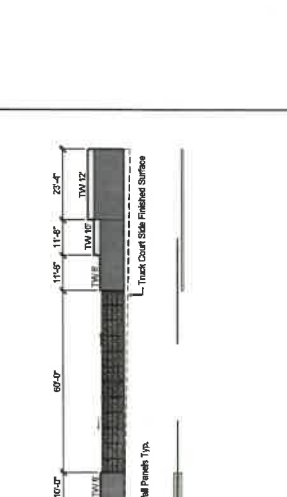
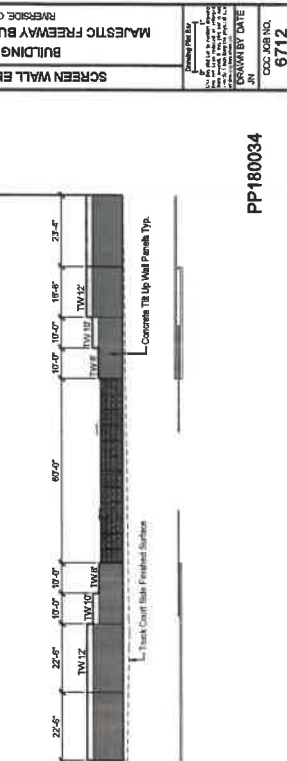
SUSANNA WILLIAMS
 BY: 7/10/20
 PAPER WHITE
 SUSANNA WILLIAMS
 BY: 7/10/20
 WALL SHEET

COMMERCIAL CONSTRUCTION CO., L.P.
 13181 Commercial Parkway North
 Suite 100
 Laguna Hills, California 91743-4027
 Telephone: (562) 699-0453
 License No. 72302

SCREEN WALL ELEVATIONS | D
 SCALE: 1/16" = 1'-0"



SCREEN WALL ELEVATIONS | C
 SCALE: 1/16" = 1'-0"



SCREEN WALL ELEVATIONS | G
 SCALE: 1/16" = 1'-0"

SUBMITTAL 03 (2019 12 16)
 PP180034

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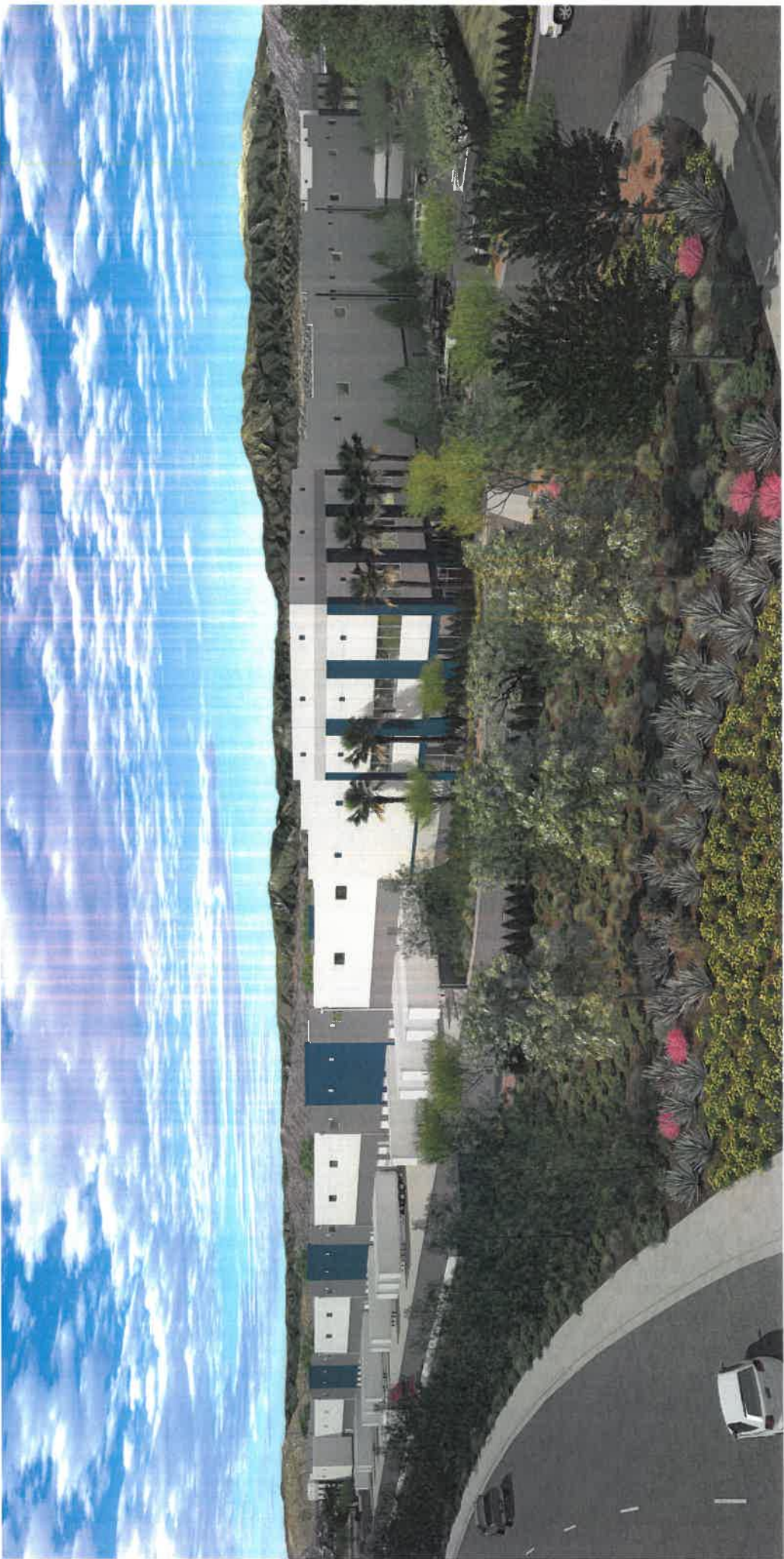
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MAJESTIC FREEMAN BUSINESS CENTER
 BUILDING 11
 RIVERSIDE, CA

DRAWN BY: DATE
 6712
 SHEET NO.

A4

License No. 72302
 COMMERCIAL CONSTRUCTION CO., L.P.
 13181 Commercial Parkway North
 Suite 100
 Laguna Hills, California 91743-4027
 Telephone: (562) 699-0453





MAJESTIC FREEWAY BUSINESS CENTER

PLOT PLAN No. 180034 (BUILDING 11)

ADDENDUM No. 4 TO ENVIRONMENTAL IMPACT REPORT No. 466

CEQA CASE No. CEQ180120

LEAD AGENCY:

**RIVERSIDE COUNTY
PLANNING DEPARTMENT
4080 LEMON STREET, 12TH FLOOR
RIVERSIDE, CA 92501**

PROJECT APPLICANT:

**MAJESTIC REALTY CO.
13191 CROSSROADS PARKWAY NORTH, 6TH FLOOR
CITY OF INDUSTRY, CA 91746**

CEQA CONSULTANT:



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

May 7, 2020

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B	Biological Technical Report
C	Geotechnical Study
D	Climate Action Plan Screening Table
E	Phase I Environmental Site Assessment
F1	Hydrology Study
F2	Water Quality Management Plan
G	Noise Study
H	Traffic Impact Analysis
I	Specific Plan Consistency Analysis

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
A-1-1	Light Agriculture, 1-acre minimum lot size (Zoning Designation)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACOE	United States Army Corps of Engineers
ADT	Average Daily Traffic
AEP	Association of Environmental Professionals
AF/yr	Acre Feet per Year
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zone
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUP	Airport Land Use Plan
amsl	above mean sea level
APN	Assessor's Parcel Number
APZs	Accident Potential Zones
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AT&SF	Atchison, Topeka and Santa Fe (Railroad)
BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMPs	Best Management Practices
BTR	Biological Technical Report
BUOW	Burrowing Owl
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAP	Climate Action Plan
CARB	California Air Resources Board
CAPSSA	Criteria Area Plant Species Survey Area
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CCC	California Climate Change (Executive Orders)
CCR	California Code of Regulations
C&D	Construction and Demolition (Waste)
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
CFD	Community Facilities District
cfs	cubic feet per second
cfy	cubic feet per year
CGS	California Geological Survey
CH ₄	Methane
CIWMB	California Integrated Waste Management Board
CIWMP	County Integrated Waste Management Plan
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Equivalent Noise Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalents
COA	Condition of Approval
Corps	U.S. Army Corps of Engineers
CPEP	Clean Power and Electrification Pathway
CPF	Cancer Potency Factor
CSA	Community Service Area
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	Decibels
dba	Decibels (A-Weighted)
DBESP	Determination of Biological Equivalence or Superior Preservation
DEH	Department of Environmental Health
DIF	Development Impact Fee
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
DWR	Department of Waste Resources
E+P	Existing Plus Project (Traffic Analysis Scenario)
EA	Environmental Assessment
EA	Existing plus Ambient (Traffic Analysis Scenario)
EAC	Existing plus Ambient plus Cumulative (Traffic Analysis Scenario)
EAP	Existing plus Ambient plus Project (Traffic Analysis Scenario)
EAPC	Existing plus Ambient plus Project plus Cumulative (Traffic Analysis Scenario)
EI	Expansion Index
EIR	Environmental Impact Report

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
EMFAC	Emission FACtor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	Electric Vehicle
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
g/idle-hr	grams per idle-hour
g/mi	grams per mile
g/VMT	grams per vehicle miles traveled
GBSC	Green Building Standards Code
GCC	Global Climate Change
GHG	Greenhouse Gas
GLA	Glenn Lukos Associates (Project Biologist)
GMA	Groundwater Management Area
GMP	Groundwater Management Plan
GMZ	Groundwater Management Zone
gpd	gallons per day
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HHD	Heavy-Heavy Duty Truck
HMBEP	Hazardous Materials Business Emergency Plan
hp-hr-gal	horsepower hours per gallon
HRA	Health Risk Assessment
I	Interstate
I-P	Industrial Park (Zoning Designation)
IEPR	Integrated Energy Policy Report
IS	Initial Study
IS/NOP	Initial Study/Notice of Preparation
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
IWMA	Integrated Waste Management Act
kWh/year	Kilowatt Hours per Year
lbs.	pounds
LI	Light Industrial (Land Use Designation)
LOS	Level of Service
MARB	March Air Reserve Base Airport
MBTA	Migratory Bird Treaty Act
MEIR	Maximally Exposed Individual Receptor
MEISC	Maximally Exposed Individual School Child
MEIW	Maximally Exposed Individual Worker
MFBCSP	Majestic Freeway Business Center Specific Plan
mgd	million gallons per day
MM	Mitigation Measure
MMP	Mitigation Monitoring Program
MND	Mitigated Negative Declaration
MPG	Miles Per Gallon
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
M-SC	Manufacturing – Service Commercial (Zoning Designation)
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Tons
MUTCD	Manual on Uniform Traffic Control Devices (MUTCD)
MVAP	Mead Valley Area Plan
MWD	Metropolitan Water District
N ₂ O	Nitrous Oxide
No.	Number
NAHC	Native American Heritage Commission
NEPSSA	Narrow Endemic Plant Species Survey Area
NIA	Noise Impact Analysis
NIOSH	National Institute for Occupational Safety and Health
No.	Number
NO _x	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
OEHHA	Office of Environmental Health Hazard Assessment

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
O.I.	Ornamental Iron
PCE	Passenger Car Equivalent
PM _{2.5}	Particulate Matter (2.5 micrometers or less diameter)
PM ₁₀	Particulate Matter (10 micrometers or less diameter)
PP	Plot Plan
ppm	parts per million
PPV	Peak Particle Velocity
PRIMP	Paleontological Resource Impact Mitigation Program
PVCC	Perris Valley Commerce Center (Specific Plan)
PVRWRF	Perris Valley Water Reclamation Facility
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCB	Reinforced Concrete Box
RCFD	Riverside County Fire Department
RCIT	Riverside County Information Technology
RECs	Recognized Environmental Conditions
REL	Reference Exposure Level
RMS	Route Mean Square
ROW	Right of Way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
s.f.	square feet or square foot
SIC	Standard Industrial Classification
SJGB	San Jacinto Groundwater Basin
SKR	Stephens' Kangaroo Rat
SP	Specific Plan
SR	State Route
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	Storm Water Resources Control Board

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
TAC	Toxic Air Contaminant
TEA-21	Transportation Equity Act for the 21 st Century
tpd	tons per day
TIA	Traffic Impact Analysis (<i>Technical Appendix H</i>)
tpy	tons per year
TRU	Transport Refrigeration Units
TUMF	Transportation Uniform Mitigation Fee
UBC	Universal Building Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compound
VVUSD	Val Verde Unified School District
WQMP	Water Quality Management Plan
WRP	Waste Recycling Plan
WSA	Water Supply Assessment

1.0 Introduction

1.1 DOCUMENT PURPOSE

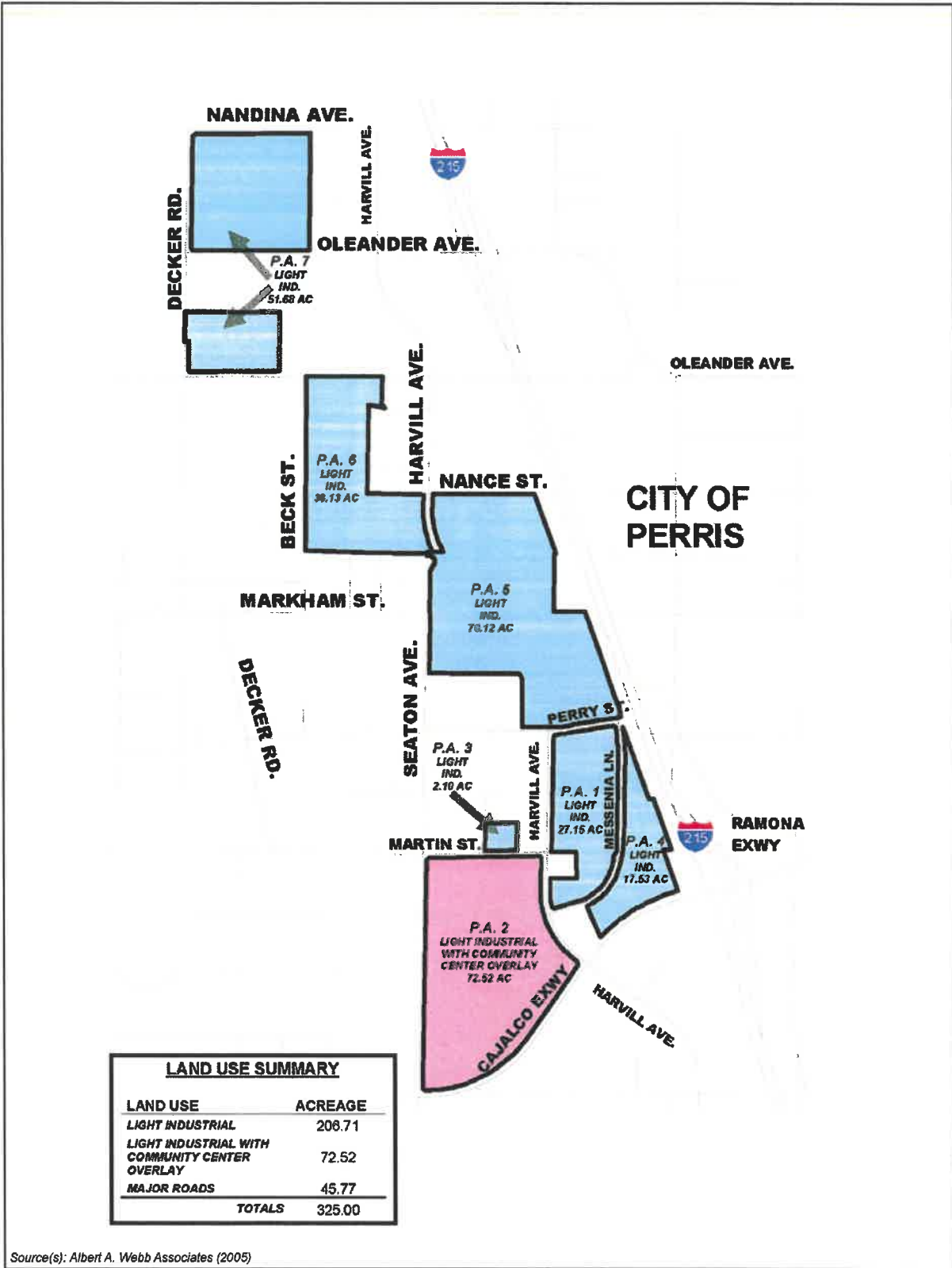
This introduction provides general information regarding: 1) the history of the Project site; 2) standards of adequacy for an Environmental Impact Report (EIR) Addendum under the California Environmental Quality Act (CEQA); 3) a summary of the Initial Study findings supporting the Lead Agency's (Riverside County) decision to prepare an EIR Addendum for the proposed Project; 4) a description of the format and content of this EIR Addendum; and 5) the governmental processing requirements to consider the proposed Project for approval.

1.2 HISTORY OF SPECIFIC PLAN NO. 341

The Riverside County Board of Supervisors adopted the Majestic Freeway Business Center Specific Plan No. 341 (SP No. 341; herein, "MFBCSP") by resolution (Resolution No. 2005-416) on August 23, 2005 and concurrently certified a Final EIR (EIR No. 466; SCH No. 2004051085). The MFBCSP encompasses an approximately 325-acre property, of which approximately 45.77 acres consist of backbone roadways that were previously constructed as part of Community Facilities District (CFD) No. 88-8 in the early 1990s. The adopted land use plan for the MFBCSP is depicted on Figure 1-1, *MFBCSP Land Use Plan*. The MFBCSP allows for the development of approximately 6.2 million square feet (s.f.) of light industrial buildings, ranging in size between 25,000 and 1.2 million square feet for manufacturing, distribution, and warehouse uses. The MFBCSP also provides for the optional development of up to 680,000 s.f. of retail and commercial uses on 72.52 acres in a Community Center overlay area (i.e., MFBCSP Planning Area 2), which if developed would reduce the permitted amount of light industrial uses to 4,555,000 s.f. on 206.71 acres. (Webb, 2005, pp. I-1, I-2, and II-2)

Since adoption of the MFBCSP in 2005, there have been four implementing plot plans approved, of which two have been fully constructed and one is under construction, as follows:

- Plot Plan No. 21552 was approved by Riverside County on December 11, 2006 allowing for six light industrial warehouse and distribution buildings, ranging from 40,000 s.f. to 600,000 s.f. in size for a total of 947,000 s.f. and two detention basins. Implementation of Plot Plan No. 21552 would result in the full buildout of MFBCSP Planning Areas 1 and 4. As of March 2019, one of the buildings (Building 10) approved pursuant to Plot Plan No. 21552 has been constructed and the others are pending construction. As part of its approval of Plot Plan No. 21552, the County determined that Plot Plan No. 21552 required no further CEQA review beyond that provided by EIR No. 466.
- Plot Plan No. 25252 was approved by Riverside County in February 2013 allowing for the development of a 399,150 s.f. light industrial building within the northern portion of MFBCSP Planning Area 5. This building was constructed in 2013 at the northeast corner of Markham Street and Harvill Avenue. As part of its approval of Plot Plan No. 25252, the County relied on an Addendum to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 25252 were within the scope of analysis of EIR No. 466.



Source(s): Albert A. Webb Associates (2005)

FIGURE 1-1



Not to Scale

MFBCSP LAND USE PLAN

Plot Plan No. 180034 (Building 11)

- Plot Plan No. 25954 was approved by the Riverside County Planning Commission on July 20, 2016 allowing for the development of a 767,410 s.f. industrial building with a 10,000 s.f. mezzanine within the northern portion of MFBCSP Planning Area 7. This building was constructed in 2017 at the northwest corner of Harley Knox Boulevard and Blanding Way. As part of its approval of Plot Plan No. 25954, the County relied on an Addendum to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 25954 were within the scope of analysis of EIR No. 466.
- Plot Plan No. 180028 was approved by the Riverside County Planning Commission on August 7, 2019, and the Board of Supervisors denied an appeal of the Planning Commission's approval on September 10, 2019. Plot Plan No. 180028, which encompasses MFBCSP Planning Area 2, allows for the development of three proposed light industrial buildings, including a 1,138,800 s.f. high-cube fulfillment center warehouse building, a 31,408 s.f. warehouse building, and a 15,192 s.f. warehouse building. As part of its approval of Plot Plan No. 180028, the County relied on Addendum No. 3 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 180028 were within the scope of analysis of EIR No. 466.

Additionally, as part of Community Facilities District (CFD) 88-8, roadway and utility improvements have been constructed throughout the MFBCSP area. Although CFD 88-8 ultimately had financial issues, the Project Applicant, Majestic Realty Co., restored the financial health of CFD 88-8 by refinancing the remaining bonds within CFD 88-8, establishing CFD 04-1, and creating a financial reserve. The Project Applicant has honored all of its financial commitments and the CFD has remained current on its taxes and obligations.

1.3 PROJECT SUMMARY

The Project evaluated herein is a proposed Plot Plan (PP No. 180034) to allow for the construction of Building 11 on approximately 20.5 acres within Planning Area 5 of the MFBCSP¹. The Project is an implementing action of the MFBCSP and, as demonstrated in the consistency analysis provided in *Technical Appendix I*, the Project is consistent with the MFBCSP, which was approved by Riverside County in 2005. Building 11 is proposed between Commerce Center Drive and Perry street and east of Harvill as a 373,368 s.f. high-cube transload short-term warehouse building; however, for the purposes of this analysis within this EIR Addendum, it is assumed that Building 11 would comprise up to 391,045 s.f. of building area in order to account for any minor changes to the building area as part of final design. Please refer to Section 3.0 for a comprehensive description of the proposed Project evaluated herein.

¹ Under existing conditions, the Project site excludes areas within the existing right-of-way (ROW) of Messenia Lane and encompasses approximately 18.35 acres. With the abandonment of the Messenia Lane ROW and other dedications as proposed by the Project, the site proposed for development as part of the Project would encompass approximately 20.5 acres.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 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 EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.4.2 CEQA Requirements for Environmental Impact Report (EIR) Addendums

The CEQA Guidelines allow for the updating and use of a previously-certified EIR for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new or more severe significant environmental impacts, an Addendum to a previously certified EIR may be prepared. See CEQA Guidelines § 15164.

The following describes the requirements of an Addendum, as defined by CEQA Guidelines § 15164:

- a. The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a Subsequent EIR have occurred.
- b. An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- c. An Addendum need not be circulated for public review but can be included in or attached to the Final EIR.
- d. The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.
- e. A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

EIR No. 466 was prepared to serve as a "program EIR" for the ultimate development of the MFBCSP (Webb, 2005, p. 1-2). CEQA Guidelines § 15168(c) sets forth requirements that implementing

developments must meet in order to tier from a program EIR as provided in § 15152 of the CEQA Guidelines. As documented in the Initial Study provided herein in Sections 4.0 and 5.0, the proposed Project's environmental effects were fully evaluated in EIR No. 466, as required by CEQA Guidelines § 15168(c)(1). CEQA Guidelines § 15168(c)(2) allows for tiering from a program EIR if the lead agency finds that no subsequent EIR would be required pursuant to CEQA Guidelines § 15162. As discussed below under the discussion of CEQA Guidelines § 15162, the lead agency (Riverside County) has determined that there is substantial evidence demonstrating that the proposed Project is within the scope of analysis of EIR No. 466, is consistent with the project evaluated in EIR No. 466, is within the geographic area analyzed by EIR No. 466, and is consistent with the overall planned building intensity for the site as evaluated by EIR No. 466. As such, the Project meets the criteria of CEQA Guidelines § 15168(c) that allows for tiering from a program EIR as allowed by CEQA Guidelines § 15152.

As noted above, CEQA Guidelines § 15164(a) and (b) allow for the preparation of an Addendum and § 15168(c)(2) allows for tiering from a program EIR if none of the conditions described in § 15162 are met. CEQA Guideline § 15162 describes the conditions under which a Subsequent EIR must be prepared, as follows:

- a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;
- b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- c. 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, shows any of the following:
 1. The project will have one or more significant effects not discussed in the previous EIR;
 2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 3. 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 measure or alternatives; or
 4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an Addendum may be prepared. See CEQA Guidelines § 15164. As described in detail subsection 1.4.5 and in the Initial Study provided in Sections 4.0 and 5.0, none of the above circumstances that warrant the preparation of a Subsequent EIR are present.

1.4.3 Format and Content of this EIR Addendum

The following components comprise the EIR Addendum in its totality:

- a. This Introduction (Section 1.0), the Environmental Setting (Section 2.0), and the Project Description (Section 3.0).
- b. The completed Initial Study/Environmental Checklist Form and its associated analyses (Sections 4.0 and 5.0), which conclude that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond those disclosed in EIR No. 466.
- c. Eleven (11) technical reports and other documentation that evaluate the proposed Project, which are attached as EIR Addendum Technical Appendices A through I.

Appendix A Mobile Source Health Risk Assessment, prepared by Urban Crossroads, Inc., and dated September 9, 2019.

Appendix B Biological Technical Report, prepared by Glenn Lukos Associates, and dated March 24, 2020.

Appendix C Report of Geotechnical Study, prepared by Kleinfelder, and dated January 24, 2019.

Appendix D Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities, prepared by Urban Crossroads, Inc. (no date).

Appendix E Phase I Environmental Site Assessment, prepared by SCS Engineers, and dated November 2, 2018.

Appendix F1 Preliminary Hydrology Study, prepared by PBLA Engineering, Inc., and dated September 2019.

Appendix F2 Preliminary Project Specific Water Quality Management Plan (WQMP), prepared by PBLA Engineering, Inc., and dated September 2019.

Appendix G	Noise Impact Analysis, prepared by Urban Crossroads, Inc., and dated March 13, 2020.
Appendix H	Traffic Impact Analysis, prepared by Urban Crossroads, Inc., and dated June 12, 2019.
Appendix I	Majestic Freeway Business Center Specific Plan Consistency Analysis for Building 11, prepared by T&B Planning, Inc., and dated June 6, 2019.

CEQA Guidelines § 15150 states that an “EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public.” Accordingly, the above-listed technical reports are herein incorporated by reference pursuant to § 15150. In addition, this EIR Addendum incorporates the following additional documents by reference in accordance with § 15150:

- The Draft and Final EIR No. 466 (SCH No. 2004051085), accompanying Mitigation Monitoring Program (MMP), Technical Appendices to EIR No. 466, Findings and Statement of Facts, Statement of Overriding Considerations, and the associated Board of Supervisors Resolution. EIR No. 466 was certified by the Board of Supervisors on August 23, 2005.
- EIR No. 521 (SCH No. 200904105), which evaluates impacts associated with the County’s comprehensive update to the General Plan and the County’s Climate Action Plan (CAP). Draft EIR No. 521 was certified in December 2015.

The above-referenced documents, including the Project’s technical reports, are available for public review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501. In addition to the above-referenced documents, this EIR Addendum also incorporates by reference the documents and information sources listed in Section 6.0. All of the documents and information and information sources listed in Section 6.0 are also available for public review at the Riverside County Planning Department at the address listed above and/or at the website address listed in Section 6.0.

1.4.4 Initial Study Checklist

The County of Riverside prepared the proposed Project’s Initial Study Checklist as suggested by CEQA Guidelines §§ 15063(d)(3) and 15168(c)(4). The CEQA Guidelines include a suggested checklist to indicate whether the conditions set forth in § 15162, which would require a subsequent or supplemental EIR, are met and whether there would be new significant impacts resulting from the project not examined in the previously-certified EIR. The checklist and an explanation of each answer on the form can be found in Section 5.0.

As presented in Section 5.0, there are four possible responses to each of the environmental issues included on the checklist:

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1. **New Significant Impact.** This response is used to indicate when the Project has changed to such an extent that major revisions to EIR No. 466 are required due to the presence of new significant environmental effects.
2. **More Severe Impacts.** This response is used to indicate when the circumstances under which the Project is undertaken have changed to such an extent that major revisions to EIR No. 466 are required due to the fact that the severity of previously identified significant effects would substantially increase.
3. **New Ability to Substantially Reduce Significant Impact.** This response is used to indicate when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time EIR No. 466 was certified, indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the Project. The conditions set forth in § 15162 only would be triggered if the Project Applicant declines to adopt the mitigation measure(s) or alternative.
4. **No Substantial Change from Previous Analysis.** This response is used to indicate that the proposed Project would not create a new impact or substantially increase the severity of the previously-identified environmental impact.

The Initial Study Checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the current Project in the context of environmental impacts addressed in the previously certified EIR No. 466. In doing so, the County will determine the extent of additional environmental review, if any, for the current Project.

1.4.5 Initial Study Findings

Sections 4.0 and 5.0 contain a copy of the Initial Study/Environmental Assessment that Riverside County prepared for the proposed Project pursuant to CEQA and County of Riverside requirements (CEQA Case No. CEQ180120). The Initial Study determined that implementation of the proposed Project would not result in any new, significant environmental effects under the issue areas of aesthetics, agriculture/forest resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, paleontological resources, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, or wildfire. More specifically, the County of Riverside has determined that an Addendum to EIR No. 466 should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

- a) As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), the proposed Project would not require major revisions to the previously-certified EIR No. 466 because the Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts previously disclosed in the EIR No. 466. In summary, the

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proposed Project consists of a Plot Plan (PP No. 180034) to implement a portion of Planning Area 5 of the MFBCSP, involving the construction and operation of a proposed 391,045 s.f. high-cube transload short-term warehouse building. The uses proposed as part of PP No. 180034 would result in a substantial decrease in the amount of traffic generated from the site as compared to what was evaluated as the maximum impact scenario in EIR No. 466. There are no components of PP No. 180034 that would result in increased physical environmental effects beyond what was previously evaluated and disclosed as part of EIR No. 466. Accordingly, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant effects as a result of the proposed Project. Thus, the proposed Project would not require major revisions to the previously-certified EIR No. 466.

- b) EIR No. 466 concluded that implementation of the MFBCSP would result in significant and unavoidable impacts to air quality (due to emissions of VOCs and NO_x during construction and emissions of VOCs, NO_x, CO, and PM₁₀ during long-term operation) and traffic-generated noise. As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), there are no components of the proposed Project that would result in new or increased impacts to air quality or due to traffic-related noise. As such, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of impacts identified in EIR No. 466 under the issue areas of air quality or noise.
- c) Subsequent to the certification of EIR No. 466, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site comprises 29 parcels of land that have been previously graded for future development. Land uses surrounding the site includes undeveloped parcels to the west that are planned for development with light industrial uses; an existing warehouse building to the south; existing light industrial building and undeveloped properties to the north that are planned for light industrial development; railroad right-of-way/easement, Interstate 215 (I-215) and commercial, residential, and industrial land uses to the east. The Project would result in a substantial reduction in the amount of traffic generated by uses on the Project site as compared to what was evaluated for the site by EIR No. 466 (refer to Table 5-17); thus, it can be concluded that the Project's impacts to transportation facilities (including local roads and freeways) would be reduced in comparison to the project evaluated by EIR No. 466. As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), no substantial changes have occurred in the surrounding area that would result in new or more severe impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466.
- d) Subsequent to the certification of EIR No. 466, no new information of substantial importance has become available which was not known and could not have been known at the time the EIR No. 466 was prepared. Changes in law have occurred since certification of EIR No. 466 that have resulted in more environmentally-protective rules and regulations (e.g., increased energy efficiency, water conservation, fuel efficiency, etc.) to which the Project would be required to

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comply. Compliance with modern rules and regulations would result in decreased impacts to the environment as compared to what was assumed, evaluated, and disclosed by EIR No. 466.

- e) The Project's one proposed discretionary action, which includes approval of Plot Plan No. 180034, would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EIR No. 466.
- f) Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives have been identified that were infeasible at the time EIR No. 466 was certified and that would substantially reduce impacts to air quality or traffic-related noise, which were identified as significant and unavoidable by EIR No. 466.
- g) Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives that are considerably different from those analyzed in EIR No. 466 have been identified to reduce the significant unavoidable impacts to air quality due to traffic-related noise.
- h) Technical reports were prepared for the proposed Project to evaluate its environmental effects. Riverside County has reviewed and accepted these reports as adequate and in compliance with Riverside County's requirements. Copies of these reports are contained within the appendix of this document and are herein incorporated by reference pursuant to CEQA Guidelines § 15150. These technical reports do not identify any new impacts or substantial increases in impacts to the environment beyond those that were disclosed in EIR No. 466. Specifically, these technical reports concluded as follows:
 - 1. The Mobile Source Health Risk Assessment (*Technical Appendix A*), prepared by Urban Crossroads, Inc., and dated September 9, 2019 concludes that the proposed Project would not result in any new impacts or more severe impacts associated with localized cancer and non-cancer risks than previously disclosed in EIR No. 466;
 - 2. The Biological Technical Report, prepared by Glenn Lukos Associates and dated March 24, 2020 concludes that the proposed Project would not result in any new impacts or more severe impacts associated with biological resources or jurisdictional waters or wetlands than previously disclosed in EIR No. 466;
 - 3. The Geotechnical Report (*Technical Appendix C*), prepared by Kleinfelder and dated January 24, 2019, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with geology or soils than previously disclosed in EIR No. 466;
 - 4. The Screening Table for Greenhouse Gases (*Technical Appendix D*), prepared by Urban Crossroads, Inc., demonstrates that the proposed Project would be consistent with the Riverside County Climate Action Plan (CAP) and therefore would not result in any new impacts or more severe impacts associated with greenhouse gas emissions beyond what would have been disclosed by EIR No. 466;

5. The Phase I Environmental Site Assessment (*Technical Appendix E*), prepared by SCS Engineers and dated November 2, 2018, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with hazards and hazardous materials than previously disclosed in EIR No. 466;
6. The Preliminary Hydrology Study (*Technical Appendix F1*) and Project Specific Water Quality Management Plan (*Technical Appendix F2*), prepared by PBLA Engineering, Inc. and both dated September 2019, conclude that the proposed Project would not result in any new impacts or more severe impacts associated with hydrology and water quality than previously disclosed in EIR No. 466;
7. The Noise Impact Analysis (*Technical Appendix G*), prepared by Urban Crossroads, Inc. and dated March 13, 2020 concludes that the proposed Project would not result in any new impacts or more severe impacts associated with noise than previously disclosed in EIR No. 466;
8. The Traffic Impact Analysis (*Technical Appendix H*), prepared by Urban Crossroads, Inc. and dated June 12, 2019, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with transportation and traffic than previously disclosed in EIR No. 466; and
9. The Specific Plan Consistency Analysis (*Technical Appendix I*), prepared by T&B Planning, Inc. and dated June 6, 2019, demonstrates that the proposed Project would be fully consistent with the MFBCSP and therefore would not result in any new impacts or more severe impacts associated with land use or planning conflicts than previously disclosed in EIR No. 466.

Therefore, and based on the findings of the Initial Study/Environmental Assessment (Sections 4.0 and 5.0), the County of Riverside determined that an EIR Addendum shall be prepared for the proposed Project pursuant to CEQA Guidelines § 15164. The purpose of this Addendum is to evaluate the proposed Project's level of impact on the environment in comparison to the existing condition and the impacts disclosed in EIR No. 466.

1.4.6 EIR Addendum Processing

The Riverside County Planning Department directed and supervised the preparation of this Addendum. Although prepared with assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this EIR Addendum reflect the sole independent judgment of the County.

This EIR Addendum will be forwarded, along with the previously-certified EIR No. 466, to the Riverside County Planning Department for review of the proposed Project. A public hearing will be held before the Riverside County Planning Commission. The Planning Commission will consider the proposed Project and the adequacy of this EIR Addendum, at which time public comments will be heard. At the conclusion of

Plot Plan No. 180034 (Building 11)

the public hearing process, the Planning Commission will take action to approve, conditionally approval, or deny approval of the proposed Project.

The decision of the Planning Commission is considered final and no action by the Board of Supervisors is required unless, within ten (10) days after the date of decision, the Project Applicant or an interested person files an appeal. If an appeal is filed, then the Board of Supervisors would consider the proposed action and the adequacy of this EIR Addendum. In such cases, the Board of Supervisors would conduct a public hearing to evaluate the proposal and would take final action to uphold the Planning Commission's decision and deny the appeal, or to approve the appeal and disapprove the Project.

2.0 Environmental Setting

2.1 PROJECT LOCATION

As shown on Figure 2-1, *Regional Location Map*, and Figure 2-2, *Vicinity Map*, the 20.5-acre Project site is located within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County, approximately 0.4 mile west of the City of Perris and approximately 1.2 miles southwest of the City of Moreno Valley. Specifically, the Project site is bounded on the north by Commerce Center Drive, to the south by Perry Street, to the west by Harvill Avenue, and to the east by Interstate 215 (I-215). The subject property encompasses Assessor's Parcel Numbers (APNs) 314-270-(001, 002, 003, 004, 005, 006, 007, and 008) and 314-290-(001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, and 021). The property is located in the southwest portion of Section 1, Township 4 South, Range 4 West, San Bernardino Baseline and Meridian.

2.2 EXISTING SITE AND AREA CHARACTERISTICS

2.2.1 Existing Site Conditions

As shown on Figure 2-3, *Aerial Photograph*, under existing conditions the 20.5-acre site has been disturbed as part of grading activities that occurred in the early 1990s as part of "Oakwood Business Park" (CFD 88-8). A majority of the property consists of disturbed vegetation that is routinely disced for fire abatement purposes. The site abuts the eastern edge of Harvill Avenue and abuts Perry Street to the south and Commerce Center Drive to the north. There are two improved road ways that traverse the site: Commerce Center Drive on the northern edge of the Project site and Messenia Lane on the eastern edge of the Project site. The southeastern portions of the Project site were used as a staging site for construction materials and equipment during the construction of a warehouse building south of the Project site.

2.2.2 General Plan and Zoning

As shown on Figure 2-5, *MVAP Land Use Plan*, and Figure 2-4, *USGS Topographical Map*, the 20.5-acre property is designated by the Riverside County General Plan and MVAP for "Light Industrial (LI)" land uses, which allows for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2015b, p. 11 and Figure 3). In addition, and as previously shown on Figure 1-1, the Project site is located within the MFBCSP and Planning Area 5, which is designated for "Light Industrial" uses. The Light Industrial component of the MFBCSP is intended to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents (Webb, 2005, pp. III-7).

As shown on Figure 2-6, *Existing Zoning Designations*, the Project site is zoned for "M-SC (Manufacturing – Service Commercial)" by the Riverside County Zoning Code (Ordinance No. 348), which allows for most light manufacturing and industrial uses defined under the Standard Industrial Classification Code (SIC) with Plot Plan approval. (Riverside County, 2016)

Plot Plan No. 180034 (Building 11)

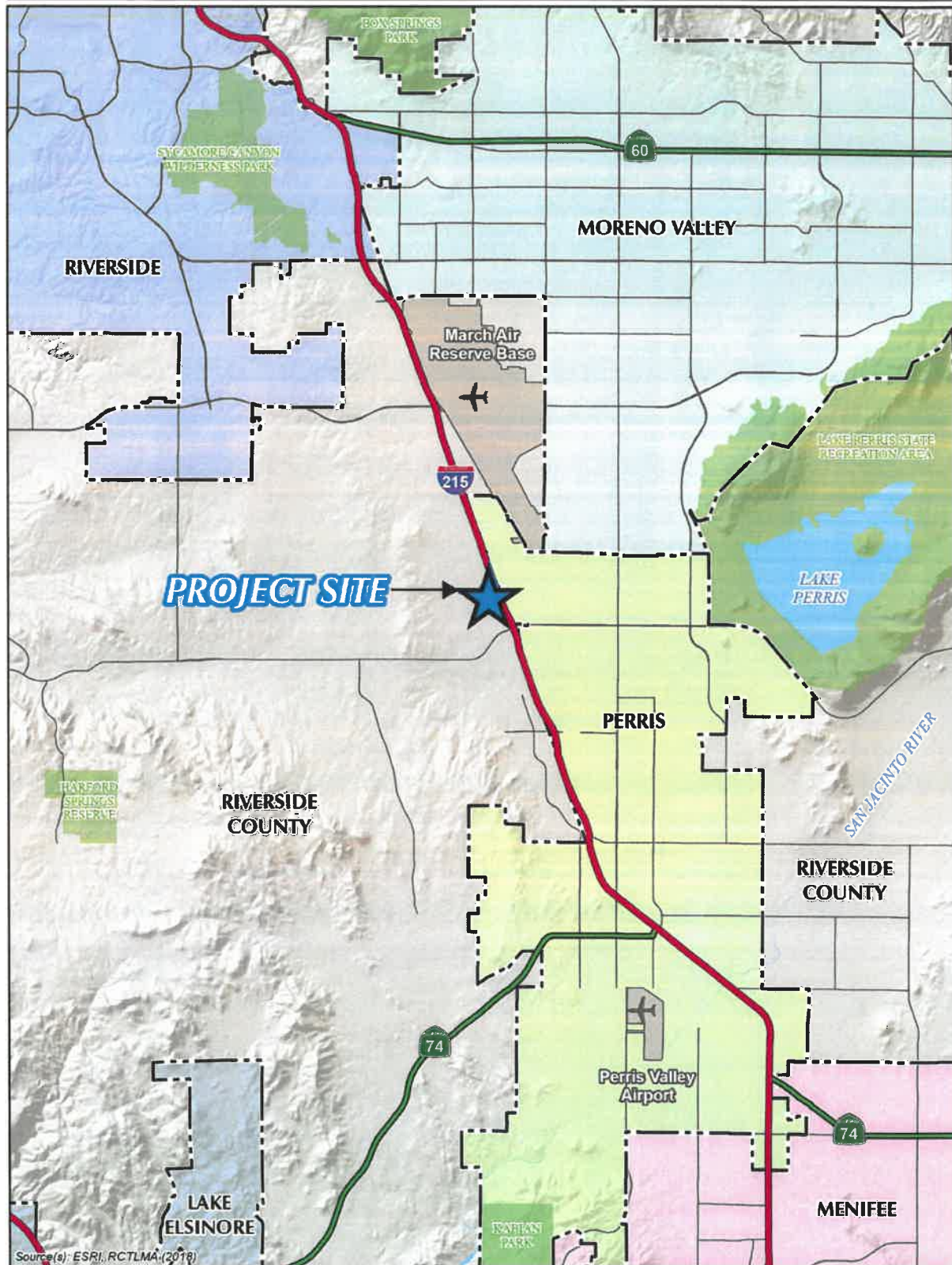


FIGURE 2-1



REGIONAL LOCATION MAP

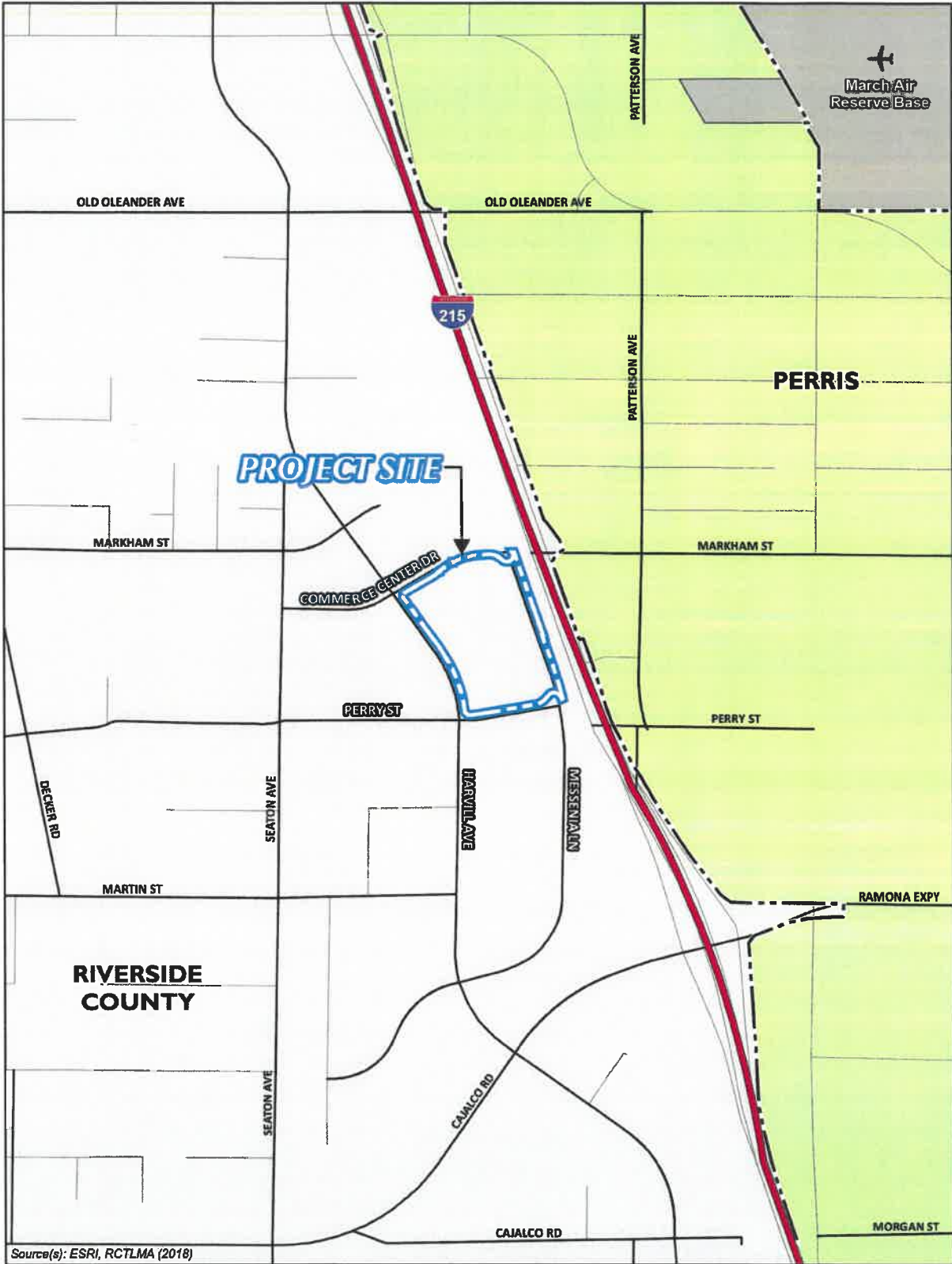


FIGURE 2-2

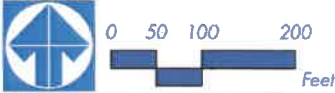


VICINITY MAP



Source(s): ESRI, Nearmap Aerial (2018), RCTLMA (2018)

FIGURE 2-3



AERIAL PHOTOGRAPH



FIGURE 2-4

USGS TOPOGRAPHICAL MAP

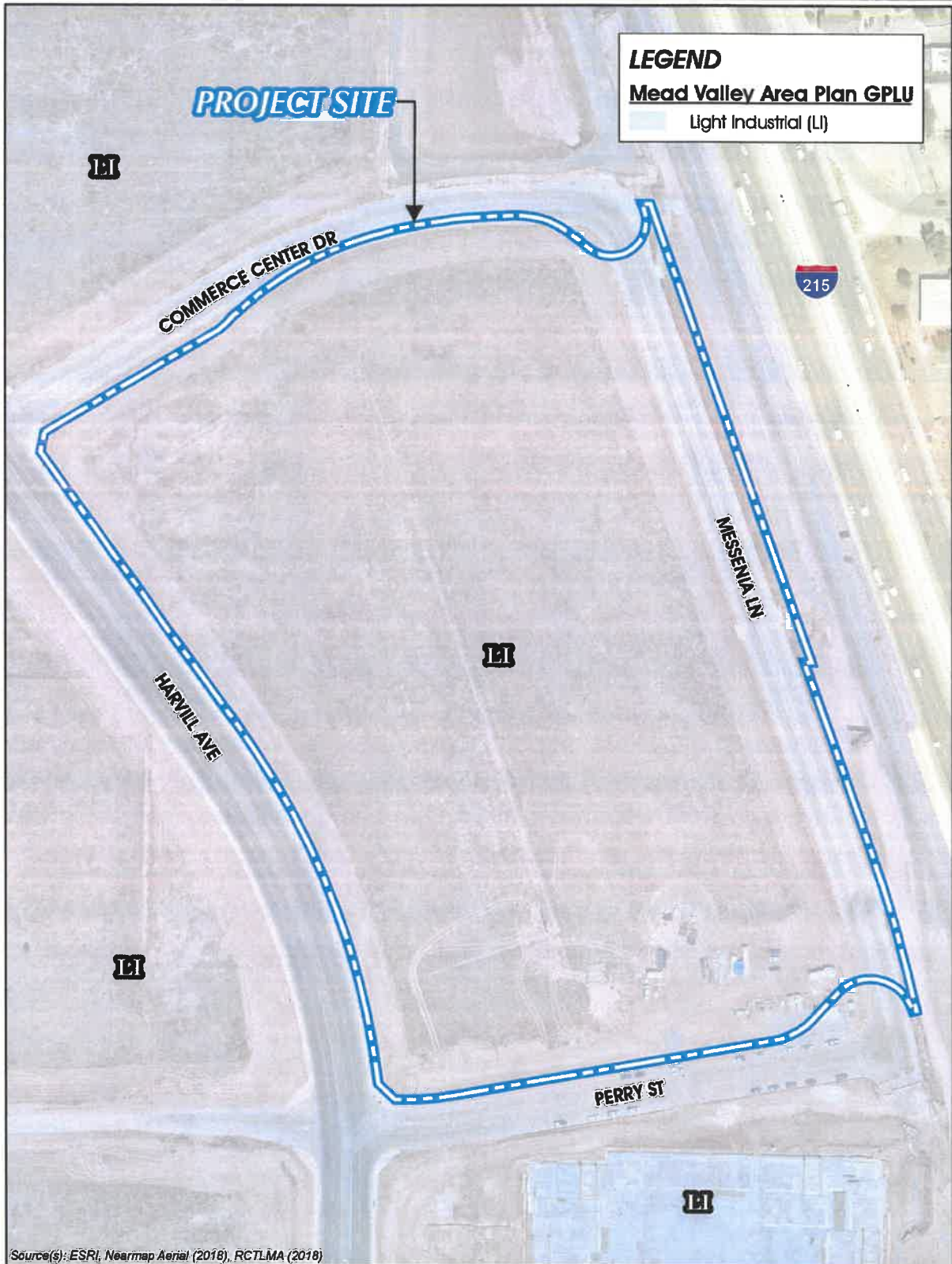
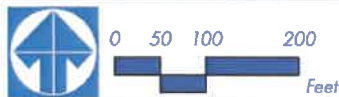


FIGURE 2-5

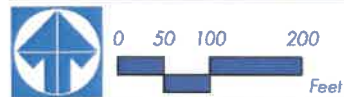


MVAP LAND USE PLAN



FIGURE 2-6

EXISTING ZONING DESIGNATIONS



2.2.3 Surrounding Land Uses and Development

Figure 2-7, *Surrounding Land Uses and Development*, depicts the existing land uses and development in the vicinity of the Project site. Land uses to the west of the site consist primarily of undeveloped parcels that are planned for industrial uses. To the north of the Project site is an existing warehouse facility and outdoor storage of truck trailers. Remaining areas north of the Project site consist of undeveloped lands that are planned for light industrial uses, as well as an existing detention basin. Immediately east of the Project is the Atchison, Topeka and Santa Fe (AT&SF) railroad and the I-215. To the northeast of the site and across I-215 are existing commercial uses, including a church, restaurant, and medical marijuana dispensary, as well as light industrial uses, and residential properties. To the south of the Project site is a large parcel that was recently developed with an industrial warehouse building. Additionally, a church that provides religious and educational services is located approximately 0.6 mile southwest of the Project site at the southwest corner of the intersection of Seaton Avenue and Alviso Drive.

2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

2.3.1 Land Use

Under existing conditions, the 20.5-acre Project site is vacant, with disturbed vegetation that is routinely disced for fire abatement purposes. Thus, under existing conditions, the Project site does not generate any traffic, air quality emissions, greenhouse gas emissions, substantial amounts of noise, etc. Two improved road ways traverse the site: Commerce Center Drive on the northern edge of the Project site and Messenia Lane on the eastern edge of the Project site. Previously, the southeastern portion of the property was used as a staging site for the construction of an industrial warehouse located south of the Project site.

2.3.2 Topography

The topography of the Project site is relatively flat with elevations ranging from approximately 1,511 feet above mean sea level (amsl) at the southeast corner of the site to 1,520 feet amsl in the central portions of the Project site. Overall topographic relief is approximately nine feet.

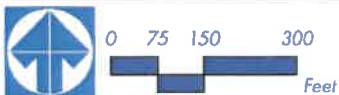
2.3.3 Geology

No active or inactive fault traces are known to traverse the site and no evidence of on-site faulting was observed during the geotechnical investigation conducted for the Project site. The site is not located within a currently-designated Alquist-Priolo Fault Zone or County of Riverside Fault Zone. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2019, p. 9). Similar to other properties throughout southern California, the Project site is located within a seismically active region and is subject to ground shaking during seismic events.

A field exploration was conducted for the Project site, and the results determined that the site subsurface materials consist of undocumented fill ranging in thickness from approximately 1.5 to 3 feet below ground surface (bgs), older alluvium ranging in thickness from approximately 1.5 to 30 feet bgs, with bedrock occurring at a depth of between 11 to 34 feet bgs (Kleinfelder, 2019, p. 5).



FIGURE 2-7



SURROUNDING LAND USES AND DEVELOPMENT

2.3.4 Hydrology

Figure 2-8, *Existing Conditions Hydrology*, depicts the site's existing hydrology. As shown, runoff from on-site areas flows from the center point of the Project site to Harvill Avenue and is carried to the northeast by the existing 14-inch Reinforced Concrete Box (RCB) storm drain within Commerce Center Drive and discharges offsite near the east-central boundary. Runoff then flows south to Messenia Lane in to the existing stormwater drain. Existing flow rates during 24-hour, 100-year storm events are estimated at 13.3 cubic feet per second (cfs). (PBLA, 2019a, p. 4 and Appendix A)

2.3.5 Groundwater

The Project site is located within the Perris North Groundwater Management Zone of the West San Jacinto Groundwater Management Area (GMA). Groundwater was not encountered on site, but is expected to occur at approximately between 22 to 35 feet bgs. There are no groundwater wells located on the Project site under existing conditions. The closest well is approximately 0.75 mile northeast of the Project site. (Kleinfelder, 2019, pp. 6-7)

2.3.6 Soils

Table 2-1, *Summary of Project Area Soils*, provides a summary of the soil types present on the Project site. As shown, approximately 0.8% of the site has a slow rate of runoff and slight susceptibility to erosion. 96.6% of the Project site contains soils with a slow to medium rate of runoff with a slight to moderate susceptibility to erosion hazards. The remaining 3.1% of the Project site has a medium rate of runoff, with erosion susceptibility being moderate. There are no portions of the Project site that contain soils with a high erosion susceptibility or rate of runoff.

Table 2-1 Summary of Project Area Soils

Map Unit Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI	Percent of AOI
AoC	Arlington fine sandy loam, deep, 2 to 8 percent slopes	Medium	Moderate	0.6	3.1%
EnC2	Exeter sandy loam, 2 to 8 percent slopes, eroded	Slow to Medium	Slight to Moderate	19.1	92.8%
GyC2	Greenfield sandy loam, 2 to 8 percent slopes, eroded	Slow to Medium	Slight to Moderate	0.6	2.9%
HcC	Hanford coarse sandy loam, 2 to 8 percent slopes	Slow to Medium	Slight to Moderate	0.1	0.4%
RaA	Ramona sandy loam, 0 to 2 percent slopes, MLRA 19	Slow	Slight	0.2	0.8%
				20.5	100.0%

AOI = Area of Interest (i.e., Project site).

Note: Totals reflect rounding.

(NRCS, n.d.; USDA, 1971, pp. 14, 31, 38-40, and 54)

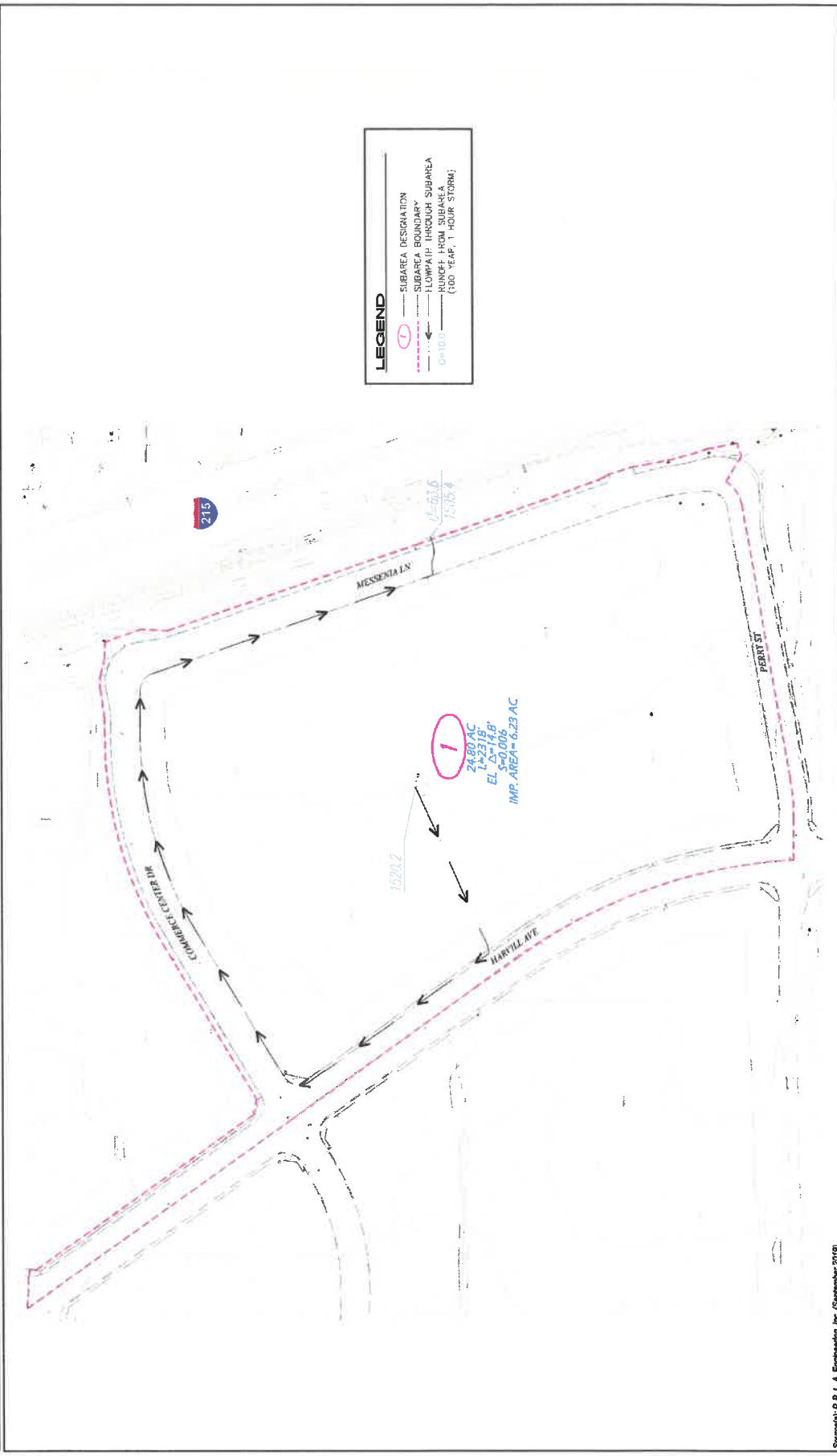


FIGURE 2-8

EXISTING CONDITIONS HYDROLOGY

2.3.7 Vegetation

As shown in Table 2-2, *Summary of Vegetation/Land Use Types*, and as depicted on Figure 2-9, *Existing Vegetation*, the Project site and off-site improvement areas contain four distinct vegetation communities as mapped by a professional biologist (Glenn Lukos Associates). Each is described below. (GLA, 2020a, p. 20)

Table 2-2 Summary of Vegetation/Land Use Types

Vegetation Type	Study Area Total
Developed	2.15
Disturbed	2.12
Disturbed/Ruderal	17.37
Black Willow/Mulefat Scrub	0.002
Total¹:	21.64

1. 21.64 acres are included in the Study Area for biological resources, of which approximately 21.35 acres occur within the Project's development footprint. (GLA, 2020a, Table 4-1)

- Developed.** The Project site and off-site impact areas support 2.15 acres (including 0.69 acre off site) of developed lands that comprise vehicular streets including Commerce Center Drive, Messenia Lane, and Perry Street. (GLA, 2020a, p. 23)
- Disturbed.** The Project site and off-site impact areas support 2.12 acres (including 0.07 acre off site) of disturbed lands that were previously used for an equipment/material staging area for construction of an adjacent industrial building located immediately south of Perry Street. These areas were predominantly devoid of vegetation. (GLA, 2020a, p. 23)
- Disturbed/Ruderal.** The Project site and off-site impact areas support 17.37 acres (including 0.16 acre off site) of disturbed/ruderal lands. These areas have been disturbed in the past from ground disturbance activities including mowing or disking for decades. Dominant plant species observed included Russian thistle (*Salsola tragus*), red brome (*Bromus madritensis ssp. rubens*), short-pod mustard (*Hirschfeldia incana*), and redstem filaree (*Erodium cicutarium*). In addition, approximately 0.01 acre of disturbed/ruderal land is associated with an earthen drainage immediately downstream of a storm drain outlet located beneath Messenia lane. (GLA, 2020a, p. 23).
- Black Willow/Mulefat Scrub.** The Study Area supports 0.002 acre of black willow/mulefat scrub including several small mulefat (*Baccharis salicifolia*) and several small black willow (*Salix Gooddingii*) trees that are located in an earthen drainage located immediately east of Messenia Lane. (GLA, 2020a, p. 21)



Source(s): Glenn Lukos Associates, Inc. (03-24-2020)

FIGURE 2-9



EXISTING VEGETATION

2.3.8 Wildlife

No special-status animals were detected at the Project site as part of field surveys conducted by Glenn Lukos Associates, although some bird and mammal species have a low potential to occur. Table 4-3 of the Project's Biological Technical Report (*Technical Appendix B*) provides a list of special-status animals evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Project site, and 2) any other special-status animals that are known to occur within the vicinity of the Project site, for which potentially suitable habitat occurs on the site. (GLA, 2020a, pp. 30-36)

3.0 Project Description

The proposed Project consists of an application for a Plot Plan (PP No. 180034), and is described in this subsection. Copies of the entitlement application materials for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines §15150 and are available for review at the County of Riverside Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501. A detailed description of the proposed Project is provided in the following subsections. It should be noted that the Project design features described in the following subsections would be fully enforceable by the County as part of its review of implementing ministerial permits (e.g., lot merger(s), grading permits, building permits, etc.).

3.1 PROPOSED DISCRETIONARY APPROVALS

3.1.1 Plot Plan No. 180034

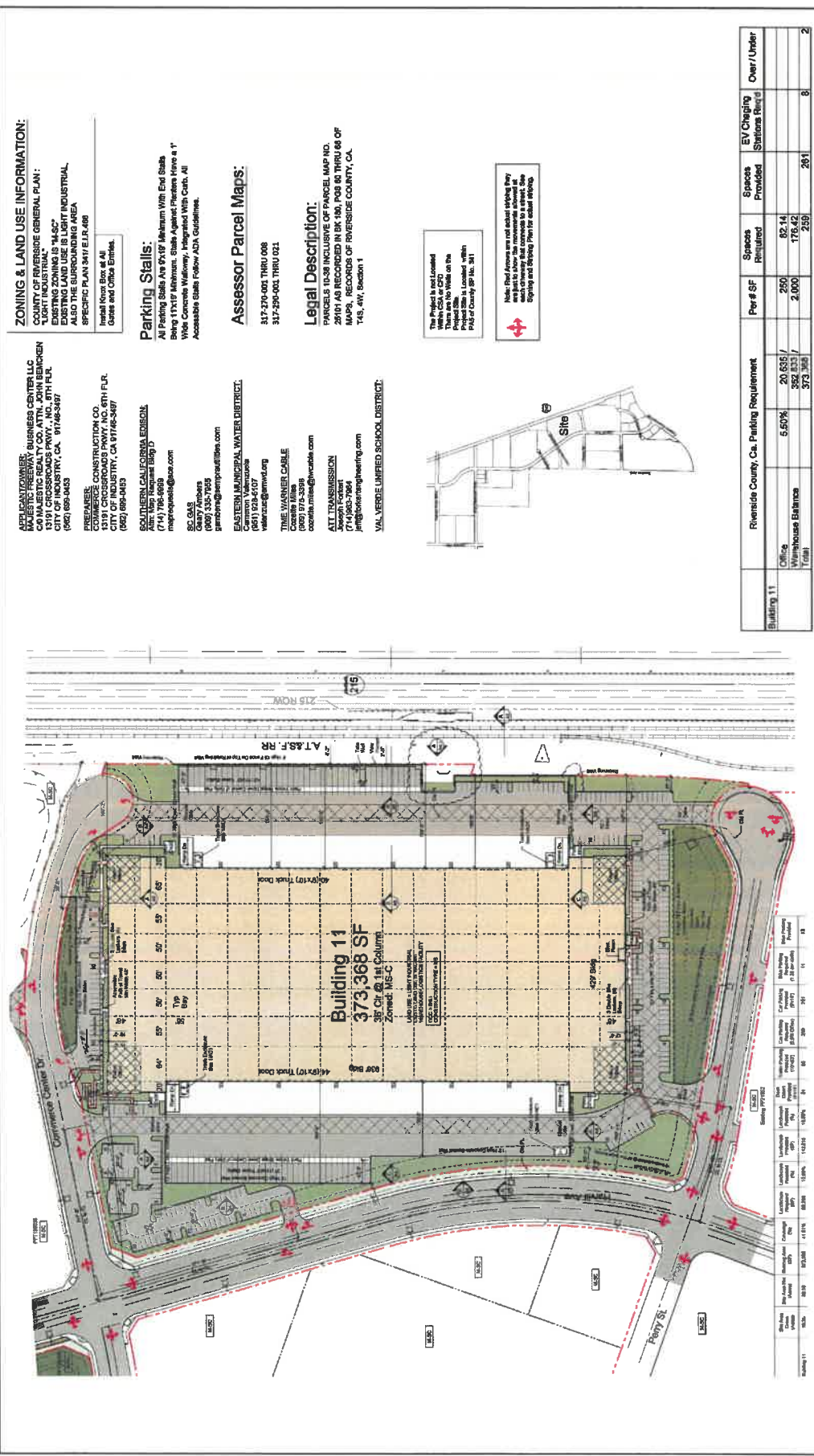
A plot plan is required prior to development of any permitted use pursuant to the requirements of the site's underlying zoning designation of M-SC (refer to subsection 2.2.2). Accordingly, Plot Plan No. 180034 (PP No. 180034) is proposed to allow for development of the site with Building 11, which would consist of up to 391,045 s.f. of high-cube transload short-term warehouse uses.

A. Site Planning and Building Configuration

Figure 3-1, Plot Plan No. 180034 Site Plan, depicts the overall site plan proposed by the Project Applicant. As shown, the Project entails the development of the 20.5-acre site² with one high-cube transload short-term warehouse building (herein, "Building 11") and two detention basins. Building 11 is a proposed approximately 373,368 s.f. high-cube transload short-term warehouse building; however, for purposes of analysis herein it is assumed that Building 11 would comprise up to 391,045 s.f. of building area in order to account for any minor changes to the building area as part of final Project design. While the ultimate tenant of the proposed building is not currently known, it is anticipated that the building would be occupied with high-cube transload short-term warehouse uses. Pedestrian entrances to the building are proposed at all four corners of the building, which also would accommodate supporting office uses. A total of 84 dock doors are proposed along the eastern and western sides of the building, with 44 dock doors on the west side of the building and 40 dock doors on the eastern side of the building. Additionally, a total of 77 truck trailer parking spaces are proposed, with 43 truck trailer parking spaces occurring along the east side of the building and 37 spaces along the west side of the building. Access to the dock doors and trailer parking stalls would be secured by manual gates. A total of 261 parking spaces for passenger vehicles also are accommodated, with parking lots proposed in the northern, northwestern, and southern portions of the Project site. A minimum 30-foot fire access lane also is provided around all sides of the

² Under existing conditions, the Project site excludes areas within the existing right-of-way (ROW) of Messenia Lane and encompasses approximately 18.35 acres. With the abandonment of the Messenia Lane ROW and other dedications as proposed by the Project, the site proposed for development as part of the Project would encompass approximately 20.5 acres. For purposes of discussion herein, the "Project site" refers to the 20.5 acres proposed for development following vacation and demolition of Messenia Lane.

Plot Plan No. 180034 (Building 11)



ZONING & LAND USE INFORMATION:
COUNTY OF RIVERSIDE GENERAL PLAN:
LIGHT INDUSTRIAL (LI)
GENERAL LAND USE PLAN (GLUP)
EXISTING LAND USE IS LIGHT INDUSTRIAL
ALSO THE SURROUNDING AREA
SPECIFIC PLAN 3411 E.I.R. 488
Install Kiosk Box at All
Cases and Office Entries.

APPLICANT/OWNER:
BUSINESS CENTERS LLC
CA MAJESTIC REALTY CO. ATTN: JOHN BEMCKEN
13191 CROSSROADS PKWY., NO. 4TH FLR.
CITY OF INDUSTRY, CA 91746-3487
(951) 825-1433

PREPARED BY:
COMMUNITY DESIGN
13191 CROSSROADS PKWY., NO. 4TH FLR.
CITY OF INDUSTRY, CA 91746-3487
(952) 695-0493

SOUTHERN CALIFORNIA Edison
Attn: Map Request Bldg D
7141 798-6800
maprequest@scs.com

SC GAS
Attn: Map Request
13191 Crossroads Pkwy, No. 4th Flr
City of Industry, CA 91746-3487
maprequest@scgas.com

EASTERN MUNICIPAL WATER DISTRICT:
Attn: Map Request
13191 Crossroads Pkwy, No. 4th Flr
City of Industry, CA 91746-3487
(951) 928-6107

TIME WARNER CABLE
Coastal Area
(951) 975-3399
coastalarea@twcable.com

AT&T TRANSMISSION
Map Request
13191 Crossroads Pkwy, No. 4th Flr
City of Industry, CA 91746-3487
maprequest@att.net

VIA VERDE UNIFIED SCHOOL DISTRICT:
Attn: Map Request
13191 Crossroads Pkwy, No. 4th Flr
City of Industry, CA 91746-3487
(951) 928-6107

Parking Stalls:
All Parking Stalls Are 8'x16' Minimum With End Stalls
Being 11'x16' Minimum. Stalls Against Perimeter Have a 1'
Wide Concrete Walkway. Integrated With Curb. All
Accessible Stalls Follow ADA Guidelines.

Assessor Parcel Maps:
312-270-001 THRU 008
312-290-001 THRU 021

Legal Description:
PARCELS 10-08 INCLUDE OFF-PARCEL MAP NO.
148, 4W, SECTION 1 OF PARCELS 10-08 OF
MAPS, RECORDS OF RIVERSIDE COUNTY, CA,
148, 4W, Section 1

The Project is not Located
Within the Jurisdiction of the
California State Water Resources
Control Board. The Project is
Not Located Within
The Jurisdiction of the
California State Water Resources
Control Board.

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the jurisdiction of the California State Water Resources
Control Board.

Building 11	Office	Warehouse Balance	Total	Per % SF	Spaces Permitted	Spaces Provided	EV Charging Stations Req'd	Over/Under
	5.50%	20,635 / 392,533 /	250	2,000	82.14	176.42	261	8
		373,368			259			2

FIGURE 3-1

SITE PLAN

Source(s): Commerce Construction Company (03-24-2008)



Plot Plan No. 180034 (Building 11)

building and would accommodate emergency access through the site. There would be a total of six proposed vehicular entrances for access to the Building 11 site, with three entrances from Commerce Center Drive, two entrances from Perry Street, and one entrance from Harvill Avenue. The western and eastern entrances from Commerce Center Drive would accommodate both truck and passenger vehicle traffic, while the central driveway along Commerce Center Drive would be for passenger vehicles, only. The two entrances from Perry Street would accommodate both truck and passenger vehicle traffic, while the entrance from Harvill Avenue would be restricted to passenger vehicles, only.

In addition, two detention basins are proposed with a large detention basin located south of Building 11 and a smaller detention basin located north of the building. The northern detention basin would encompass approximately 0.17 acre and would extend to a depth of approximately 1,510 feet amsl. Flows from the northern detention basin would be conveyed to a drainage inlet at the end of the proposed cul-de-sac bulb on Commerce Center Drive and into an existing 10-inch RCB storm drain. The southern detention basin would encompass approximately 0.82 acre and would extend to a depth of up to 1,508 feet amsl. Flows from the southern detention basin would be conveyed via a proposed 36-inch storm drain to an existing 14-inch RCB storm drain that discharges at the eastern boundary of the Project site.

B. Grading and Site Work

Figure 3-2, Conceptual Grading Plan, depicts the Project's proposed grading plan. As shown, Messenia Lane would be demolished and abandoned, with no continued public access or public roadway right of way (ROW); cul de sac bulbs would be constructed at the easterly terminus of Commerce Center Drive and Perry Street; and the site would be graded in a manner that largely approximates the site's existing topographic conditions. The Project would require a total of 99,956 cubic yards (cy) of cut and 174,969 cy of fill, requiring an import of 75,013 cy of fill material.

Site grading and development would result in the establishment of minor areas of manufactured slopes, which would be limited to the northern site boundary, along the southeast site boundary, and within the two proposed detention basins. Slopes along the northeast portion of the site are proposed at gradients ranging from 2:1 to 4:1 (horizontal:vertical), and would measure up to seven feet in height (refer to Figure 3-2). Slopes in the northwest portion of the site and along the northern Project boundary are proposed with a 2:1 gradient and would be designed to convey runoff to subdrains, which would then convey runoff toward the proposed northern drainage basin. Slopes proposed in the southeast corner of the site would be constructed at a 2:1 Gradient and would measure up to approximately five feet in height

Two detention basins also are proposed in the north and south portions of the Project site, and would capture and treat first flush runoff from the developed portions of the site. Slopes along the north detention basin are primarily proposed gradients at a 3:1 ratio (horizontal:vertical). Elevations within the northern detention basin would range from approximately 1,514 feet amsl to 1,510 feet amsl. Slopes along the south detention basin are primarily proposed at a gradient of 4:1, with elevations ranging from approximately 1,515 feet amsl to 1,508 feet amsl. The detention basins are designed to convey runoff to existing drainage facilities.

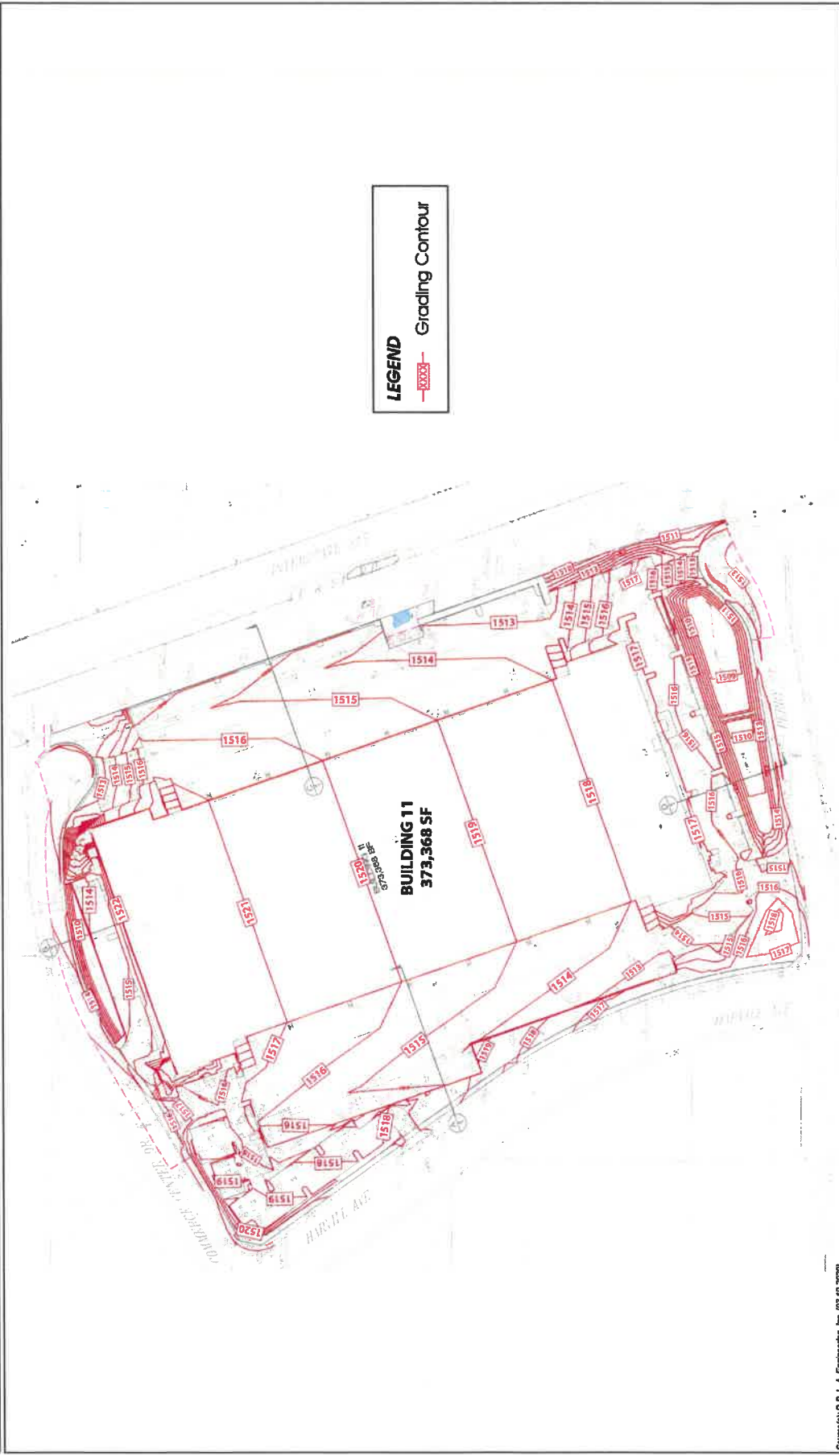


FIGURE 3-2

CONCEPTUAL GRADING PLAN

Sourcery/P. B. L. A. Engineering, Inc. (03-16-2020)



In addition, retaining walls are proposed to facilitate site grading (refer to Figure 3-2) and would occur along a portion of the northern, western, and eastern property lines. Retaining walls along the northern boundary of the site near the northeast corner would range up to five feet in height, retaining walls in the western portions of the site (adjacent to the proposed truck docking area) would range up to seven feet in height, while retaining walls along the eastern boundary of the site and adjacent to the truck docking area east of Building 11 would vary in height up to eight feet near the east-central property line.

C. Circulation

Access for both passenger vehicles and trucks to the Project site would be accommodated via the eastern and western entrances from Commerce Center Drive and both entrances from Perry Street. A proposed driveway along Harvill Avenue in the western portion of the site would provide access for passenger cars only, while the central driveway along Commerce Center Drive also would accommodate passenger cars only. Additionally, emergency access would be provided around the entire perimeter of the building, and Knox boxes would be included at the gate and office entries to allow for emergency vehicle access. None of the entrances providing site access would be signalized.

As part of the Project, 9 feet of ROW would be dedicated along the site's frontage with Harvill Avenue. Additionally, the on-site portions of Messenia Lane would be abandoned and demolished, with no continued public access or public roadway ROW, and the abandoned portions of Messenia Lane would be developed as part of the Project. The Project also would construct curb, gutter, and 6-foot wide curb-adjacent sidewalks along the Project site's frontages with Commerce Center Drive and Perry Street. Additionally, the Project Applicant would be required to construct cul de sacs at the eastern terminuses of Commerce Center Drive and Perry Street. No other frontage improvements are required for the Project.

D. Architectural Design

Proposed building elevations for Building 11 are depicted on Figure 3-3 and Figure 3-4. As shown, Building 11 would have a variable roof line that would measure between 39 feet in height to as tall as 45 feet in height near the corners of the building, as measured from proposed finished floor. The elevation of the finished floor for Building 11 would range from 1,522.0 feet amsl at the northern portion of the building to 1,517.3 feet amsl at the southern portion of the building. All corners of the building would include low-reflective, glazing (glass) elements with signage proposed above the main entrances to the building. The eastern façade of the building accommodates a total of 40 dock doors, while the western façade would accommodate a total of 44 dock doors. The dock doors would measure nine-foot by ten-foot in size and would be painted white. It should be noted that truck docking areas would be set approximately 3.5 feet below the proposed grade to facilitate loading and unloading of trucks via the docking doors. Four roll-up doors, which would be painted white, are proposed to the north and south of the docking doors along the eastern and western facades. The entire building would be painted with a mixture of white, light gray, and dark gray colors, with blue paint used as accents along the façade, particularly near the building entrances.

E. Landscaping

Figure 3-5, Preliminary Landscape Plan, depicts the Project's proposed landscape plan. As shown, landscaping would consist of a combination of trees, shrubs, and groundcover.

The Project site's western perimeter with Harvill Avenue would be landscaped with 24-inch box Chinese Pistache trees (*Pistacia chinensis*), behind which would be rows 24-inch box Afghan pine trees (*Pinus ularica*). A variety of hedges are proposed behind the Chinese Pistache trees to provide additional screening for the truck trailer parking area/loading docks. A variety of accent shrubs and groundcover also are proposed.

The Project's frontage with Perry Street largely would be landscaped with 24-inch box Chinese flame trees (*Koelreuteria bipinnata*). Large-scale shrubs and groundcover also would be provided.

The Project's frontage with Commerce Center Drive would be landscaped with 24-inch box Chinese flame trees. The entrances via Perry St and Commerce Center Drive would be highlighted with 36-inch box Thornless Palo Verde trees (*Cercidium x 'Desert Museum'*). Groundcover also would be planted in these areas, while large shrubs are proposed along the proposed eastern perimeter wall.

Passenger vehicle parking areas and areas surrounding the proposed building would be landscaped with a combination of thornless Palo Verde London plane trees, fern pines (*Podocarpus gracillior*), Chilean mesquite (*Prosopis chilensis*), and African sumac (*Rhus lancea*). Entrances to the building also would be highlighted by Lemon Bottlebrush (*Callistemon citrinus*) and thornless Palo Verde. Groundcover and shrubs also are proposed in the landscaped areas within the parking lots and landscape areas abutting the proposed building.

Groundcover for detention basins would also include hydroseed (grasses), with hedging and shrubs as well as Chinese flame trees and African sumac along the perimeter of the basins.

F. Walls and Fencing

As shown on Figure 3-6, Proposed Walls and Fencing, the Project Applicant proposes concrete screen walls, ornamental iron (O.I.) fencing, and retaining walls. As shown, walls are proposed to screen the proposed truck docking areas. For the truck docking area to the west of the building, 12-foot screen walls would extend along the southern, western, and northern edges of the docking area. For the docking areas east of the building, 12-foot screen walls are proposed to the north and south of the docking areas. The wall would screen views of Building 11 from Harvill Avenue, as well Commerce Center Drive and Perry Street. Manual gates are proposed at the entrances to the truck docking areas, as shown on Figure 3-6. Additionally, the proposed detention basins to the north and south of Building 11 would be surrounded by six-foot tall O.I. fencing to prevent public access into the detention basin areas. An 8-foot tall O.I. fence is proposed along the eastern Project boundary. Furthermore, Figure 3-6 shows that the Project Applicant proposes retaining walls along the northern, western, and eastern property lines, and would measure up to eight feet in height.

G. *Water, Sewer, and Drainage*

Figure 3-7, Conceptual Utility Plan, depicts proposed water, sewer, and drainage improvements proposed by the Project Applicant, each of which are described below.

Water Service

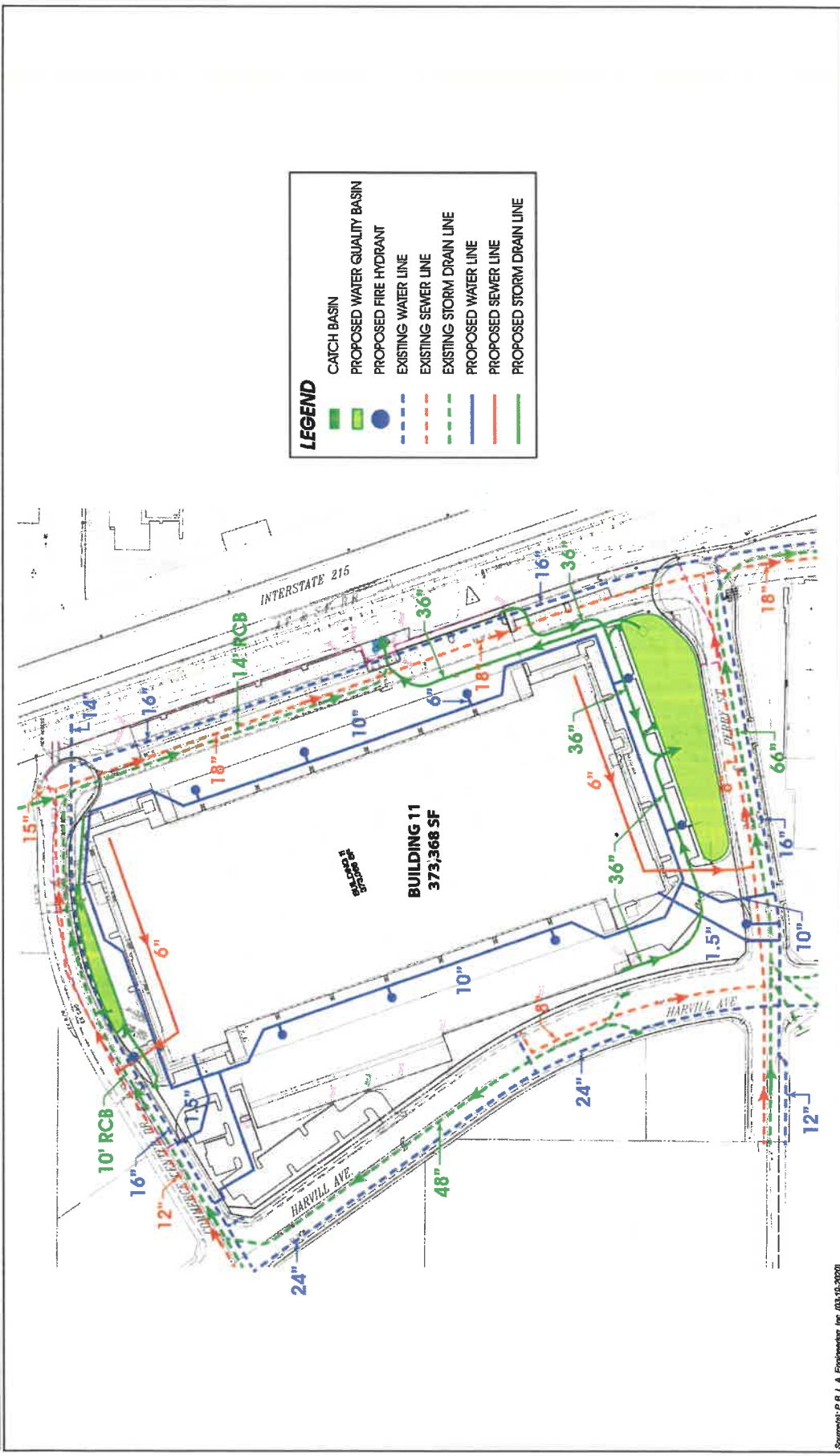
Potable water service to the Project site would be provided by Eastern Municipal Water District (EMWD), while reclaimed water is not available in the area. As shown on Figure 3-7, water service for Building 11 would occur from direct connections to an existing 16-inch water main within Commerce Center Drive and an existing 16-inch water main within Perry Street. 6- and 10-inch water laterals also would be constructed on site. In addition, fire water mains would be constructed on site surrounding Building 11 to provide adequate water for fire protection purposes, and would be supplied via connections to the existing water main in Commerce Center Drive and the existing water main in Perry Street. Additionally, fire hydrants are proposed on the Project site along truck dock areas and passenger parking areas abutting Perry Street, all of which would connect to existing water mains located within the adjacent roadways.

Sewer Service

Sewer service to the Project site also would be provided by the EMWD. As shown on Figure 3-7, the Project Applicant proposes to construct sewer lines extending from the northern and southern portions of Building 11 which would connect to the existing eight-inch sewer mains located within Commerce Center Drive and Perry Street. Sewer flows would be conveyed northerly within Harvill Avenue and ultimately to the EMWD's Perris Valley Water Reclamation Facility (PVRWRF).

Drainage

Under existing conditions, an existing 10-inch and 14-inch storm drain traverses the northern portions of the site and south along the eastern boundary, and discharges to the east near the east-central boundary. Under existing conditions, the storm drain conveys runoff from Harvill Avenue, through Commerce Center Drive, and easterly to the Project boundary, where it is conveyed south and discharges near the east-central boundary. With implementation of the Project, the existing storm drain would be retained. Runoff generated on the Project site would be routed to one of the two proposed detention basins for treatment. The northern detention basin would discharge into the existing 10-inch storm drain within Commerce Center Drive, while the southern detention basin would convey runoff easterly and northerly along the Project boundary where it would connect to the existing 14-inch storm drain prior to being discharged near the east-central Project boundary. Additionally, as part of the Project a storm drain would be constructed at the eastern terminus of Commerce Center Drive, and would convey flows from Commerce Center Drive into an existing off-site detention basin located to the north of the Project site.



Source(s): F. B. L. A. Engineering, Inc. (03-10-2020)



FIGURE 3-7

CONCEPTUAL UTILITY PLAN

3.2 SCOPE OF ENVIRONMENTAL ANALYSIS

3.2.1 Construction Characteristics

A. Proposed Physical Disturbance

As shown on Figure 3-8, *Proposed Limits of Disturbance*, implementation of the proposed Project would result in disturbances to approximately 20.43 acres of the Project site in addition to approximately 0.92 acres of off-site disturbances associated with Perry Street and Commerce Center Drive. Furthermore, offsite disturbances would occur due to proposed utility connections within Commerce Center Drive and Perry Street, and from the construction of an off-site access road at the eastern terminus of Commerce Center Drive to. No additional off-site improvements are anticipated to implement the proposed Project.

3.2.2 Operational Characteristics

A. Overview of Operational Characteristics

At this time, the occupants of the proposed building are unknown. This EIR Addendum assumes the proposed building would be operational 24 hours per day, 365 days per year, with exterior areas 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 building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays and trailer parking stalls. No refrigerated warehouse space is proposed as part of the Project.

B. Future Employment

Because users of the Project's building are not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates have been calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that light industrial business would employ one (1) worker for every 1,030 s.f. of building area. Based on this employment generation rate, the Project is expected to create approximately 380 new, recurring jobs ($391,045 \text{ s.f.} \div 1,030 = 380$). (Riverside County, 2015c, Appendix E, Table ES-5)

C. Future Traffic

As indicated in Table 3-1, *Project Trip Generation Summary*, buildout of the proposed Project is anticipated to result in a net total of 548 actual vehicle trip-ends per day with 31 a.m. peak hour trips and 38 p.m. peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 822 Passenger Car Equivalent (PCE) trip-ends per day, with 47 PCE AM peak hour trips and 53 PCE PM peak hour trips. Additionally, and as discussed in more detail in subsection 5.1.18, the Project would result in the generation of 1,050 fewer vehicle trips (actual vehicles) as compared to the amount of traffic evaluated for the site by EIR No. 466, including a reduction of 80 trips during the AM peak hour and 81 trips during the PM peak hour. In comparison, the Project would generate 1,842 fewer PCE trips as compared to what was evaluated for the Project site by EIR No. 466, including a reduction of 107 AM peak hour trips and 113 PM peak hour trips. (Urban Crossroads, 2019, p. 44)



FIGURE 3-8



PROPOSED LIMITS OF DISTURBANCE

Table 3-1 Project Trip Generation Summary

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
High-Cube Transload Short-Term Warehouse	391.045	TSF							
Passenger Cars:			17	5	22	9	22	31	372
Truck Trips:									
2-axle:			1	0	1	0	1	1	30
3-axle:			2	0	2	0	1	1	36
4+-axle:			5	1	6	1	4	5	110
- Net Truck Trips			8	1	9	1	6	7	176
BUILDING 11 TOTAL NET TRIPS (Actual Vehicles)²			25	6	31	10	28	38	548
Passenger Car Equivalent (PCE)									
High-Cube Transload Short-Term Warehouse	391.045	TSF							
Passenger Cars:			17	5	22	9	22	31	372
Truck Trips:									
2-axle:			2	1	3	1	2	3	44
3-axle:			3	1	4	1	3	4	74
4+-axle:			14	4	18	4	11	15	332
- Net Truck Trips			19	6	25	6	16	22	450
BUILDING 11 TOTAL NET TRIPS (PCE)²			36	11	47	15	38	53	822

¹ TSF = thousand square feet

² TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.
(Urban Crossroads, 2019b, Table 4-2)

3.2.3 Related Environmental Review and Consultation Requirements

Riverside County has primary approval responsibility for the proposed Project. As such, the County is serving as the Lead Agency for this EIR Addendum pursuant to CEQA Guidelines § 15050. As indicated in subsection 1.4.6, the County’s Planning Commission will consider the Project’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. Upon approval of the Project and approval of this EIR Addendum, the County would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. At this time, no federal approvals or permits are anticipated to be necessary. The Project would require the issuance of a National Pollutant Discharge Elimination System (NPDES) Permit by the Santa Ana Regional Water Quality Control Board (RWQCB). Coverage under a NPDES Permit is required for all construction projects in the State that disturb more than one acre of land. The Project’s drainage infrastructure also would require approval by the Riverside County Flood Control and Water Conservation District (RCFCWCD). Table 3-2, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent ministerial approvals associated with the Project. This EIR Addendum covers all federal, State, and local government approvals which may be needed to construct or implement the proposed Project, whether or not explicitly noted in Table 3-2.

Table 3-2 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
RIVERSIDE COUNTY	
RIVERSIDE COUNTY DISCRETIONARY APPROVALS	
Riverside County Planning Commission	<ul style="list-style-type: none"> • Approve, conditionally approve, or deny proposed Plot Plan No. 180034.
Subsequent Riverside County Discretionary and Ministerial Approvals	
Riverside County Building and Safety Department	<ul style="list-style-type: none"> • Approval of Roadway Vacations. • Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans. • Issue Encroachment Permits. • Issue Conditional Use Permits, if required. • Approve Lot Line Adjustments and/or Parcel Mergers
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit • Compliance with National Pollutant Discharge Elimination System (NPDES) Permit
Riverside County Flood Control & Water Conservation District (RCFCWCD)	<ul style="list-style-type: none"> • Approvals for construction of the proposed detention basin

4.0 Environmental Checklist

Environmental Assessment (EA)/CEQA Case Number: Case No. CEQ180120

Project Case Type(s) and Number(s): Plot Plan No. 180034

Lead Agency Contact Person: Russell Brady; (951) 955-3025

Lead Agency Address: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501

Applicant Contact Person: John Semcken

Telephone Number: (562) 948-4306

Applicant's Name: Majestic Realty Co.

Applicant's Address: 13191 Crossroads Parkway North, 6th Floor; Industry, CA 91746

Engineer's Name: Steve Levisse, PBLA Engineering, Inc.

Engineer's Address: 4790 Irvine Blvd, Suite 105-262; Irvine, CA 92620

4.1 PROJECT INFORMATION

A. Project Description: The Project Applicant proposes a Plot Plan (Plot Plan No. 180034) to allow for development of a 20.5 gross-acre site with one high-cube transload short-term warehouse building (herein, "Building 11") and two detention basins. Building 11 is a proposed approximately 373,368 s.f. high-cube transload short-term warehouse building; however, for purposes of analysis herein it is assumed that Building 11 would comprise up to 391,045 s.f. of building area in order to account for any minor changes to the building area as part of final Project design. Refer to Subsection 3.0 for a detailed description of the proposed Project.

B. Type of Project:

Site Specific [checked] Countywide [] Community [] Policy []

C. Total Project Area: 20.5 Acres

Table with 4 columns: Residential Acres, Lots, Units, Projected No. of Residents; Commercial Acres, Lots, Sq. Ft. of Bldg. Area, Est. No. of Employees; Industrial Acres, Lots, Sq. Ft. of Bldg. Area, Est. No. of Employees; Other: Detention Basins, Lots, Sq. Ft. of Bldg. Area, Est. No. of Employees.

D. Assessor's Parcel No(s): 314-270-(001, 002, 003, 004, 005, 006, 007, and 008) and 314-290-(001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, and 021)

E. Street References: East of Harvill Avenue, south of Commerce Center Drive, and north of Perry Street. A portion of Messenia Lane occurs in the eastern portion of the site under existing conditions.

F. Section, Township & Range Description or reference/attach a Legal Description: Southwest portion of Section 1, Township 4 South, Range 4 West, San Bernardino Baseline and Meridian.

- G. Brief description of the existing environmental setting of the project site and its surroundings:** Under existing conditions the 20.5-acre site has been fully disturbed as part of grading activities that occurred in the early 1990s as part of "Oakwood Business Park" (CFD 88-8). Additionally, under existing conditions Messenia Lane occurs on site along the eastern site boundary. Aside from the improved roadway on site, a majority of the property consists of disturbed vegetation that is routinely disced for fire abatement purposes. Additionally, the southeastern portion of the Project site was utilized as a construction staging site during the development of a warehouse on the property immediately south of the Project Site; thus, the southeastern portions of the site are fully disturbed under existing conditions.

The Project site abuts improved roadways to the north, west, and south, including Perry Street, Commerce Center Drive, and Harvill Avenue. Land uses to the west of the site consist undeveloped land, zoned for M-SC. The AT&SF railroad and I-215 are immediately east of the Project site. To the north of the Project site is an existing industrial use that includes outdoor storage of truck trailers and other materials. Remaining areas north of the Project site consist of undeveloped lands that appear to be routinely disturbed for fire abatement purposes. To the south of the Project site is a warehouse that was recently constructed.

4.2 APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The Project site is located within the Mead Valley Area Plan (MVAP) of the County of Riverside's General Plan, and is within the Majestic Freeway Business Center Specific Plan (MFBCSP, Specific Plan No. 341). The General Plan and MVAP designate the site for "Light Industrial (LI)" land uses, which allows for Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2015b, p. 11 and Figure 3). The Project site also is located within MFBCSP Planning Area 5, which is designated by the MFBCSP for "Light Industrial Land Uses." The Light Industrial component of the MFBCSP is intended to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents. (Webb, 2005, pp. III-4 and III-5)
- 2. Circulation:** The proposed Project was reviewed for conformance with County Ordinance No. 461 by the Riverside County Transportation Department. Adequate circulation facilities exist and are proposed to serve the proposed Project. The proposed Project meets with all applicable circulation policies of the General Plan.
- 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

Plot Plan No. 180034 (Building 11)

(MSHCP). The proposed Project meets with all other applicable Multipurpose Open Space Element Policies.

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 with all other applicable Safety Element policies.
5. **Noise:** The proposed Project meets with all applicable Noise Element policies. Although EIR No. 466 found that buildout of the MFBCSP area would result in significant and unavoidable impacts due to traffic-related noise, the proposed Project would not exceed Riverside County noise standards during construction or long-term operation, including noise impacts due to Project-related traffic.
6. **Housing:** No housing is proposed by this Project, nor would the Project displace any existing housing. There are no impacts to housing as a direct result of this Project.
7. **Air Quality:** EIR No. 466 determined that air quality impacts during construction would exceed the SCAQMD's construction significance thresholds for volatile organic compounds (VOCs) and nitrogen oxides (NO_x) and would therefore result in significant unavoidable impacts. EIR No. 466 also disclosed that operations associated with buildout of the MFBCSP would result in significant and unavoidable impacts due to emissions of VOCs, NO_x, carbon monoxide (CO), and PM₁₀. The proposed Project would be subject to the air quality mitigation measures identified by EIR No. 466, which address both construction-related and operational-related air quality emissions. The Project also would be subject to applicable SCAQMD requirements. Moreover, construction of the proposed Project would result in lower emission levels than disclosed by EIR No. 466 due to advancements in construction equipment technology and efficiency since EIR No. 466 was certified. Additionally, the Project would result in a substantial reduction in the amount of traffic generated by development on the site as compared to what was evaluated in EIR No. 466, which also would result in substantial reductions in operational air quality emissions as compared to what was evaluated in EIR No. 466. 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 A*) was prepared for the proposed Project which determined that the Project would not result in any significant localized air quality impacts affecting nearby sensitive receptors (i.e., residential, light industrial, and church/school uses). The Project accommodates sidewalk connections, in conformance with the MVAP, which would encourage walking and physical activity. The Project site is not environmentally sensitive or 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.

Plot Plan No. 180034 (Building 11)

- B. General Plan Area Plan(s):** Mead Valley Area Plan (MVAP)
- C. Foundation Component(s):** Community Development
- D. Land Use Designation(s):** General Plan and MVAP: Light Industrial; MFBCSP: Light Industrial
- E. Overlay(s), if any:** None.
- F. Policy Area(s), if any:** Mt. Palomar Night Time Lighting Policy Area.
- G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:** Areas surrounding the Project site occur within the MVAP. Areas to the north, west, and south are within the “Community Development” Foundation Component. Areas to the east are located within the City of Perris’ Perris Valley Commerce Center Specific Plan (PVCC SP), which designates these properties for “Light Industrial,” “Commercial,” and “Potential Basin Areas” land uses. The Project site and surrounding areas are located within the Mt. Palomar Night Time Lighting Policy Area.
- H. Adopted Specific Plan Information**
 - 1. Name and Number of Specific Plan, if any:** Majestic Freeway Business Center Specific Plan (Specific Plan No. 341)
 - 2. Specific Plan Planning Area, and Policies, if any:** The Project site is located within Planning Area 5 of the Majestic Freeway Business Center Specific Plan (MFBCSP), Specific Plan No. 341 (SP 341). There are no policies in the MFBCSP that relate specifically to Planning Area 5 beyond standard compliance with the development standards and design guidelines set forth by SP 341.
- I. Existing Zoning:** “M-SC (Manufacturing – Service Commercial)”
- J. Proposed Zoning, if any:** There are no changes proposed to the site’s zoning classification.
- K. Adjacent and Surrounding Zoning:** Areas to the north, west, and south are zoned for MS-C. Areas to the east (and east of the AT&SF railroad and I-215) are zoned by the City of Perris’ PVCC SP as “Light Industrial” and “Potential Basin Area.”

4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a “New Significant Impact” or “More Severe Impact” 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 type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

4.4 DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED:

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED:

- I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
- I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist.

An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

- I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore, a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

- I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.



Signature

May 7, 2020

Date

Russell Brady

Printed Name

For Charissa Leach, Planning Director

5.0 Environmental Analysis

5.1 ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Cod §§ 21000-21178.1), this Initial Study (IS) has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment beyond those disclosed in EIR No. 466 that would result from construction and implementation of the Project. In accordance with California Code of Regulations § 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration (MND), Environmental Impact Report (EIR), or Addendum to a previous EIR or MND is required for the proposed Project. The purpose of this Initial Study is to inform the decision makers, affected agencies, and the public of potential environmental impacts associated with implementation of the proposed Project.

5.1.1 Aesthetics

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
I. Scenic Resources				
a. Have a substantial adverse 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 noted that at the time, the Majestic Freeway Business Center Specific Plan (MFBCSP) site was largely graded and vacant with streets, sidewalks, and gutters in place. While some rock outcroppings and eucalyptus trees in the southern portions were noted, EIR No. 466 determined that these features do not have scenic significance and that their removal would not comprise damage to scenic resources. The Initial Study and Notice of Preparation (IS/NOP) prepared for EIR No. 466 determined that Specific Plan No. 341 (SP 341) would have no impact upon scenic highways; thus, impacts to scenic highways were not studied in detail in EIR No. 466. (Webb, 2005, pp. IV-27 and IV-33)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no officially-designated State scenic highways in the Project vicinity, nor are there any County-designated scenic highways. The nearest officially-designated State scenic highway is the portion of State Route 74 (SR-74) located east of the City of Hemet, which is approximately 25.1 miles southeast of the Project site. The nearest State-eligible scenic highway is State Route 74 (SR-74), located approximately 4.7 miles south of the Project site, while Interstate 215 (I-215), located 192 feet east of the Project site, is designated as a County-eligible scenic highway. (Caltrans, 2011; Riverside County, 2015b, Figure 10) Due to distance and intervening topography and development, the building proposed by the Project Applicant would not be visible from any segments of SR-74; thus, the Project would not result in any impacts to State scenic highways (Google Earth, 2018). Although the building proposed by the Project Applicant would be visible from nearby segments of I-215, I-215 is not officially designated as a scenic highway corridor. Moreover, the Project site is located in an area that is characterized by industrial uses along I-215; thus, the building proposed by the Project Applicant would appear as an extension of the existing development pattern in the area. Additionally, Riverside County reviewed the Project's design elements for conformance with the development standards and design guidelines prescribed by the MFBCSP, and determined that all Project components are consistent with the MFBCSP. A detailed analysis of the Project's consistency with the MFBCSP is provided in *Technical Appendix I* (T&B Planning, 2019). As the MFBCSP development standards and design guidelines were crafted to preclude aesthetically offensive conditions, the Project would not result in a significant adverse effect on views available from nearby segments of I-215. Accordingly, Project impacts to scenic highway corridors would be less than significant. Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact as previously identified and analyzed in EIR No. 466.

- b) **Would the proposed 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?**
- c) **In non-urbanized areas, would the proposed 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?

EIR No. 466 Finding: EIR No. 466 noted that the MFBCSP site was largely graded and vacant with streets, sidewalks, and gutters in place. While some rock outcroppings and eucalyptus trees were noted as occurring in the southern portions of the MFBCSP site, EIR No. 466 determined that these features do not have scenic significance and that their removal would not comprise damage to scenic resources; thus, EIR No. 466 concluded that impacts to scenic resources would not occur. (Webb, 2005, p. IV-33)

With respect to scenic vistas and views open to the public, EIR No. 466 noted that the San Gabriel Mountains to the northwest, the San Bernardino Mountains to the north and northeast, and the San Jacinto Mountains to the east all are visible in the MFBCSP area. Lesser scenic features noted in EIR No. 466 include the Lakeview Mountains to the southeast, and the Bernasconi Hills around Lake Perris to the east. EIR No. 466 determined that views of these features are not limited to the MFBCSP site and that views of these resources are common in the area, and that buildout of the MFBCSP would not interfere with any views of these mountains from I-215 or properties north or south of the MFBCSP area. Due to the common availability of the views of the distant mountains from throughout the Perris Valley and the limited area within which these views will be obstructed by the MFBCSP, EIR No. 466 concluded that the MFBCSP would result in less-than-significant impacts to scenic vistas or views open to the public. (Webb, 2005, pp. IV-33 and IV-34)

EIR No. 466 noted that the site contained a lack of natural scenic characteristics due to previous grading, infrastructure construction, and the proximity of I-215. EIR No. 466 indicated that the new structures constructed as part of the MFBCSP could be considered aesthetically offensive due to their size and the fact that they are replacing a view which includes few structures. However, EIR No. 466 noted that all future development within MFBCSP would be subject to the development standards and design guidelines of SP 341, including architectural elements, setbacks, landscaping, and screen walls. As a consequence, EIR No. 466 concluded that impacts due to the creation of an aesthetically offensive site open to public view would be less than significant. (Webb, 2005, pp. IV-34 and IV-35)

No Substantial Change from Previous Analysis: As previously depicted on Figure 2-3, under existing conditions and consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site has been largely disturbed by past grading activities and the recent use of the site as a staging area for a warehouse built on the property immediately south of the Project site. Thus, the Project site is fully disturbed under existing conditions. Implementation of the Project would convert the Project site from an undeveloped parcel of land to light industrial uses. Development of the Project site would be governed by SP No. 341 as well as proposed PP No. 180034, which contain site planning, architectural, and landscape architectural specifications to ensure that the site is developed in a manner that is not aesthetically offensive. Landscaping is also proposed throughout the Project site to soften the appearance of parking areas and the proposed light industrial building, as well as to screen the detention basins. Renderings of the proposed Project from the southwest corner looking northeast are presented on Figure 5-1, *Project Rendering – Southwest Corner Looking Northeast*. As shown, the Project would not create an



Source(s): Commens Construction Company (08-17-2018)



T&B Planning, Inc.

FIGURE 5-1

PROJECT RENDERING – SOUTHWEST CORNER LOOKING NORTHEAST

Plot Plan No. 180034 (Building 11)

aesthetically offensive site open to public view. Furthermore, there are no prominent vistas available from the Project site, and views of regional components of the viewshed, such as the San Bernardino Mountains to the north, would continue to be available in the surrounding areas. Accordingly, implementation of the proposed 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, and impacts would be less than significant.

Additionally, the Project site is located in an urbanized area. The Project was reviewed by Riverside County for compliance with all development regulations, design guidelines, and other requirements of the MFBCSP, including requirements related to visual quality. As demonstrated in *Technical Appendix I*, the Project would not conflict with any MFBCSP policies related to visual quality (T&B Planning, 2019). The Project also was found to be consistent with all relevant goals and policies of the Riverside County General Plan related to visual quality. In addition, the Project would be consistent with the Municipal Code requirements related to visual quality, including Riverside County Ordinance No. 655 (Regulating Light Pollution) and Ordinance No. 915 (Regulating Outdoor Lighting). As such, the Project would not conflict with applicable zoning or other regulations governing scenic quality, and a less-than-significant impact would occur.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
2. Mt. Palomar Observatory				
a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 noted that the MFBCSP site is located within 45 miles of the Mt. Palomar Observatory, and therefore would be subject to Riverside County Ordinance No. 655. EIR No. 466 determined that adherence to the regulations set forth in Riverside County Ordinance No. 655 would allow future development within the MFBCSP to avoid interfering with nighttime astrological observations at the Mt. Palomar Observatory, and that the proper shielding of lighting and the use of lighting types as identified in Ordinance No. 655 would ensure that the future development within the MFBCSP would have a less-than-significant impact on activities at the Observatory. (Webb, 2005, p. IV-35)

Plot Plan No. 180034 (Building 11)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, the Project site is located approximately 40.6 miles northwest of the Mount Palomar Observatory and has the potential to create lighting levels that could adversely affect the operation of this facility (Google Earth, 2018). As indicated by EIR No. 466, the proposed Project would be required to comply with Riverside County Ordinance No. 655, which was adopted to prevent significant lighting impacts that could affect the nighttime use of the Mount Palomar Observatory. Due to the 40.6-mile distance between the Project site and the Mount Palomar Observatory, the Project would be subject to the provisions of Ordinance No. 655 pertaining to Zone B. Ordinance No. 655 encourages the use of low-pressure sodium lamps, and requires all nonexempt outdoor fixtures to be shielded to prevent sky glare. (Riverside County, 1988) Compliance with Ordinance No. 655 is mandatory and would be assured through future County review of building permit applications. With mandatory compliance to Ordinance No. 655, Project impacts to the Mount Palomar Observatory would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
3. Other Lighting Issues				
a. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

EIR No. 466 Finding: EIR No. 466 noted that development within the MFBCSP would be required to comply with Riverside County Ordinance No. 655, which limits light pollution emissions, thus reducing the amount of light that may interfere with residential uses. EIR No. 466 also indicated that the MFBCSP design guidelines require lot lighting to be located, where possible, on the buildings, thereby reducing the need for light poles located on the site perimeter. In addition, EIR No. 466 determined that the incidences of residential uses being immediately adjacent to the MFBCSP site were few. In areas where the uses do abut one another, EIR No. 466 noted that the zoning-required setbacks of 50 feet with required landscaping would reduce interference with residential uses. EIR No. 466 concluded that compliance with Ordinance No. 655 and the MFBCSP design guidelines would result in a less-than-significant effect upon nighttime

views in the area and would prevent the exposure of residential uses to unacceptable light levels. (Webb, 2005, p. IV-35)

EIR No. 466 indicated that development within the MFBCSP would be required to comply with all regulations and guidelines pertaining to its proximity to March Air Reserve Base Airport (MARB), including requirements to avoid the creation of glare that could impede the vision of aircraft pilots. Additionally, EIR No. 466 noted that the proposed building elevations would consist primarily of earth-tone colors with few windows. As such, EIR No. 466 concluded that impacts due to glare would be less than significant. (Webb, 2005, p. IV-35)

No Substantial Change from Previous Analysis: Under existing conditions, and consistent with the conditions that existed when EIR No. 466 was certified, the Project site is undeveloped and vacant, and contains no sources of artificial lighting. The Project Applicant proposes to develop the site with one building, and would introduce new lighting elements on site to illuminate the parking areas, truck docking areas, and building entrances. The Project Applicant also would install street lighting along the site's frontages with Harvill Avenue, Perry Street, and Commerce Center Drive. Ordinance No. 915 requires that all outdoor luminaires (other than street lighting) must be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. (Riverside County, 2012) With exception of roadway lighting, all lighting proposed by the Project Applicant would be required to comply with Riverside County Ordinance No. 915. Compliance with Ordinance No. 915 would be assured through future County review of building permit applications. Mandatory compliance with Ordinance No. 915 would ensure that Project-related lighting would not create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. Additionally, street lighting as proposed along Harvill Avenue, Perry Street, and Commerce Center Drive would be subject to the requirements of Section 22 of Ordinance No. 461, which has been designed to preclude light and glare impacts associated with street lighting throughout the County.

With respect to glare, a majority of Project building elements would consist of tilt-up concrete panels, although the corners of the building would include glass elements. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass proposed by the Project Applicant would be low-reflective. Areas proposed for window glazing also would be limited, as shown on the Project's application materials. Furthermore, any potential glare effects would be reduced due to landscaping and perimeter walls. Thus, glare impacts from proposed building elements would be less than significant.

However, the Project's building roof designs would accommodate the installation of solar panels. Pursuant to conditions of approval imposed on the Project by the Riverside County Airport Land Use Commission (refer to the discussion under Thresholds 22a. through 22.d in subsection 5.1.9, and the Project's Conditions of Approval [COAs]), a solar glare study would be required with a performance standard to demonstrate that glare from the solar panels would not adversely affect aircraft operations at the March Air Reserve Base (MARB). The solar glare study would be subject to review and approval by the ALUC, which would preclude any significant glare impacts associated with the installation of solar

panels. There are no other components of the Project that would produce glare impacts during daytime or nighttime hours. Accordingly, a less-than-significant glare impact would occur.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.2 Agriculture and Forest Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
4. Agriculture				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>

a) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP for EIR No. 466 determined that most of the MFBCSP was identified as "Farmland of Local Importance." Small portions of the MFBCSP site were classified as "Urban" and "Built up Land" and "Other Land." As a consequence, the IS/NOP for EIR No. 466 concluded that buildout of the MFBCSP would not convert Prime Farmland, Unique Farmland, or Statewide Farmland into a

nonagricultural land use and that impacts would be less than significant. This issue was not discussed in detail in EIR No. 466. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and according to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site is classified as containing “Farmland of Local Importance.” Areas surrounding the Project site are classified as “Farmland of Local Importance” and “Urban and Built-Up Land.” (CDC, 2017) Thus, the Project site and surrounding areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the Project therefore would have no potential to convert Farmland to non-agricultural use. As such, no impact to Farmland would occur as a result of the Project. Further, the Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed 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?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the areas proposed for development by the MFBCSP did not contain existing agricultural land uses. In addition, the parcels that comprise the MFBCSP site were not listed on the County Assessor's database as being subject to a Williamson Act Contract or being within an agricultural preserve. Therefore, the IS/NOP for EIR No. 466 concluded that no impacts to existing agricultural uses or Williamson Act contracts would occur, and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: As with the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is zoned for “M-SC (Manufacturing – Service Commercial)””; thus, the Project site is not zoned for agricultural use, and no agricultural uses occur on site under existing conditions. Areas to the north, south, and west of the Project site are also zoned for M-SC. Areas to the east are zoned for “Potential Basin Areas” and “Light Industrial (LI)” (Perris, 2016b). None of the properties located adjacent to the Project site are used for agricultural production. Thus, the Project would not conflict with existing agricultural zoning or existing agricultural use, and impacts would be less than significant.

According to mapping information available from the CDC, and consistent with the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site and surrounding areas are not subject to a Williamson Act contract. The nearest land subject to a Williamson Act Contract is located approximately 3.0 miles northwest of the Project site. (CDC, 2016) Additionally, according to Riverside County GIS, the Project site and surrounding areas are not located within an existing County Agricultural Preserve (RCIT, 2019). The nearest land subject to an Agricultural Preserve occurs approximately 3.0 miles northwest of the Project site. As such, the Project would result in no impacts to lands subject to a Williamson Act Contract or lands located within an Agricultural Preserve.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was located within 300 feet of agriculturally zoned property, which is located west of the southernmost portion of the MFBCSP area and west of Seaton Avenue. These properties were zoned A-1-1 (Light Agriculture with a 1-acre minimum lot size). The IS/NOP for EIR No. 466 noted that all future development within the MFBCSP area would be required to comply with Riverside County Ordinance No. 625 (Right-To-Farm), which would reduce potential impacts to less-than-significant levels. This issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: As noted above, and similar to the conditions that existed when the IS/NOP for EIR No. 466 was prepared, the Project site is not located on agriculturally-zoned property. The nearest property zoned for agricultural uses, which is zoned for Light Agriculture with a 1-acre minimum lot size (A-1-1) is located approximately 0.3-mile (1,584 feet) west of the Project site. As such, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally zone property (Ordinance No. 625 “Right-to-Farm”) and no impact would occur. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

d) Would the proposed 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?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that development of the MFBCSP site would not require the extension of roadways that would facilitate further conversion of agricultural land in the region. The IS/NOP noted that no other changes are expected that would turn agricultural land into non-agricultural uses. As such, the IS/NOP found that no impacts would occur, and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: “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 a), above, and consistent with the conditions that existed when the IS/NOP for EIR No. 466 was prepared, there are no areas of Farmland within the Project vicinity. As such, 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. Further, the Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
5. Forest				
a. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

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

EIR No. 466 Finding: EIR No. 466 did not identify any conflicts with existing zoning for forest land, timberland, or timberland zoned as “Timberland Production.” EIR No. 466 also did not identify any impacts associated with the loss of forest land or conversion of forest land to non-forest use. (Webb, 2005)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed when EIR No. 466 was certified, no lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber production (Riverside County, 2016; Google Earth, 2018). The Project therefore would have no potential to conflict with timberland or forest land zoning designations, nor would the Project result in the loss of forest land or conversion of forest land to non-forest use. There are no components of the proposed Project that would result in changes to the existing environment which could result in the conversion of forest land to non-forest use.

Thus, no impact to forest resources would occur. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.3 Air Quality

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
6. Air Quality Impacts				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 found that because the MFBCSP would comply with the General Plan, the MFBCSP would not conflict with regional population projections and therefore would not exceed the growth forecasts of the AQMP. Impacts were determined to be less than significant. (Webb, 2005, pp. IV-54 and IV-55)

No Substantial Change from Previous Analysis: The proposed Project is located within the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control in the SCAB and has adopted a series of Air Quality Management Plans (AQMPs) to reduce air emissions in the Basin. Most recently, the SCAQMD Governing Board adopted the Final 2016 AQMP for the SCAB in March 2017. The 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and updated emission inventory methodologies for various source categories.

As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would entail partial development of MFBCSP Planning Area 5 and would result in the generation of 1,050 fewer vehicle trips (actual vehicles) than was evaluated by EIR No. 466 for the Project site. Additionally, the Project would result in the generation of 708 fewer truck trips (actual vehicles) as compared to what was evaluated and disclosed by EIR No. 466 for the Project site. (Urban Crossroads, 2019b, Table 4-4) A majority of the Project's emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, because the Project would result in a substantial reduction in the amount of traffic generated by the development of the Project site as compared to what was assumed by EIR No. 466, including a reduction in the number of truck trips, it can be concluded that the proposed Project would result in a substantial reduction in air quality emissions as compared to what was evaluated and disclosed by EIR No. 466. Accordingly, because EIR No. 466 determined that buildout of the MFBCSP would not conflict with the AQMP, and because the Project would result in a reduction in emissions as compared to what was evaluated in EIR No. 466, the Project would not conflict with the AQMP and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed 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?

EIR No. 466 Finding: EIR No. 466 determined that construction-related emissions associated with buildout of the MFBCSP area would result in emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) that exceed the South Coast Air Quality Management District (SCAQMD) daily emission thresholds. EIR No. 466 also found that operational emissions associated with the MFBCSP would exceed the daily thresholds established by SCAQMD for VOCs, NO_x, carbon monoxide (CO), and PM₁₀. Although mitigation measures were imposed on the MFBCSP project, EIR No. 466 nonetheless concluded that impacts due to emissions of VOCs and NO_x during construction and emissions of VOCs, NO_x, CO, and PM₁₀ during long-term operation would be significant and unavoidable. (Webb, 2005, pp. IV-55 through IV-67)

EIR No. 466 noted that the South Coast Air Basin (SCAB) in which the MFBCSP is located was designated as a non-attainment area for ozone and PM₁₀ under state standards, and as a non-attainment area for ozone, carbon monoxide, PM_{2.5} and PM₁₀ under federal standards. EIR No. 466 found that long-term emissions of VOCs, NO_x, CO, and PM₁₀ would be above the applicable SCAQMD thresholds. Therefore, EIR No. 466 concluded that buildout of the MFBCSP would result in cumulatively significant impacts to air quality with respect to ozone, CO, and PM₁₀. Although mitigation measures were identified, EIR No. 466 concluded that impacts would be significant and unavoidable. (Webb, 2005. p. IV-70)

New Ability to Substantially Reduce Significant Impact: Construction characteristics associated with the proposed Project would be similar to what was assumed for the site by EIR No. 466. Additionally, the Project would be subject to Mitigation Measures MM Air 1 through MM Air 3 from EIR No. 466, which would serve to reduce the Project's construction-related air quality emissions. Moreover, due to advances

in technology and more stringent regulations since EIR No. 466 was certified in 2005, there is substantial evidence that the Project's construction-related emissions would be less than was disclosed by EIR No. 466. As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2016.3.2, Section 4.3 "OFFROAD Equipment," as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements. Additionally, construction-related equipment would be subject to a variety of State regulations that would serve to reduce air quality emissions as compared to what was assumed by EIR No. 466. For example, Title 17 of the California Code of Regulations (Low Carbon Fuel Standard) requires greenhouse gases in fuel sold in California to be 10% less by 2020, including NO_x. Additionally, the Project is required to comply with the provisions of SCAQMD Rule 113, *Table of Standards*, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 100 grams per liter [g/L]) unless otherwise specified in the SCAQMD *Table of Standards*. Nonetheless, and consistent with the findings of EIR No. 466, Project-related air quality impacts due to emissions of VOCs and NO_x during construction would be significant and unavoidable. Although the Project would result in reduced emissions of construction-related VOCs and NO_x as compared to what was evaluated and disclosed for the Project site by EIR No. 466, a new mitigation measure has been identified to further reduce emissions of VOCs and NO_x during construction (refer to Mitigation Measure MM Air 10). In addition, neither Riverside County nor the SCAQMD have a directly applicable mitigation fee program for collecting fees toward the regional mitigation of air pollutant emissions. In the absence of a mitigation fee program, Riverside County has imposed a Condition of Approval on the Project that will obligate the Project Applicant to make a voluntary fee payment to Riverside County, for the County's use toward a to-be-determined project or program to improve air quality in the Mead Valley community.

With respect to long-term operational emissions, and as discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by the development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would result in 1,050 fewer vehicle trips (actual vehicles) and 708 fewer truck trips per day (actual vehicles) as compared to what was evaluated for the Project site by EIR No. 466 (Urban Crossroads, 2019b, Table 4-4). A majority of the Project's operational emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, due to the reduction in traffic and traffic-related air quality emissions associated with the proposed Project, the Project would result in reduced air quality impacts as compared to what was evaluated and disclosed by EIR No. 466. Additionally, the Project would be subject to compliance with MFBCSP EIR Mitigation Measures MM Air 2 through MM Air 9 to reduce operational emissions. Moreover, the Project would be subject to Title 17 of the California Code of Regulations (Low Carbon Fuel Standard), which requires a reduction in greenhouse gases in fuel sold in California to be 10% less by 2020, including NO_x. Additionally, SCAQMD Rule 113, *Table of Standards*, requires that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 100 grams per liter [g/L]), which would serve to reduce the Project's VOC emissions associated with on-going architectural coatings. Additionally, in model year 2017, the average estimated real-world CO₂ emission rate for all new vehicles fell by 3 grams per mile (g/mi) to 357 g/mi, the lowest level ever measured. Additionally, fuel economy increased to 24.9 mpg, achieving a record high. (EPA, n.d.) Nonetheless, and consistent with the findings of EIR No. 466, such regulatory requirements and technological advancements are not enough to reduce the Project's operational emissions to below a level of significance and thus, the proposed Project would

result in significant and unavoidable impacts due to operational emissions of VOCs, NO_x, and PM₁₀. Although the Project's operational emissions of VOCs, NO_x, and PM₁₀ would be less than was evaluated and disclosed for the Project site by EIR No. 466, additional mitigation measures have been identified to further reduce the Project's emissions of VOCs, NO_x, and PM₁₀ (refer to Mitigation Measures MM Air 11 through MM Air 14). In addition, neither Riverside County nor the SCAQMD have a directly applicable mitigation fee program for collecting fees toward the regional mitigation of air pollutant emissions. In the absence of a mitigation fee program, Riverside County has imposed a Condition of Approval on the Project that will obligate the Project Applicant to make a voluntary fee payment to Riverside County, for the County's use toward a to-be-determined project or program to improve air quality in the Mead Valley community.

It should be noted that although EIR No. 466 disclosed that operational impacts due to CO emissions would be significant and unavoidable, due to improvements in regional air quality conditions, advances in technology, and increased regulatory requirements, it is highly unlikely that the Project as proposed would exceed the SCAQMD's Regional Threshold for CO. For example, the average on-road vehicular emissions of CO for delivery trucks is estimated to have decreased from 0.024 pounds per mile in 2007 to 0.009 pounds per mile in 2018 (AQMD, n.d.). Refer also to the analysis of Threshold 6.c), below.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The threshold of significance used by EIR No. 466 to determine whether the exposure to diesel PM would be considered significant was 10 excess cancer cases per one million people. EIR No. 466 found that operations of the MFBCSP would result in significant health risk impacts from diesel exhaust. EIR No. 466 Mitigation Measures MM Air 3 through MM Air 7 were identified and were found to reduce the incremental cancer risk to below 10 per one million people, thereby reducing impacts to less-than-significant levels. (Webb, 2005, pp. IV-70 through IV-82)

For non-cancer risks, EIR No. 466 utilized a chronic Reference Exposure Level (REL) threshold of 5 µg/m³, indicating that non-cancer health risks would be potentially significant when people are exposed to short-term diesel particulate matter concentrations greater than 5 µg/m³ and if the hazard index exceeds 1.0. The hazard index (used to quantify the significance of non-cancer health risks) for all receptors in both 2004 and 2012 were determined to be less than 0.04 (for all scenarios evaluated in EIR No. 466), which was less than 4 percent of the SCAQMD recommended threshold. As such, non-cancer risks were found to be less than significant. (Webb, 2005, pp. IV-83 and IV-84)

A CO "hot spot" analysis also was conducted as part of EIR No. 466. For all intersections modeled in the analysis, the CO emissions from traffic associated with the MFBCSP were found to be less than significant on both a direct and cumulatively-considerable basis. (Webb, 2005, pp. IV-63 through IV-66)

No Substantial Change from Previous Analysis: As discussed further in subsection 5.1.18, the proposed Project would generate 1,050 fewer trip-ends per day (actual vehicles) and 708 fewer truck trips (actual vehicles) as compared to the traffic evaluated for MFBCSP Planning Area 5 by EIR No. 466. As a result of the decrease in traffic that would be generated by the Project as compared to what was assumed by EIR No. 466, including truck trips, this Initial Study clearly concludes that the Project would result in reduced localized impacts to nearby sensitive receptors as compared to what was evaluated and disclosed in EIR No. 466 for the Project site. Notwithstanding, the Project's potential to result in localized impacts associated with carbon monoxide (CO) "hot spots," cancer-related risk, and non-cancer related risks have been evaluated, and each is discussed below.

CO "Hot Spot" Analysis

An adverse carbon monoxide (CO) concentration, known as a "hot spot," would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hot spots are caused by vehicular emissions, primarily when idling at congested intersections. As noted above, EIR No. 466 determined that buildout of the MFBCSP, including the Project site, would result in less-than-significant impacts due to CO hot spots. As shown in Table 5-17 in Subsection 5.1.18, the Project would result in 1,050 fewer vehicle trips per day (actual vehicles) and 708 fewer truck trips as compared to the traffic evaluated by EIR No. 466 for MFBCSP Planning Area 5. Thus, it can be concluded that the Project's potential to create or contribute to a CO hotspot would be reduced in comparison to what was evaluated in EIR No. 466 for the Project site.

Additionally, at the time the SCAQMD published its 1993 Handbook, the SCAB was designated nonattainment under the California Ambient Air Quality Standards (AAQS) and National AAQS for CO. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. For example, the average on-road vehicular emissions of CO for delivery trucks is estimated to have decreased from 0.024 pounds per mile in 2007 to 0.009 pounds per mile in 2018 (AQMD, n.d.). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment. In fact, since 2003 all areas of the SCAB have been below the federal standards for CO (35 ppm 1-hour and 9 ppm 8-hour), and all portions of the SCAB are currently well below the State CO standards (20 ppm 1-hour and 9.0 ppm 8-hour) (SCAQMD, 2017, pp. 2-38 and 2-39).

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted by SCAQMD in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, of the 8.4 ppm CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. (SCAQMD, 2003) Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic

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volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

Similar considerations also are employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour – or 24,000 vehicles per hour where vertical and/or horizontal air does not mix – in order to generate a significant CO impact (BAAQMD, 2010, p. 3-4). As noted in Table 5-17 in subsection 5.1.18, the Project would generate 548 trips per day (actual vehicles), including 31 a.m. peak hour trips and 38 p.m. peak hour trips and would not produce the level of traffic necessary to create a significant CO impact. (Urban Crossroads, 2019, Table 4-3).

The busiest intersection evaluated in SCAQMD’s 2003 AQMP was at Wilshire Blvd. and Veteran Ave., which had a daily traffic volume of approximately 100,000 vehicles per day and AM/PM traffic volumes of 8,062 vehicles per hour and 7,719 vehicles per hour respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).³ (SCAQMD, 2003) At buildout of the Project, and as shown on Exhibit 7-1 of the Project’s Traffic Impact Analysis (TIA; *Technical Appendix H*), the highest average daily trips on a segment of road would be 16,100 daily trips along the segments of Harvill Avenue located adjacent to and south of the Project site, which is lower than the highest daily traffic volumes at Wilshire Blvd. and Veteran Ave. of 100,000 vehicles per day (Urban Crossroads, 2019b, Exhibit 7-1). Therefore, the proposed Project considered herein would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 SCAQMD hot spot study, or based on representative BAAQMD CO threshold considerations. As such, and consistent with the findings of EIR No. 466, the Project would not result in or contribute to any CO “hot spots,” and impacts would be less than significant.

Diesel Mobile Health Risk Assessment

EIR No. 466 evaluated buildout of MFBCSP Planning Areas and did not evaluate specific buildings. Because building footprints are now proposed as part of the current Project, the County determined it was prudent to prepare a full Health Risk Assessment (HRA) to demonstrate that health risk impacts would remain below a level of significance, and there would be no new or increased significant impacts not already analyzed in EIR No. 466. Accordingly, an HRA was prepared by Urban Crossroads and is provided as *Technical Appendix A*. The purpose of the HRA is to evaluate Project-related impacts to sensitive receptors (i.e., residential, schools, etc.) and nearby workers as a result of heavy-duty diesel trucks accessing the site. (Urban Crossroads, 2019a, p. 3)

³ Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Pursuant to guidance from the SCAQMD, if a proposed project is expected to generate/attract heavy-duty diesel trucks, which emit diesel particulate matter (DPM), preparation of a mobile source HRA is necessary. The Project's mobile source HRA was prepared in accordance with the document, *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, and is composed of all relevant and appropriate procedures presented by the United States Environmental Protection Agency (EPA), California Environmental Protection Agency (CalEPA), and SCAQMD. Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Refer to the Project's HRA, provided as *Technical Appendix A*, for additional information. (Urban Crossroads, 2019a, p. 3)

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less-than-significant. (Urban Crossroads, 2019a, p. 3)

Emissions Estimation

On-Site and Off-Site Truck Activity

Vehicle DPM emissions were calculated by Urban Crossroads by using emission factors for particulate matter less than 10µm in diameter (PM₁₀) generated with the 2014 version of the EMISSION FACTOR model (EMFAC) developed by the California Air Resources Board (CARB). Refer to the Project's HRA (*Technical Appendix A*) for more information on EMFAC 2014. (Urban Crossroads, 2019a, p. 7)

For the proposed Project, annual average PM₁₀ emission factors were generated by running EMFAC 2014 in EMFAC Mode for vehicles in the SCAQMD jurisdiction. The vehicle travel speeds modeled for the Project are summarized below. (Urban Crossroads, 2019a, p. 8)

- Idling – on-site loading/unloading and truck gate
- 5 miles per hour – on-site vehicle movement including driving and maneuvering
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

Calculated emission factors are shown at Table 5-1, *2020 Weighted Average DPM Emissions Factors*. As a conservative measure, a 2020 EMFAC 2017 run was conducted and a static 2020 emissions factor data set was used for a duration of 30 years. Use of 2020 emission factors would overstate potential impacts since this approach assumes that emission factors remain "static" and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated after 2020. Additionally, based on EMFAC 2017, Light-Heavy-Duty Trucks consist of 47.73% diesel, Medium-Heavy-Duty Trucks consist of 88.29% diesel, and Heavy-Heavy-Duty Trucks consist of 96.13% diesel trucks and have been accounted for accordingly in the emissions factor generation. This methodology would tend

to overstate Project impacts because it is reasonable to conclude that over time, emission factors would be reduced as new regulations and requirements are enacted to reduce diesel particulate matter emissions. (Urban Crossroads, 2019a, p. 8)

Table 5-1 2020 Weighted Average DPM Emissions Factors

Speed	Weighted Average
0 (idling)	0.13288 (g/idle-hr)
5	0.1338(g/s)
25	0.08515 (g/s)

(Urban Crossroads, 2019a, Table 2-1)

On-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM₁₀ emission factor (g/idle-hr) from EMFAC and the total truck trip over the total idle time (15 minutes), whereas CARB's Diesel-Fueled Commercial Motor Vehicle Idling Regulation requires that all heavy-duty diesel truck operators (gross vehicle weight rating >10,000 lbs.) restrict idling to a maximum of five minutes. Refer to the Project's HRA (*Technical Appendix A*) for details of the exhaust emission calculations (Urban Crossroads, 2019a, p. 8)

Each roadway in the Project's study area was modeled as a line source (made up of multiple adjacent volume sources). The corresponding coordinates of each volume source are included in Appendix "2.1" to the Project's HRA (*Technical Appendix A*). The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 5-2, *DPM Emissions from Project Trucks (2020 Analysis Year)*. The modeled emission sources are illustrated on Exhibit 2-A of the Project's HRA (*Technical Appendix A*). The modeled truck travel routes included in the Project's HRA are based on the truck trip distributions (inbound and outbound) available from the Project's Traffic Impact Analysis (*Technical Appendix H*), and were modeled to determine the potential impacts to sensitive receptors along the primary truck routes. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for approximately 1 mile. This modeling domain is more conservative than using only a ¼-mile modeling domain which is typical based on several studies have shown that the greatest potential risks occur within a ¼-mile of the primary source of emissions (in the case of the Project this is the on-site idling, travel, and on-site equipment). Refer to the Project's HRA for details of the exhaust emissions calculations. (Urban Crossroads, 2019a, p. 9)

Per the Project's Traffic Impact Analysis, the Project is expected to generate a total of approximately 548 trip-ends per day (actual vehicles) and includes 176 truck trip-ends per day. (Urban Crossroads, 2019b, p. 41)

Table 5-2 DPM Emissions from Project Trucks (2020 Analysis Year)

Truck Emission Rates						
Source	Trucks Per Day	VMT ^a (miles/day)	Truck Emission Rate ^b (grams/mile)	Truck Emission Rate ^b (grams/idle-hour)	Daily Truck Emissions ^c (grams/day)	Modeled Emission Rates (g/second)
On-Site Idling West Side	44			0.1329	1.46	1.692E-05
On-Site Idling East Side	44			0.1329	1.46	1.692E-05
On-Site Travel West Side	88	18.02	0.1334		2.40	2.782E-05
On-Site Travel East Side	88	17.91	0.1334		2.39	2.764E-05
Off-Site Travel 25% Inbound/Outbound Dwy 5	44	5.75	0.0852		0.49	5.667E-06
Off-Site Travel 25% Inbound/Outbound Dwy 3	176	6.05	0.0852		0.51	5.960E-06
Off-Site Travel 60% Inbound/Outbound on Havill Av. To the South	106	52.80	0.0852		4.50	5.203E-05
Off-Site Travel 15% Inbound/Outbound on Havill Av.	26	5.37	0.0852		0.46	5.296E-06
Off-Site Travel 25% Inbound/Outbound Dwy 2	44	2.25	0.0852		0.19	2.220E-06
Off-Site Travel 25% Inbound/Outbound Dwy 4	44	4.78	0.0852		0.41	4.715E-06
Off-Site Travel 40% Inbound/Outbound Havill Av. to the North	70	18.63	0.0852		1.59	1.836E-05

^a Vehicle miles traveled are for modeled truck route only.

^b Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

^c This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes.

(Urban Crossroads, 2019a, Table 2-2)

Exposure Quantification

The analysis presented herein is based on the Project's HRA (*Technical Appendix A*), which was conducted in accordance with the guidelines in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. SCAQMD recommends using the EPA's AERMOD model. For purposes of analysis, the Lakes AERMOD View (Version 9.6.5) was used to calculate annual average particulate concentrations associated with Project site operations. (Urban Crossroads, 2019a, p. 12)

The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For the Project's HRA, the roadways were modeled as adjacent volume sources. Roadways were modeled using the EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in AERMOD View was utilized to determine the release height parameters. Based on the US EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters. Refer to the Project's HRA (*Technical Appendix A*) for additional information (Urban Crossroads, 2019a, p. 12)

Based on recommendations from SCAQMD staff, receptor grids with a maximum of 100 meters spacing were placed at residential and worker locations to ensure that the maximum impacts are properly analyzed. (Urban Crossroads, 2019a, p. 12)

The Project's HRA evaluates the potential health risks to residential, worker, and school locations over a period of 30, 25, or 9 years of outdoor exposure, respectively. As such, even though this duration of exposure is unlikely to occur in practical terms (because the amount of time spent indoors), the Project's HRA assumes that a resident or worker would be exposed over 30 or 25 years for 12 or 24-hours per day at the structure they reside or work. (Urban Crossroads, 2019a, p. 14)

Furthermore, worker receptors immediately adjacent to the Project site have been evaluated in the HRA. Any impacts to workers located further away from the Project site than the modeled worker receptors would have a lesser impact than is disclosed in the Project's HRA at the Maximally Exposed Individual Worker (MEIW), as diesel exhaust emission concentrations diminish with distance from the source. (Urban Crossroads, 2019a, p. 14)

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 OEHHA Guidelines. Tables 2-4 and 2-5 of the Project's HRA (*Technical Appendix A*) summarize the Exposure Parameters for Residents and Offsite Worker scenarios based on 2015 OEHHA Guidelines. Appendix 2.2 to the Project's HRA includes the detailed risk calculation. (Urban Crossroads, 2019a, p. 14)

Carcinogenic Chemical Risk

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if an HRA shows an increased risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, for purposes of analysis in the Project's HRA, 10 in one million was used as the cancer risk threshold for the proposed Project (Urban Crossroads, 2019a, p. 14)

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people, would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. As an example, the risk of dying from accidental drowning is 1,000 in a million which is 100 times more than the SCAQMD's threshold of 10 in one million, the nearest comparison to 10 in one million is the 7 in one million lifetime chance that an individual would be struck by lightning. (Urban Crossroads, 2019a, p. 14)

Refer to subsection 2.4 of the Project's HRA (*Technical Appendix A*) for a discussion of the methodology and algorithm utilized to assess carcinogenic exposures.

Non-Carcinogenic Exposures

An evaluation of the potential non-carcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for the analysis in the Project's HRA. The chronic REL for DPM was established by OEHHA as 5 µg/m³ (OEHHA Toxicity Criteria Database, <http://www.oehha.org/risk/chemicaldb/index.asp>). (Urban Crossroads, 2020, p. 16)

Refer to subsection 2.5 of the Project's HRA (*Technical Appendix A*) for a discussion of the methodology used to calculate non-cancer hazard risks.

Potential Project-Related Toxic Air Pollutants from Construction Activities

During short-term construction activity, the operation of diesel-fueled construction equipment on the Project site would result in some diesel particulate matter (DPM) which is a listed carcinogen and toxic air contaminant (TAC) in the State of California. Based on the Project air quality consultant's (Urban Crossroads, Inc.) professional opinion, Urban Crossroads' experience in preparing health risk assessments for development projects, and long-standing regulatory guidance, given the Project's construction characteristics and the relatively small amount of equipment proposed to be used and the relative short duration of activity, any DPM generated from construction activity would be negligible and not result in

any significant health risks. Also, several mitigation measures required by EIR No. 466 for construction-related air pollutant emissions also address the negligible construction-related DPM emissions, and although not required by CEQA, an additional mitigation measure has been identified to further reduce the Project's construction-related emissions (refer to Mitigation Measure MM Air 10). As such, impacts to sensitive receptors during short-term construction activities would be less than significant. (Urban Crossroads, 2019a, p. 17)

Potential Project-Related Operational DPM Source Cancer and Non-Cancer Risks⁴

As required by the Friant Ranch legal decision (*Sierra Club v. County of Fresno (Friant Ranch, L.P.)* (2018) 6 Cal.5th 502, Case No. S219783), the following discussion relates the Project's air quality emissions to the level of health risk that could result from such emissions.

Residential Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is located approximately 312 feet east of the Project site east of Wade Avenue. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.96 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0003, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent residences, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*) (Urban Crossroads, 2019a, p. 18).

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is located immediately south of the project site that was recently developed with a warehouse building. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact at this location is 0.42 in one million which is less than the threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.001, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent workers. All other modeled worker locations 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 workers, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2019a, p. 18)

⁴ SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

School Child Exposure Scenario

The school site land use with the greatest potential exposure to Project DPM source emissions is at the Perris Spanish Seventh-day Adventist Church located at 22905 Alviso Drive more than 3,000 feet southwest of the Project site across Seaton Avenue. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact attributable to the Project at this location is calculated to be an estimated 0.05 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be 0.00009, which would not exceed the applicable significance threshold of 1.0. Any other schools near the Project site would be exposed to less emissions and consequently less impacts than what is disclosed for the MEISC. As such, the Project would not cause a significant human health or cancer risk to nearby school children, and impacts would be less than significant. The nearest modeled receptors for operational activity are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2019a, p. 18)

Summary of Impacts to Sensitive Receptors

As indicated in the preceding analysis, the Project would not result in or contribute to a CO "hot spot" or expose residents, workers, or school children to cancer or non-cancer risks that exceed the thresholds established by the SCAQMD. Additionally, Mitigation Measure MM Air 10 has been imposed on the Project to reduce DPM emission levels associated Project site operations and would further ensure the Project's impacts due to DPM emissions would remain below a level of significance. The Project's less-than-significant impacts to sensitive receptors are consistent with the findings of EIR No. 466, and in fact, because the Project would result in less emissions than the project analyzed in EIR No. 466, its impacts to sensitive receptors also would be less. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: EIR No. 466 noted the potential for generation of objectionable odors from diesel equipment operation during construction and operation, paving, and architectural coating applications during construction. Odors generated during construction and grading were found to be short term and not result in a long-term odorous impact to the surrounding area. The wind rose prepared as part of the air quality study for EIR No. 466 indicated that the predominant wind direction was from the west-northwest direction. Recognizing the prevailing wind conditions, short-term duration, and quantity of emissions in the area, EIR No. 466 concluded that the MFBCSP would not expose substantial numbers of people to objectionable odors, and impacts were determined to be less than significant. (Webb, 2005, p. IV-84)

No Substantial Change from Previous Analysis: Consistent with the information provided in EIR No. 466, the Project would have the potential to result in air emissions leading to odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, use of diesel equipment,

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and the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses.

The Project would be subject to standard construction requirements, including the use of low-VOC architectural coatings as required by SCAQMD Rule 113, *Table of Standards*; compliance with low sulfur fuel requirements pursuant to SCAQMD Rule 431.2, *Low Sulfur Fuel*; and compliance with 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. Compliance with these standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction and is thus considered less than significant.

Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse and the use of diesel equipment. All Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Moreover, mandatory compliance with SCAQMD Rule 402 would prevent occurrences of odor nuisances associated with Project site operations. Additionally, a new mitigation measure, Mitigation Measure MM Air 10, has been identified to reduce odor emissions associated with diesel-powered equipment by requiring on-site equipment to be powered by electricity, compressed natural gas, propane, or diesel-fueled engines that comply with the CARB/USEPA Tier IV Engine standards for off-road vehicles or better. Mandatory compliance with Mitigation Measure MM Air 10 would reduce to below a level of significance potential impacts due to the use of equipment on site by prohibiting equipment types that have high levels of diesel emissions.

Accordingly, and consistent with the findings of EIR No. 466, Project odor-causing emissions impacts during near-term construction and long-term operational activities would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address air quality impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that Mitigation Measure MM Air 1 has been modified to allow for on- or off-site equipment maintenance. In addition, Mitigation Measure MM Air 2 has been modified in order to ensure that the requirement is enforceable by Riverside County. Mitigation Measure MM Air 3 also has been updated to reflect current SCAQMD requirements for idling. Additionally, none of the proposed vehicular access points occur near residential uses; thus, the Project would fulfill the requirements of Mitigation Measure MM Air 4 to locate truck entries away from existing residences. In addition, because the Project site is not located in close proximity to residential uses and all truck traffic would utilize Harvill Avenue to access I-215, Mitigation Measure MM Air 5 is not applicable to the proposed Project. Mitigation Measure MM Air 6 has been revised to clarify that the electrical hookups

are required only for transport refrigeration units (TRUs). Mitigation Measure MM Air 10 has been added to further reduce construction-related emissions of VOCs and NOX. Additionally, Mitigation Measures MM Air 11 through MM Air 13 have been added to further reduce the Project's operational emissions of VOCs, NO_x, and PM₁₀. Furthermore, although the Project's DPM impacts are less than significant, Mitigation Measure MM Air 10 has been added to further reduce DPM emissions associated with site operations even though MM Air 10 is not legally required by CEQA. None of these changes to the following mitigation measures are the result of the Project causing a new or increased significant impact not already identified and analyzed in EIR No. 466.

- MM Air 1** During construction, mobile construction equipment will be properly maintained ~~at an offsite location~~, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.
- MM Air 2:** Legible, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting ~~Prohibit~~ all vehicles from idling in excess of thirty minutes, ~~both on-site and off-site~~. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place.
- MM Air 3:** To comply with the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling," legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place. ~~Prohibit all diesel trucks from idling in excess of ten minutes, both on-site and offsite.~~
- MM Air 4:** Wherever practicable, main truck entries will not be located near existing residences.
- MM Air 5:** Signage will be installed directing heavy-duty trucks to identified truck routes that avoid residential areas within vicinity of the Project site.
- MM Air 6:** Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls that accommodate TRUs in order to allow TRUs with electric standby capabilities to use them.

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MM Air 7: As part of lease agreements, the proposed Project owner shall educate drivers/tenants on alternative clean fuels.

MM Air 8: Provide preferential parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7'2" vertical clearance.

MM Air 9: Local transit agencies shall be contacted to determine the feasibility of bus routing in the project area that can accommodate bus stops at the project access points. The project or the transit agency shall provide bus stop signage at the agreed upon bus stop locations.

MM Air 10: Prior to grading permit and building permit issuance, the County of Riverside shall verify that the following applicable notes are included on the grading plans and building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

a) All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.

b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB Tier 3 Certified or better.

c) Construction contractors shall notify their workers about Riverside County's Rideshare Program.

d) Construction activities shall be suspended during Stage 2 Smog Alerts issued by the South Coast Air Quality Management District (SCAQMD).

e) Construction activities shall comply with South Coast Air Quality Management District (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 equipment travel on unpaved roads.

f) Architectural coating work shall comply with SCAQMD Rule 1113, "Architectural Coatings." Rule 1113 places limits on grams of VOC per liter of coating material and colorants (paint).

g) Street sweepers shall be certified by the SCAQMD as meeting SCAQMD Rule 1186.1 "Less Polluting Street Sweepers" sweeper certification procedures.

MM Air 11: The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. In addition, and to facilitate

the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed. 1) At Shell building permit, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.

MM Air 12: All owner users and future tenants shall participate in Riverside County’s Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this County condition of approval.

MM Air 13: Developer and all successors shall include information in building sale and lease agreements that inform owner users and tenants about (1) the air quality benefits associated with water-based or low volatile organic compounds (VOC) cleaning products, and (2) the benefits of becoming SmartWay Shippers and SmartWay Carriers, which is federal EPA program that advances supply chain sustainability.

5.1.4 Biological Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
7. Wildlife & Vegetation				
a. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. 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 California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 disclosed that the MFBCSP area is not located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) criteria area. EIR No. 466 also disclosed that the MFBCSP area is not located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA), Criterial Area Species Survey Area (CASSA), Amphibian Species Survey Areas, or Mammal Species Survey Areas, although the MFBCSP area is located within the Burrowing Owl Survey Area. EIR No. 466 also noted that the MFBCSP site did not contain any wetlands or areas defined as riparian/riverine area or vernal pools. Additionally, EIR No. 466 noted that the urban/wildlands interface guidelines set forth in Section 6.1.4 of the MSHCP are not applicable to the MFBCSP site due to distance to the nearest area proposed for conservation by the MSHCP. Thus, and with exception of the burrowing owl (BUOW) and tricolored blackbird, EIR No. 466 concluded that the MFBCSP would be fully consistent with the MSHCP and determined impacts would be less than significant. (Webb, 2005, p. IV-117 through IV-119)

Focused surveys for the BUOW conducted for EIR No. 466 identified a total of 17 burrowing owls in four territories within the northern portion of the MFBCSP site and within a 500-foot “zone of influence” around the MFBCSP site. EIR No. 466 concluded that because of planned development in the area as well as numerous major roadway facilities, conservation within the MFBCSP site would not provide for the long-term conservation of the species. As such, EIR No 466 found that no conservation was required on site pursuant to MSHCP policies relating to the BUOW, and concluded impacts would be less than significant. (Webb, 2005, pp. IV-121 and IV-122)

Additionally, although EIR No. 466 identified potential impacts to the tricolored blackbird, EIR No. 466 concluded that this species was “Adequately Conserved” pursuant to the United States Fish and Wildlife (USFWS)-approved Section 10(a)(1)(B) permit and CDFW Natural Community Conservation Planning permit issued in conjunction with the MSHCP. (Webb, 2005, p. IV-283)

EIR No. 466 also disclosed that the MFBCSP area is within the Fee Area Boundary of the Stephens’ Kangaroo Rat (SKR) Habitat Conservation Plan (HCP). EIR No. 466 also found that the project is required to pay mandatory fees pursuant to Riverside County Ordinance No. 663. (Webb, 2005, p. IV-122)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not located within any MSHCP Criteria Cells, Cores, or Linkages, indicating the Project site is not targeted for conservation under the MSHCP (RCIT, 2019, p. 49). Regardless, the Project is subject to mandatory payment of the MSHCP per-acre local development mitigation fee pursuant to Ordinance No. 810, and the Project would be required to comply with applicable MSHCP requirements for sites that are not identified for conservation by the MSHCP. An assessment of the Project’s consistency with the requirements of the MSHCP is provided below.

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Project Compliance with MSHCP Section 6.1.2

Volume 1, Section 6.1.2 of the MSHCP describes the process to protect species associated with riparian/riverine areas and vernal pools. The MSHCP has specific policies and procedures regarding the evaluation and conservation of riparian/riverine resources (including riparian vegetation) and vernal pools because it supports MSHCP covered species. Thus, the MSHCP classification of riparian/riverine includes both riparian (depleted natural vegetation communities) as well as ephemeral drainages that are natural in origin but may lack riparian vegetation. (GLA, 2020a, p. 41)

The riparian/riverine jurisdiction in the Study Area totals 0.002 acre of riverine area, of which 0.001 acre consists riparian habitat, and includes 58 linear feet of ephemeral streambed (GLA, 2020a, p. 41). The riparian vegetation consists of several black willow and mule fat shrubs. MSHCP Section 6.1.2 requires that for unavoidable impacts to MSHCP Riparian/Riverine areas, such impacts must be mitigated for and approved through the Determination of Biologically Equivalent or Superior Preservation (DBESP) process such that the lost functions and values are replaced so that a project is “biological equivalent or superior” to the existing condition. However, the Project has been designed to avoid the MSHCP Riparian/Riverine areas on site. As such, a DBESP is not required for the Project, and the Project would be consistent with Section 6.1.2 of the MSHCP. (GLA, 2020a, pp. 47-48, 50-51)

Project Compliance with MSHCP Section 6.1.3

Volume 1, Section 6.1.3 of the MSHCP requires that within Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. According to MSHCP Figure 6-1, the Project site is not located within the NEPSSA; thus, the Project has no potential to result in a conflict with MSHCP Section 6.1.3. (Riverside County, 2003, Figure 6-1; GLA, 2020a, p. 51)

Project Compliance with MSHCP Section 6.1.4

According to Section 6.1.4 of the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects (“edge effects”) associated with locating development in proximity to MSHCP conservation areas. The nearest MSHCP Conservation Cell is Cell No. 2384, located approximately 0.8 mile southwest of the Project site, west of Seaton Avenue and south of Cajalco Expressway. Thus, the Project site is not adjacent to or near the MSHCP Conservation Area, and therefore the Urban/Wildland Interface Guidelines as set forth in MSHCP Section 6.1.4 do not apply to the Project. (RCIT, 2019; GLA, 2020a, p. 51)

Project Compliance with MSHCP Section 6.3.2

MSHCP Section 6.3.2 identifies that in addition to the Narrow Endemic Plant Species addressed in Section 6.1.3 of the MSHCP, additional surveys may be needed for other certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required if a Study Area occurs within a designated Criteria Area Plant Species Survey Area (CAPSSA), or special animal species survey area (i.e., burrowing owl, amphibians, and mammals). The proposed Project site occurs within the burrowing owl survey area but does not occur within the amphibian or mammal survey areas, or within the CAPSSA. Focused burrowing owl surveys were conducted for the Project site by the

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Project's biologist (Glenn Lukos and Associates), and no burrowing owls were detected. As required by EIR No. 466 Mitigation Measure MM Bio 2, the Project would be subject to the County's standard conditions of approval requiring preconstruction burrowing owl surveys within 30 days of site disturbance in accordance with MSHCP requirements. Mandatory compliance with EIR No. 466 Mitigation Measure MM Bio 2 and the County's conditions of approval for preconstruction burrowing owl surveys would ensure Project consistency with MSHCP Volume I, Section 6.3.2. (Riverside County, 2003, Figures 6-2 through 6-5; GLA, 2020a, pp. 51-52)

Based on the foregoing analysis, the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan (GLA, 2020a, p. 50). As such, with compliance with EIR No. 466 Mitigation Measure MM Bio 2 (as would be enforced as part of the County's standard condition of approval for burrowing owl pre-construction surveys), impacts due to a conflict with the MSHCP would not occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Would the proposed 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 proposed 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?**

EIR No. 466 Finding: The 2004 biological report prepared for EIR No. 466 documented paniculate tarplant within the broader study area for that project. Paniculate tarplant is a California Native Plant Society (CNPS) Rank 4.2 species and is not covered by the MSHCP. Specifically, the 2004 report characterized the paniculate tarplant as occurring widely throughout the approximate 300-acre MFBCSP area. However, the 2004 report did not identify specifically where paniculate tarplant was documented in their study area, and so it was not clear whether paniculate tarplant was detected within the Project's study area.

Additionally, EIR No. 466 disclosed that one listed species (Stephens' kangaroo rat), one unlisted species (burrowing owl), and several other special status species were observed or found to have a high likelihood to occur within the MFBCSP boundaries. EIR No. 466 concluded that impacts to the SKR would be less than significant with payment of fees in accordance with the SKR HCP pursuant to Riverside County Ordinance No. 663. Potential impacts to the BUOW were determined to be potentially significant, but would be reduced to less-than-significant levels with the incorporation of mitigation. With respect to the remaining special status species that were observed or have a potential to occur within the MFBCSP boundaries, EIR No. 466 determined that impacts would be less than significant with compliance with the MSHCP. EIR No. 466 found that implementation of the MFBCSP could result in impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA), but concluded that these impacts would be reduced

to less-than-significant levels with implementation of mitigation measures. (Webb, 2005, p. IV-122 through IV-125)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure and rough grading of building pads. Additionally, the southeastern portions of the Project site were used as a staging site for construction materials and equipment during the construction of a warehouse building south of the Project site. Although the Project site has been subject to disturbance and EIR No. 466 assumed it would be developed in the future, the Project consists of proposed Plot Plan No. 180034, which identifies a specific development plan for buildout of a portion of MFBCSP Planning Area 5 that was not available at the time EIR No. 466 was certified. As such, Riverside County required an updated assessment of the Project's potential to result in impacts to sensitive plants and wildlife, the results of which are presented below. Refer to the Project's Biological Technical Report (BTR), provided as *Technical Appendix B*, for a description of methodologies and existing Project site conditions.

Impacts to Special-Status Plants

According to the Biological Technical Report (BTR) prepared for the Project (*Technical Appendix B*), the proposed Project would not impact special-status plants. As noted above, the 2004 biological report prepared for EIR No. 466 did not identify specifically where paniculate tarplant was documented in their study area, and so it was not clear whether paniculate tarplant was detected within the Project's study area. Regardless, the paniculate tarplant has a blooming period from approximately April through November, and Glenn Lukos Associates (GLA) biologists did not detect this species or any remnant part of it on site during the biological survey visits, which occurred on October 16, 17, and 30, 2018 and on November 20, 2018 during the blooming period for this species. As such, the Project would not result in any impacts to sensitive plant species, including species identified as a candidate, sensitive, or special status species, and impacts would be less than significant. (GLA, 2020a, p. 45)

Impacts to Special-Status Animals

Impacts to Listed Species

The proposed Project may result in the loss of habitat for the Stephens' kangaroo rat (SKR) and Swainson's hawk. Although not confirmed present, SKR and Swainson's hawk have the potential to occur at the Project site and if present to be impacted by the Project. (GLA, 2020a, p. 45) Additionally, EIR No. 466 identified potential impacts to the tricolored blackbird, but concluded this species was adequately conserved by the MSHCP. Potential impacts are discussed below.

- **Stephens' kangaroo rat (SKR).** An estimated 17.37 acres of potential habitat for SKR (disturbed/ruderal) occurs within the Project site. No potential SKR burrows or evidence of occupation (including burrows, scat, tail drags, or dust baths) were detected on the Project site; however, there is very low potential for SKR to occur on site. Impacts to SKR occupied habitat could be a potentially significant impact under CEQA. However, the Project site occurs within the SKR Habitat Conservation Plan (HCP) area and the SKR Fee Assessment Area, pursuant to Riverside

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County Ordinance No. 663. All projects located within Fee Assessment Area are required to pay the SKR fee pursuant to Ordinance No. 663, which would mitigate any potential SKR impacts that may result from the Project to a less-than-significant level. (GLA, 2020a, p. 45)

- **Swainson's Hawk.** Development of the proposed Project would remove 17.37 acres of potential foraging habitat for migrating Swainson's hawks during spring/fall and winter. Although this species is listed as Threatened by the state of California, the California Endangered Species Act (CESA) does not protect migrant habitat unless the habitat supports breeding/nesting; thus, protection under CESA would not be triggered by the Project. Furthermore, the removal of this amount of potential foraging habitat would not be a significant impact under CEQA because the number of individual Swainson's hawks potentially affected would be very low. Regardless, the loss of foraging habitat for Swainson's hawk would be mitigated through compliance with the MSHCP and mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810. Payment of MSHCP fees pursuant to Riverside County Ordinance No. 810 would assist the County in assembling the MSHCP Reserve System, which in turn will provide for suitable foraging habitat for this species. Thus, with compliance with the MSHCP and mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, impacts to 6.19 acres of potential foraging habitat for migrating Swainson's hawks would be reduced to less-than-significant levels. (GLA, 2020a, pp. 45-46)

Impacts to Non-Listed Species

In addition to the listed species discussed above, the proposed Project would impact habitat for the following non-listed, special-status species that have potential to occur, but that are covered by the MSHCP: burrowing owl, ferruginous hawk (foraging role only), loggerhead shrike, northern harrier hawk (foraging role only), and white-tailed kite. Impacts are discussed below. (GLA, 2020a, p. 46)

- **Burrowing Owl.** No Burrowing owls or physical evidence of burrowing owls were detected in the Study Area during focused surveys conducted by GLA in 2019. However, pursuant to the 2006 MSHCP Burrowing Owl Survey Instructions, pre-construction owl surveys must be performed no more than 30 days prior to disturbance. If burrowing owls are detected during pre-construction surveys, then owls must be relocated from the site outside of the breeding season following accepted protocols, and subject to the approval of the Regional Conservation Authority (RCA), CDFW, and United States Fish and Wildlife Service (USFWS). The Project would be required to conduct pre-construction burrowing owl surveys pursuant to EIR No. 466 Mitigation Measure MM Bio 2, which would be enforced as part of the County's standard condition of approval for pre-construction burrowing owl surveys. Consistent with the finding of EIR No. 466, compliance with Mitigation Measure MM Bio 2 and the County's standard condition of approval would reduce impacts to the burrowing owl to less-than-significant levels. (GLA, 2020a, p. 46)
- **Other Non-Listed Species.** Proposed impacts to ferruginous hawk (foraging role only), loggerhead shrike (foraging role only), northern harrier (foraging role only), and white-tailed kite would be less than significant under CEQA. This is based on the number of individuals potentially affected, the species role in the Study Area, and/or whether the species remains "common" to the region.

Regardless, these species are designated as covered species under the MSHCP, and the loss of habitat for these species would be covered through the MSHCP and payment of development fees pursuant to Riverside County Ordinance No. 810. (GLA, 2020a, p. 46)

Impacts to Raptor Foraging Habitat

The Project would remove 17.37 acres of low-quality potential foraging habitat for raptors, including red-tailed hawk, ferruginous hawk, northern harrier, Swainson's hawk, and white-tailed kite, and the Study Area does not support any suitable nesting habitat. Due to the disturbed nature of the Study Area, lack of small mammal and reptile activity, close proximity to human disturbance, and small size of low-quality suitable habitat, impacts to raptor foraging habitat and potential nesting habitat would be less than significant under CEQA. Additionally, the ferruginous hawk, northern harrier, Swainson's hawk, and white-tailed kite are covered species under the MSHCP and so the loss of foraging habitat for these species would be covered through the MSHCP and impacts would be less than significant. (GLA, 2020a, p. 46)

Impacts to Critical Habitat

The proposed Project would not impact lands designated as critical habitat by the USFWS. (GLA, 2020a, p. 46)

Impacts to Nesting Birds

The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to nesting birds are prohibited by the MBTA and California Fish and Game Code. However, this finding is consistent with EIR No. 466, which imposed Mitigation Measure MM Bio-1 to require pre-construction surveys and avoidance (as necessary) of active nests during the breeding season to ensure compliance with the MBTA and California Fish and Game Code requirements. Additionally, although impacts to native birds are prohibited by MBTA and similar provisions of California Fish and Game Code, impacts to native birds by the proposed Project would not be a significant impact under CEQA for biological reasons. The native birds with potential to nest in the Study Area would be those that are extremely common to the region and highly adapted to human landscapes (e.g., house finch, killdeer). The number of individuals potentially affected by the Project would not significantly affect regional, let alone local, populations of such species. Consistent with the findings of EIR No. 466, impacts to nesting birds protected by the MBTA would be less than significant, and would be further reduced with implementation of Mitigation Measure MM Bio-1. (GLA, 2020a, p. 47)

Conclusion

As indicated in the foregoing analysis, and assuming mandatory compliance with Mitigation Measures MM Bio 1 and MM Bio 2 from EIR No. 466 and payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, the Project would result in less-than-significant impacts to endangered, threatened, candidate, sensitive, and/or special status species. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- d) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP site was highly disturbed due to recent grading activities and therefore did not provide value in terms of wildlife corridors or wildlife nursery sites. EIR No. 466 did not address the issue of wildlife movement or native wildlife nursery sites. (Webb, 2005, Appendix A, p. 13)

No Substantial Change from Previous Analysis: Conditions in the Project area are similar to the conditions that existed at the time EIR No. 466 was certified in 2005, but since 2005 more development has occurred in the surrounding area, thereby indicating that wildlife movement through the area is more constrained than it was when EIR No. 466 was certified. As previously shown on Figure 2-3, the Project site is surrounded by disturbed and developed lands. Furthermore, the Project site does not occur within any MSHCP-identified habitat linkages or corridors. The MSHCP is intended, in part, to facilitate wildlife movement regionally throughout western Riverside County and the Project is fully consistent with the MSHCP requirements that apply to the Project site (refer to the discussion of Threshold a., above). As such, impacts to wildlife movement and wildlife nursery sites would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020a, p. 45)

- e) **Would the proposed Project 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 California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

EIR No. 466 Finding: EIR No. 466 found that the MFBCSP site was disturbed for many years and converted to nonnative grassland. Much of the vegetation was weedy with nonnative grasses such as Red Brome (*Bromus madritensis* ssp. *Rubens*) dominant over most of the MFBCSP site. EIR No. 466 disclosed that no other sensitive natural communities were found on the MFBCSP site and concluded that development of the MFBCSP would have no adverse effect on sensitive natural communities, although EIR No. 466 did acknowledge the potential for impacts to non-wetland jurisdictional waters, including riparian habitats. (Webb, 2005, pp. IV-126 and IV-127)

No Substantial Change from Previous Analysis: As previously indicated in Table 2-2, the Study Area contains the following vegetation/land use types: developed, disturbed, disturbed/ruderal, and black willow/mulefat scrub. Of these communities, only black willow/mulefat scrub is considered a native vegetation community and riparian habitat; however, the Project has been designed to completely avoid the areas containing black willow/mulefat scrub as well as streambed (riparian) habitat within the Study Area. Thus, the Project would not result in any impacts to sensitive natural plant communities or riparian habitat. Additionally, mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810 would further reduce Project impacts to vegetation communities, as funds collected by the County pursuant to Ordinance No. 810 are used, in part, to acquire and conserve biological habitat, including sensitive natural communities and riparian habitat. Accordingly, 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, regulations or by the CDFW or USFWS, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020a, p. 44)

f) Would the proposed 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?

EIR No. 466 Finding: EIR No. 466 disclosed that because the USGS 7.5-minute quadrangle map depicted two “blue-line” streams on the MFBCSP site, a “Routine Wetland Delineation” was conducted to determine the presence and extent of jurisdictional wetlands and/or non-wetland Waters of the U.S. Initial surveys conducted as part of the jurisdictional delineation did not locate areas that met the typical criteria for jurisdictional wetlands. Soil test pits excavated failed the typical three-parameter test (presence of hydrophytic vegetation, hydric soils, and wetland hydrology). Two drainages and a depressional area that appeared to collect nuisance water were all tested but failed to meet the criteria for wetlands. According to EIR No. 466, mapped blue-line streams were difficult to reconcile in the field given that historic uses have fragmented, channelized, and damaged them. The two east to west oriented mapped blue-line streams and one unmapped depressional area were disarticulated from historic drainages within the MFBCSP area and extant drainages outside the MFBCSP area. EIR No. 466 determined that most of the historical drainages have been impacted or realigned as part of extensive improvements in the surrounding area, including Cajalco Expressway and other roadways in the area. EIR No. 466 identified a potential drainage area within MFBCSP Planning Area 5 that likely qualifies as a Waters of the U.S. EIR No. 466 determined that if the “waters” are to be filled as part of future implementing development, prior to grading, the implementing development(s) would be required to obtain a Section 404 permit from the U.S. Army Corps of Engineers (Corps), a Section 401 Water Quality Certification from the Santa Ana Regional Water Quality Control Board (RWQCB), and a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). By complying with regulatory requirements, including compensatory mitigation that is identified in the permits, EIR No. 466 concluded that the MFBCSP would have less-than-significant impacts to waters under federal and state jurisdiction. (Webb, 2005, pp. IV-126 and IV-127)

No Substantial Change from Previous Analysis: A jurisdictional delineation for the Project site was conducted by GLA, the results of which are provided as Appendix C to the Project’s BTR (*Technical Appendix B*). Waters subject to Corps and RWQCB jurisdiction within the Study Area are limited to an earthen drainage located immediately adjacent to Messenia Lane, which is the downstream end of a drainage accepting flows from Seaton Avenue near its intersection with Perry Street. This feature includes 0.001 acre of non-wetland Waters of the U.S. (WoUS) with a total of 20 linear feet of streambed. Additionally, approximately 0.002 acre (rounded) of the Study Area is subject to CDFW jurisdiction, including approximately 0.001 acre of non-riparian streambed and 0.001 acre of vegetated riparian habitat. Of this total, approximately 0.002 acre of the CDFW jurisdictional areas are associated with an on-site earthen drainage. A total of 58 linear feet of CDFW jurisdiction occurs in the Study Area. Areas of CDFW jurisdiction also are considered MSHCP Riparian/Riverine areas. Refer to Exhibits 9A through 9C of

the Project's BTR for a graphical depiction of the locations of jurisdictional waters on site. (GLA, 2020a, pp. 40-41)

The proposed Project has been designed to completely avoid the 0.001 acre of Corps and RWQCB jurisdiction, and the Project also would completely avoid the 0.002 acre of CDFW jurisdiction. As such, the Project would not have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the Clean Water Act (Corps and RWQCB) and would not have a substantial adverse effect on any riparian habitat (CDFW). Since all Corps, CDFW, and RWQCB jurisdiction would be avoided, the Project would not require permits from the regulatory agencies, including a Corps Clean Water Act (CWA) Section 404 Permit, a RWQCB CWA Section 401 Water Quality Certification, or a CDFW Section 1602 Streambed Alteration Agreement. Furthermore, the regulatory agencies would not require mitigation due to this avoidance. Accordingly, the proposed Project would not have a substantial adverse effect on State- or federally-protected wetlands, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020a, p. 47)

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the Mead Valley Area Plan of the General Plan has established policies to promote the retention of existing stands of Oak Trees, and found that the MFBCSP would not eliminate any stands of Oak Trees. The IS/NOP noted that no other policies had been established for the protection of biological resource protection that would be applicable to the MFBCSP. As such, the IS/NOP found that no impact would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 12)

No Substantial Change from Previous Analysis: Aside from the MSHCP, which is addressed above under Threshold a., the only local policies or ordinances protecting biological resources within the Project area are County Ordinance No. 559 (Regulating the Removal of Trees) and the County's Oak Tree Management Guidelines. Ordinance No. 559 pertains to parcels or property located above 5,000 feet in elevation. As discussed above in Subsection 2.3.2, elevations on the Project site range from approximately 1,511 to 1,520 amsl. Therefore, because the Project site does not reach an elevation of 5,000 feet, Ordinance No. 559 is not applicable to the Project site and no impact would occur. Under existing conditions, areas subject to impact as part of the Project do not contain any oak trees (GLA, 2020a; Google Earth, 2018). As such, the Project has no potential to result in a conflict with the County's Oak Tree Management Guidelines. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 identified several mitigation measures to address impacts to biological resources. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced

Plot Plan No. 180034 (Building 11)

as part of the Project's conditions of approval. It should be noted that minor revisions have been made to Mitigation Measure MM Bio 1 to reflect current regulatory requirements, and are not the result of any new or increased significant impact caused by the Project.

MM Bio 1: In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (February 1 to ~~August 31~~September 15) of potentially occurring native and migratory bird species.

If site-preparation activities are to occur during the nesting/breeding season (February 1 through ~~July 31~~September 15), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code are present in the construction zone or within a buffer of 500 feet. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within 500 feet of an active listed species or raptor nest, 300 feet of another sensitive or protected (under MBTA or California Fish and Game Code) bird's nest (non-listed), or within 100 feet of sensitive or protected songbird nests until the end of the nesting/breeding season; unless a qualified biologist conducts a subsequent field survey and determines that these restrictions are no longer required for protection of nesting/breeding activities at previously identified active nests and authorizes grading and heavy equipment activity to proceed.

MM Bio 2: A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist 30 days prior to commencement of grading and construction activities. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the requirements of the MSHCP. If active nests are located, they shall be avoided and outside of the breeding season the owls may be passively relocated. To adequately avoid active nests during the breeding season (February 1 through August 31), no grading or heavy equipment activity shall take place within 250 feet of an active nest.

If burrowing owls occupy the site and cannot be avoided, passive relocation shall be used to exclude owls from their burrows, as required by the Riverside County Environmental Programs Department. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area.

Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.

5.1.5 Cultural Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
8. Historic Resources				
a. Alter or destroy an 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 as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 documented that cultural resource surveys occurred within the MFBCSP between April and June, 2004. The results of the analysis determined that no federal or state significant historical resources were located within the MFBCSP site. The only man-made features recorded within the MFBCSP area during the historic period were various roads, and no buildings or other development were evident. EIR No. 466 noted that the entire MFBCSP area remained vacant and undeveloped throughout the historic period and up to when EIR No. 466 was certified. Therefore, EIR No. 466 concluded that potential impacts to historic resources were not expected and that impacts would be less than significant. (Webb, 2005, p. IV-134)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. Additionally, the southeastern portion of the Project site was utilized as a construction staging site during the development of a warehouse on the property immediately south of the Project Site; thus, the southeastern portions of the site are fully disturbed under existing conditions. No historical resources have been discovered on the site since EIR No. 466 was prepared. Notwithstanding, in the unlikely circumstance that historical resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply. Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the

area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified. As such, and consistent with the finding of EIR No. 466, the Project’s impacts to historical resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
9. Archaeological Resources				
a. Alter or destroy an archeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 indicated that 15 archaeological sites were identified within the MFBCSP boundaries. A Phase II Archaeological Survey was conducted on the 15 sites, which were determined to consist of shallow grinding slicks on the surface of granitic boulder outcrops. EIR No. 466 noted that the general interpretation of this site type is that they are lightly used, temporary food processing sites from the Lake Prehistoric Period located away from the living/camping areas, with little information potential beyond what is observed on the surface and noted in the existing site records. EIR No. 466 determined that although development of the MFBCSP has the potential to alter or destroy these sites, the sites are considered to have been adequately documented by the Historical/Archaeological Resources Survey Report and the Archaeological Testing and Site Evaluations conducted in association with EIR No. 466 (refer to Appendix D to EIR No. 466). Based upon the findings of the cultural resource surveys and the documentation of the sites in the records of the Eastern Information Center, EIR No. 466 concluded that the alteration or destruction of these sites is considered to be below the level of significance. EIR No. 466 determined that prehistoric resources may be identified in buried context and impacted during buildout of the MFBCSP. This was disclosed as a potentially significant impact, which would be reduced to less-than-significant levels with the incorporation of EIR No. 466 Mitigation Measure MM Cultural 1. (Webb, 2005, pp. IV-134 through IV-137)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. Additionally, the southeastern portion of the Project site was utilized as a construction staging site during the development of a warehouse on the property immediately south of the Project Site; thus, the southeastern portions of the site are fully disturbed under existing conditions. No archaeological resources have been discovered on-site since EIR No. 466 was certified. Thus, it is unlikely that any archaeological resources occur within the Project site. Notwithstanding, in the unlikely circumstance that archaeological resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply (as modified herein to reflect the standard County condition of approval [COA]). Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified, in coordination with the County Archaeologist and a Native American tribal representative (or other appropriate ethnic/cultural group representative). As such, and consistent with the finding of EIR No. 466, the Project's impacts to archaeological resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that buildout of the MFBCSP was not expected to disturb any human remains, including those interred outside of formal cemeteries. The IS/NOP concluded that due to the lack of formal cemeteries and informal family burial plots on the MFBCSP site, the MFBCSP would have no impact on human remains. The IS/NOP noted that standard County conditions of approval require work to stop and qualified archaeologists to be consulted in the unlikely event that unknown human remains are uncovered during construction or development activities. As such, the IS/NOP concluded that impacts would be less than significant, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 14 and 15)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. EIR No. 466 Mitigation Measure MM Cultural 2 would apply, which requires the County coroner to be notified in the event human remains are discovered and also requires Native American consultation if appropriate. Additionally, in the event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. California Health and Safety Code Section 7050.5 states that no further

disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Consistent with the findings of EIR No. 466, and assuming mandatory compliance with state law and Mitigation Measure MM Cultural 2, implementation of the proposed Project would not result in any adverse impacts to any human remains. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified mitigation measures to address impacts to cultural resources. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project’s conditions of approval. It should be noted that Mitigation Measure MM Cultural 1 has been updated to reflect the County’s standard condition of approval for the discovery of previously unidentified cultural resources, and was not modified as the result of the Project causing any new or increased significant impacts. Mitigation Measure MM Cultural 2 has been revised to reflect the County’s standard condition of approval for the discovery of human remains. These changes to match the County’s standard conditions of approval are actually more protective of the environment with greater detail and clarity than the original mitigation measures. Additionally, while EIR No. 466 included Mitigation Measure MM Cultural 3, which required tribal monitoring during grading activities within MFBCSP Planning Areas 6 and 7, the Project site is located within MFBCSP Planning Area 5; thus, Mitigation Measure MM Cultural 3 is not applicable to the proposed Project.

MM Cultural 1: If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work ground disturbance within 100 feet of the discovered cultural resources in that area shall be halted or diverted. The Project Applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the Project Applicant, the Project until a qualified Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss can evaluate the nature and significance of the finds. 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 resources. Resource evaluations shall be limited to non-destructive analysis. Further ground-disturbing activities shall not resume within the area of the discovery until the appropriate treatment has been accomplished. f the find is determined to be an historical or

~~unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures shall be implemented~~

MM Cultural 2: In the event of the accidental discovery or recognition of any human remains during excavation/construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been contacted and any required investigation or required Native American consultation has been completed. The developer/permit holder or any successor of interest shall comply with State Health and Safety Code Section 7050.5.

MM Cultural 3: A qualified archeologist and a tribal monitor from the Pechanga Tribe shall be present during all grading activities in that portion of the Project site located east of Harvill Avenue and north of Markham Street (i.e., Planning Area 6 and Planning Area 7) involving the initial ground disturbance and excavation of this portion of the project site.

5.1.6 Energy

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
10. Energy Impacts				
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**
- b) **Would the proposed Project conflict with a State or Local plan for renewable energy or energy conservation?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would meet all requirements of Title 24 California Code of Regulations construction for energy savings, but indicated that there were no energy conservation plans associated with the MVAP which would affect the MFBCSP site.

Therefore, the IS/NOP concluded that no impacts due to a conflict with energy conservation plans would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 48 and 50)

No Substantial Change from Previous Analysis: EIR No. 466 evaluated various scenarios for development of Planning Area 5 of the MFBCSP, including a scenario in which all MFBCSP planning areas (including Planning Area 5) would be developed with warehouse/distribution uses. Under the warehouse/distribution scenario, EIR No. 466 assumed that the entire MFBCSP would be developed with up to 6,215,500 s.f. of warehouse/distribution uses on approximately 279.23 acres (excluding major roads). Thus, EIR No. 466 assumed that warehouse/distribution uses would be developed at an average Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). As such, under the warehouse/distribution scenario evaluated in EIR No. 466, EIR No. 466 assumed that the 20.5 gross-acre Project site would be developed with up to 455,420 s.f. of warehouse/distribution uses (0.51 FAR x 892,980 s.f. [20.5 acres] = 455,420 s.f.). (Webb, 2005, Table IV-49)

Based on the energy consumption rates utilized in the County’s General Plan Update EIR (EIR No. 521), Table 5-3, *Comparison of Electricity Demand*, and Table 5-4, *Comparison of Natural Gas Demand*, show the amount of electricity and natural gas, respectively, that would be consumed under the warehouse/distribution scenario evaluated by EIR No. 466 as compared to the proposed Project. As shown, when compared to the warehouse/distribution scenario evaluated in EIR No. 466, the Project would result in a substantial reduction in the amount of electricity and natural gas consumed as compared to what was evaluated in EIR No. 466. (Riverside County, 2015c, Table 5.5-O and Table 5.5-P)

Notwithstanding the fact that the Project would consume less electricity and natural gas than the warehouse/distribution scenario evaluated in EIR No. 466, provided below is an analysis of the proposed Project’s anticipated energy use which determines that the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy during either construction or long-term operation, and also demonstrates that the Project would not conflict with a State or local plan for renewable energy or energy conservation.

Table 5-3 Comparison of Electricity Demand

Land Use	Development Intensity	Demand Factors	Annual Demand
<i>EIR No. 466 Electricity Demand for Portion of Planning Area 5 (Warehouse Distribution Scenario)</i>			
Light Industrial	455,420 s.f. ¹	10.50 kWh/year/s.f.	4,781,910 kWh/year
<i>Proposed Project Electricity Demand</i>			
Light Industrial	391,045 s.f.	10.50 kWh/year/s.f.	4,105,973 kWh/year
Net Difference:	- 64,375 s.f.	--	- 675,937 kWh/year

1. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51. Thus, EIR No. 466 assumed the 20.5-acre Project site would be developed with up to 455,420 s.f. of light industrial land uses.

Notes: s.f. = square foot/feet; kWh = Kilowatt hours.

(Riverside County, 2015c, Table 5.5-O; Webb, 2005, Table IV-49)

Table 5-4 Comparison of Natural Gas Demand

Land Use	Development Intensity	Demand Factors	Annual Demand
EIR No. 466 Natural Gas Demand for Portion of Planning Area 5 (Warehouse Distribution Scenario)			
Light Industrial	455,420 s.f. ¹	27.6 cfy/s.f.	12,569,592 cfy
Proposed Project Natural Gas Demand			
Light Industrial	391,045 s.f.	27.6 cfy/s.f.	10,792,842 cfy
Net Difference:	- 64,375 s.f.	--	- 1,776,750 cfy

1. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51. Thus, EIR No. 466 assumed the 20.5-acre Project site would be developed with up to 455,420 s.f. of light industrial land uses.

Notes: s.f. = square foot/feet; cfy = cubic feet per year.

(Riverside County, 2015c, Table 5.5-P; Webb, 2005, Table IV-49)

Project-Related Energy Demands

Energy and Fuel Use for Project Construction

The Project’s construction process would consume electrical energy and fuel. However, since EIR No. 466 was certified in 2005, federal, State, and regional regulations have become more stringent, thereby resulting in increased energy efficiency for construction vehicles and equipment as compared to what was assumed by EIR No. 466. Moreover, Project-related construction would represent a “single-event” electric energy and fuel demand and would not require on-going or permanent commitment of energy or diesel fuel resources for this purpose. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project-related construction. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hours per gallon (hp-hr-gal.), obtained from the cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines (CARB, 2011,p. D-28). Construction workers would also consume fuel traveling to and from the site. An aggregated fuel economy of light duty automobiles (vehicle class within the California sub-area for a 2019 calendar year) are calculated to have a fuel efficiency of 28.17 miles per gallon (MPG).

Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of bulk purchases, transport, and use of construction materials. The 2017 Integrated Energy Policy Report (IEPR) published by the California Energy Commission (CEC) shows that fuel efficiencies are improving for on and off-road vehicle engines due to more stringent government requirements. The amount of energy and fuel use anticipated by the Project’s construction activities 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, which promote equipment fuel efficiencies. CCR Title 13, 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. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient,

wasteful, or otherwise unnecessary, and would be less than the energy demands anticipated by EIR No. 466.

Energy Use for Project Operation

Transportation Energy Demands

Since EIR No. 466 was certified in 2005 there has been a substantial increase in regulations governing fuel efficiency in motor vehicles, thereby indicating that energy associated with the Project's transportation energy demands would be less than was assumed by EIR No. 466.

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. Fuel would be provided by commercial vendors, which are required to comply with state and federal requirements regarding energy efficiency. Trip generation and VMT generated by up to 391,045 s.f. of high-cube transload short-term warehouse uses would be consistent with other light industrial uses similar in scale and configuration, because 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.

Additionally, and as discussed above, under the warehouse/distribution scenario evaluated in EIR No. 466, EIR No. 466 assumed that the Project site would be developed with up to 455,420 s.f. of warehouse/distribution uses, however the current Project scenario would develop 391,045 s.f. of high-cube transload short-term warehouse uses which would generate less traffic than the proposed by the Project Applicant. Specifically, based on the trip generation rates used in the Project's TIA (*Technical Appendix H*), development of the Project site with 391,045 s.f. of warehouse/distribution uses would generate 548 Average Daily Trips (ADT) in terms of actual vehicles, as compared to the 1,591 net ADT (actual vehicles) that was evaluated by EIR No. 466 for the Project site (refer to Table 5-17). (Urban Crossroads, 2019b, Table 4-3) Thus, traffic associated with the Project would result in the consumption of substantially less fuel as compared to what was assumed by EIR No. 466 for the warehouse/distribution scenario. (Urban Crossroads, 2019b, Table 4-3).

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of cars and trucks to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. As supported by the preceding discussions, the Project's transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and would be less than was assumed for the site by EIR No. 466.

Facility Energy Demands

Project implementation would result in the conversion of the subject site from its existing condition to an industrial development that would include up to 391,045 s.f. of high-cube transload short-term warehouse uses. This land use would increase the site's demand for energy. Specifically, the Project

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would consume energy for space and water heating, air conditioning, lighting, and operation of equipment and appliances. Table 5-3 and Table 5-4 (previously presented) provide an estimate of electricity and natural gas demands at Project buildout, respectively, as compared to the land uses evaluated for the Project site by EIR No. 466. As shown in Table 5-3 and Table 5-4, buildout of the Project is conservatively estimated to require approximately 4,105,973 kilowatt hours per year (kWh/year) of electricity and 10,792,842 cubic feet per year (cfy) of natural gas.

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

For new development such as that proposed by the Project Applicant, compliance with California Building Standards Code Title 24 energy efficiency requirements (CALGreen) are considered demonstrable evidence of efficient use of energy. The proposed high-cube transload short-term warehousing building would be required to promote and provide for energy efficiencies beyond those required under other applicable federal or State of California standards and regulations, and in so doing would meet all California Building Standards Code 24 standards. Moreover, energy consumed by the Project is expected 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. Furthermore, the Project would be subject to Measure R2-CE1, *Clean Energy*, of the County’s Climate Action Plan (CAP) Update. To demonstrate compliance with Measure R2-CE1, the Project Applicant would be required to show that 20 percent of the building’s energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offset is demonstrated by the Project Applicant to be infeasible. As indicated on the floor plans included as part of Plot Plan No. 180034, the roof for Building 11 is required to be designed to support future solar panels equal to 29.1% of the building area. As required by CAP Measure R2-CE1, the Project would be conditioned to demonstrate that the proposed solar panels would meet a minimum of 20 percent of the building’s energy demand, or must demonstrate that it is infeasible to achieve a 20 percent offset. Because the Project would be subject to the CALGreen requirements and CAP Measure R2-CE1, and because the Project Applicant does not propose operational characteristics that are substantially different from other similarly situated light industrial developments, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems.

Project Consistency with Energy Conservation Plans and Regulations

Under existing conditions, there are no adopted state or local plans for renewable energy or energy efficiency in the Project area. Thus, the Project would have no potential to conflict with such plans, and no impact would occur. Additionally, and as discussed below, the Project would be consistent with or otherwise would not conflict with policies and requirements related to energy conservation.

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Project Consistency with Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991: The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because no intermodal facilities are planned on or through the Project site.

Project Consistency with the Transportation Equity Act for the 21st Century (TEA-21): The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system via I-215. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. This is because the Project site is located immediately west of the I-215, the Project area already is served with roadway and utilities infrastructure, and the Project site is located in an area planned for light industrial development as part of the General Plan and MFBCSP. As such, the Project supports the strong planning processes emphasized under TEA-21 by taking advantage of the regional and proximate transportation infrastructure. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Project Consistency with the California Integrated Energy Policy Report (Senate Bill 1389): Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301a)]. The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2016 Integrated Energy Policy Report (2016 IEPR) was published in February 2017, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2016 IEPR focuses on a variety of topics such as including the environmental performance of the electricity generation system, landscape-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, updates on Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea level rise scenarios, and the California Energy Demand Forecast.

Electricity would be provided to the Project by Southern California Edison (SCE). SCE's Clean Power and Electrification Pathway (CPEP) white paper is an integrated approach to reduce GHG emissions and air pollution by taking action in three California economic sectors: electricity, transportation, and buildings. It builds on existing state programs and policies, and uses a combination of measures to produce the most cost-effective and feasible path forward among the options studied. By 2030, it calls for: 1) an electric grid supplied by 80 percent carbon-free energy; 2) more than 7 million electric vehicles on California roads; and 3) using electricity to power nearly one-third of space and water heaters, in increasingly energy-efficient buildings. These electrified technologies will use zero-emission resources like solar and wind to provide most of their power, and can in turn support the electric grid by balancing electricity demand with supply. Because all power supplied to the Project by SCE would be subject to the energy conservation and renewable energy requirements of the CPEP, the Project is inherently consistent with, would not otherwise interfere with, and would not obstruct implementation of, the goals presented in the 2016 IEPR. (SCE, 2017)

Project Consistency with State Energy Plan: The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system via I-215. The Project would facilitate access to and take advantage of existing infrastructure systems, namely I-215 and the interstate freeway system. The Project would promote land use compatibility through the development of light industrial uses in close proximity to similarly planned uses, including light industrial uses proposed throughout the MFBCSP area as well as existing and planned light industrial uses located east of Seaton Avenue. The Project therefore supports the urban design principles identified under the State of California Energy Plan and is thus consistent with or would not otherwise interfere with implementation of the State of California Energy Plan.

Project Consistency with California Code Title 24, Part 6 (California Energy Code): California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy

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consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

The CEC indicates that the 2019 Title 24 standards will require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and updated indoor and outdoor lighting requirements for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7 percent less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53 percent less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30 percent less energy due to lighting upgrades.

The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020 and is applicable to the Project. Compliance with the applicable Title 24 requirements is enforced through Chapter 15.12 of the County's Municipal Code. Thus, Project consistency with Title 24 requirements would occur as part of the County's future review of building permit applications. Additionally, *Technical Appendix D* includes an extensive analysis of the Project's consistency with the County's Climate Action Plan (CAP), and identifies a number of requirements that would serve to reduce energy consumption associated with the future building on site. In addition, the Project has been designed to accommodate solar panels. As such, the Project is consistent with, would not interfere with, and would not obstruct implementation of Title 24.

Project Consistency with Pavley Fuel Efficiency Standards (AB 1493): AB 1493 is applicable to the Project because model year 2009-2016 passenger cars and light duty truck vehicles traveling to and from the Project site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project would not interfere with or otherwise obstruct implementation of AB 1493.

Project Consistency with California Renewable Portfolio Standards (SB 1078): Energy directly or indirectly supplied to the Project by electric corporations is required by law to comply with SB 1078. Thus, the Project would be consistent with SB 1078.

Conclusion

Based on the preceding analysis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Additionally, the Project would not conflict with any adopted state or local plans for renewable energy or energy efficiency. Impacts due to the Project's energy demands would be less than significant. Implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.7 Geology and Soils

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
II. Alquist-Priolo Earthquake Fault Zone or County Fault Hazards Zones a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP for EIR No. 466 disclosed that MFBCSP site was located outside of an Alquist-Priolo earthquake fault zone or County fault hazard zone. The IS/NOP noted that the MFBCSP site is approximately 8.7 miles southwest of the San Jacinto Fault Zone and approximately 9.5 miles northeast of a County Fault Zone. Since there was no evidence that the MFBCSP site was located on, or in proximity to, a known fault, the IS/NOP concluded that impacts would be considered less than significant with incorporation of standard Uniform Building Code (UBC) and County requirements for construction, and incorporation of the recommendations from each building's geotechnical report. The IS/NOP concluded that no impact would occur and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 16)

Given the MFBCSP's location in Southern California, and the common occurrence of earthquake faults in the region, the IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP site may experience strong seismic ground shaking from a local or regional earthquake of large magnitude. The IS/NOP noted that the MFBCSP site was located within a zone of very high (30 - 40% g) ground-shaking risk, as designated by the General Plan. Since the MFBCSP site was not located within a State Alquist-Priolo Fault Zone or a County Fault Hazard Zone, the IS/NOP found that the MFBCSP was not required to investigate the potential for and setback from ground rupture hazards. The IS/NOP indicated that the MFBCSP would follow engineering and design parameters in accordance with the most recent edition of the UBC and/or the Structural Engineers Association of California parameters, as required in standard County conditions of approval. Therefore, the IS/NOP disclosed that ground-shaking events are expected to cause less than significant impacts to the project, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project’s site-specific geotechnical evaluation (*Technical Appendix C*) indicates that the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2019, p. 9) Accordingly, there is no potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death associated with earthquake fault zones. Additionally, the Project would not be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, or based on other substantial evidence of a known fault. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
I2. Liquefaction Potential Zone				
a. Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that portions of the MFBCSP site were located within a zone of shallow groundwater with moderate to very high susceptibility to liquefaction. The IS/NOP noted that prior to approval of each plot plan, a site-specific geotechnical report shall be prepared, pursuant to County requirements, to identify hazards to the proposed development and recommendations on how to mitigate them. The IS/NOP also noted that after construction has commenced, the geotechnical engineer shall be called to the site in the event of a change in conditions, and to observe all grading operations. Since the MFBCSP would be designed and constructed in accordance with the latest version of the UBC, with incorporation of recommendations from the geotechnical report(s) required for each implementing Plot Plans, the IS/NOP concluded that impacts would be reduced to less-than-significant levels through future design measures. As such, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, a site-specific geotechnical evaluation (*Technical Appendix C*) were required for the proposed Project to evaluate specific design elements as established by proposed Plot Plan No. 180034. According to the Project’s site-specific geotechnical evaluation, the site is not within a liquefaction hazard zone as mapped by the County of Riverside. The depth to groundwater in the general area of the existing site grades is

estimated to be approximately 22 to 35 feet bgs. The geotechnical investigations determined that based on characteristics of the soils and depth to groundwater, on-site soils have a low potential for liquefaction during a design-level earthquake. (Kleinfelder, 2019, p. 10) Furthermore, the Project would be conditioned to comply with the recommendations of the site-specific geotechnical evaluation (*Technical Appendix C*), which would further ensure that impacts due to liquefaction hazards would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
13. Ground-shaking Zone				
a. Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: Given the MFBCSP’s location in Southern California, and the common occurrence of earthquake faults in the region, the IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP site may experience strong seismic ground shaking from a local or regional earthquake of large magnitude. The IS/NOP noted that the MFBCSP site was located within a zone of very high (30 - 40% g) ground-shaking risk, as designated by the General Plan that was adopted at the time. The IS/NOP indicated that the MFBCSP would follow engineering and design parameters in accordance with the most recent edition of the Universal Building Code (UBC) and/or the Structural Engineers Association of California parameters, as required in standard County conditions of approval. Therefore, the IS/NOP disclosed that ground-shaking events are expected to cause less-than-significant impacts to the project, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and as indicated in the Project’s site-specific geotechnical evaluation (*Technical Appendix C*), the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2019, p. 9) However, the site is subject to strong ground motions caused by earthquakes along nearby fault zones and other active regional faults. Section 1613 of the 2016 California Building Code (CBC) identifies design features required to be implemented to resist the effects of seismic ground motions. With mandatory compliance to the 2016 CBC requirements, or the applicable building code at the time of Project construction, structures and persons on the Project site would not be exposed to substantial adverse ground-shaking effects. Accordingly, and consistent with the findings of EIR No. 466, impacts associated with strong seismic ground shaking would be less than significant. Based on the foregoing analysis,

implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
14. Landslide Risk				
a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that there were no known or mapped geologic units or soils that are unstable or could become unstable as a result of the MFBCSP. The IS/NOP indicated that the General Plan's Safety Element in effect at the time identified no known or mapped geologic units that could potentially result in on- or off-site landslides, lateral spreading, and collapse or rockfall hazards. The IS/NOP also found that the MFBCSP site did not contain steep slopes (greater than 15%) or unstable slopes with a potential for rockslides or landslides. Therefore, the IS/NOP concluded that no impacts would occur associated with landslide risk, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 18)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and as shown on MVAP Figure 15, *Slope Instability*, the Project site is not located within an area subject to risk of landslide or landslide hazards (Riverside County, 2015b, Figure 15). The areas surrounding the Project site are relatively flat, and have no hillsides that may have the potential for landslide or rockfall hazards. Additionally, the Project's site-specific geotechnical evaluation (*Technical Appendix C*) determined that the risk of landslides and other forms of mass wasting is considered very low (Kleinfelder, 2019, p. 10). As such, the Project has no potential to cause or be affected by landslide or rockfall hazards, and impacts would be less than significant. 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 that could adversely affect the future building on site. The Project would be conditioned to comply with the site-specific recommendations of the geotechnical evaluation (*Technical Appendix C*), which would reduce potential impacts to less-than-significant levels. Based on the foregoing analysis, implementation of the proposed

Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
15. Ground Subsidence				
a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the proposed 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?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that there were no known geologic units or soils that are or would become unstable and result in subsidence because of the MFBCSP. However, the IS/NOP noted that the General Plan's Safety Element indicated that the eastern portion of the MFBCSP site was at the edge of a susceptible ground subsidence area. The IS/NOP noted that standard County procedures require the preparation of site-specific geotechnical reports prior to grading to identify any specific requirements necessary to ameliorate potential subsidence hazards. The IS/NOP acknowledged that future development within the MFBCSP would be required to follow engineering and design parameters in accordance with the most recent edition of the UBC and/or Structural Engineers Association of California parameters as well as the sites-specific requirements set forth in the site-specific geotechnical reports required for implementing Plot Plans. Therefore, the IS/NOP concluded that the risk of subsidence hazards would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 18 and 19)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, because the Project Applicant proposes a site-specific development a site-specific geotechnical evaluation (*Technical Appendix C*) was prepared for the Project. The Project's geotechnical report determined that dry seismically-induced settlement is calculated to be less than one inch, and incorporates recommendations to address settlement issues. The Project would be conditioned to comply with the recommendations of the site-specific geotechnical study (*Technical Appendix C*). As such, impacts would be less than significant. (Kleinfelder, 2019, p. 11) Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
16. Other Geologic Hazards				
a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the nearest large inland water body is Lake Perris located approximately 3.6 miles east of the MFBCSP site, which would not pose a threat to the MFBCSP area in the event of a large earthquake that could potentially induce a seiche in the lake. The IS/NOP indicated that there were no volcanoes in the MFBCSP vicinity. Since there are no steep slopes, the IS/NOP concluded that impacts from other geologic hazards would be less than significant. As such, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 19)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no active volcanoes in the Project region. Additionally, the Project vicinity consists of relatively flat topography, and there are no hillsides in the area that could subject the Project site to mudflow hazards. With respect to seiches, the nearest body of water to the Project site is the Perris Reservoir, located approximately 3.6 miles east of the site. According to Riverside County Environmental Impact Report No. 521, the Project site is not located within the inundation zone for the Perris Reservoir, indicating that the site also is not subject to hazards associated with seiches (Riverside County, 2015c, Figure 4.11.2). Thus, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
17. Slopes				
a. Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
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"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP site was essentially level. The IS/NOP noted that limited grading may be required during construction to establish finished grades. However, the IS/NOP found that the scale of activity would be consistent with that for ongoing construction in the area. As such, the IS/NOP concluded that no impact would occur due to changes to topography and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 20)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466 and as previously depicted on Figure 3-2, the Project generally would maintain the site’s existing topography, with some slopes in the northeast and southeast portions of the site and around the proposed detention basin. Under existing conditions, run off flows to the drainage facilities located in Harvill Avenue. Under the proposed conditions of the Project, runoff in the northern portion of the site will be conveyed by the existing 10-inch RCB storm drain bypass which would discharge the run off at the site past the central boundary. The runoff from the remaining portions of the site would be conveyed to the proposed southern detention basin. Runoff also would be conveyed to the north by the existing 10-inch stormwater bypass drain near the site’s east central boundary. Because the site was previously subject to grading, there are no prominent ground surface relief features on site. As such, the Project would not result in substantial changes to the site’s topography or ground surface relief features, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that buildout of the MFBCSP would not involve the formation of cut or fill slopes greater than 2:1 or higher than 10 feet. As such, the IS/NOP concluded that no impacts are expected and as a result this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 20)

No Substantial Change from Previous Analysis: As previously described in subsection 3.1.1.B, manufactured slopes proposed by the Project Applicant would occur along the northeast site boundary, along the southeast site boundary, and in the proposed detention basins. Slopes in the northeastern portion of the site (along the northern site boundary) would be graded at a gradient ranging from 2:1 to 4:1 and would measure up to nine feet in height. Slopes in the southeastern portion of the site (along the eastern site boundary) would be constructed at a gradient of 2:1 and would measure up to seven feet in

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height. Slopes in the northern detention basin would be constructed at gradients ranging from 3:1 to 4:1, and would measure up to seven feet in height. Slopes in the southern detention basin are proposed at a gradient of 4:1, and slopes would measure up to eight feet in height. None of the proposed slopes have a gradient ratio greater than 2:1 or are higher than 10 feet. As such, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that septic systems were not located on the MFBCSP site. Therefore, the IS/NOP concluded that it is not expected that site grading would impact subsurface sewage systems. As a result, the IS/NOP concluded that impacts to subsurface sewage disposal systems would not occur and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 20)

No Substantial Change from Previous Analysis: The Project would not result in grading that affects or negates subsurface sewage disposal systems. With implementation of the proposed Project, sewer service to the Project site would be provided via proposed sewer lines extending from the northern and southern portions of the Project site that would connect to existing eight-inch sewer mains located within Commerce Center Drive and Perry Street. Sewage would be conveyed northerly within Harvill Avenue and ultimately to the EMWD’s PVRWRF. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
18. Soils				
a. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP area contains a total of 13 soil types that have low to moderate potential for erosion. The IS/NOP noted that the MFBCSP would be required to reduce or eliminate soil erosion sedimentation during construction activities by obtaining coverage under the Santa Ana RWQCB National Pollutant Discharge Elimination System (NPDES) permit for construction-related storm water discharges in the San Jacinto River Watershed. The IS/NOP explained that the permit requires that Best Management Practices (BMPs) be used to ensure that soil erosion due to wind or water does not occur during the construction phase. Therefore, the IS/NOP concluded that impacts would be less than significant and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 20 and 21)

No Substantial Change from Previous Analysis: Consistent with the information disclosed in EIR No. 466, proposed grading activities associated with the Project would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. 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.

As stated in EIR No. 466, pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, during grading and other construction activities involving soil exposure or the transport of earth materials, Riverside County Ordinance Nos. 457 and 460 would apply, which establish, in part, requirements for the control of dust and erosion during construction. As part of the requirements of Ordinance Nos. 457 and 460, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phases to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Mandatory compliance with the Project's NPDES permit and applicable regulatory requirements would ensure that water and wind erosion impacts would be less than significant.

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. All flows entering the on-site storm drainage system would be directed toward the water quality detention basins planned in the southern and northern portions of the Project site via subsurface storm drain pipes. Following treatment of these flows within the water quality detention basin, flows would be conveyed to a proposed 36-inch storm drain that would convey runoff east towards an existing 36-inch storm drain line within the eastern boundary of the Project site. On-site drainage would largely mimic existing conditions because all runoff generated on site would continue to discharge at the eastern Project boundary.

Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), post-development runoff from the site would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 13.3 cfs under existing conditions to 13.0 cfs under post-development conditions) (PBLA, 2019a, p. 4). The Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Moreover, runoff from the Project site following development would be conveyed directly to existing drainage facilities downstream that have been designed to preclude or substantially avoid erosion hazards. As such, soil erosion and the loss of topsoil would not increase substantially as compared to existing conditions.

In addition, the Project Applicant is required to prepare and submit to the County for approval of a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). The SWPPP and WQMP must identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from storm water and non-storm water discharges. Adherence to the requirements noted in the Project's required WQMP (refer to *Technical Appendix F2*) and site-specific SWPPP would further ensure that potential erosion and sedimentation effects would be less than significant. As such, impacts due to substantial soil erosion or the loss of topsoil would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP site was located on soils in the Monserate-Arlington-Exeter Association, which exhibits well-drained soils on nearly-level to moderately steep topography. The IS/NOP indicated that these soils have a surface layer of sandy loam to loam and are shallow to deep to hardpan, and that this association does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code. The IS/NOP further noted that expansive soils are not typically associated with the MFBCSP vicinity. Therefore, the IS/NOP concluded that no impacts related to expansive soils would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 21)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project's site-specific geotechnical evaluation (*Technical Appendix C*) determined that soils on site have an expansion index (EI) test result of 5 and is considered to be "very low" potential for expansion. Based on these results, the Project's geotechnical consultant (Kleinfelder West, Inc.) determined that expansive soils would not adversely impact the design and construction of the proposed Project. (Kleinfelder, 2019, p. 26) As such, impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) **Would the proposed 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?**

EIR No. 466 Finding: Although this issue was not evaluated in EIR No. 466 or in the IS/NOP prepared for EIR No. 466, the IS/NOP and EIR No. 466 contained enough information about the MFBCSP’s proposed sewer plan that with the exercise of reasonable diligence, information about the MFBCSP’s potential impacts due to septic systems or alternative waste water disposal systems was readily available to the public. Specifically, EIR No. 466 incorporates by reference the MFBCSP, which requires all future development within the MFBCSP to connect to Eastern Municipal Water District (EMWD) sewer facilities for wastewater treatment. Thus, there is no potential for the MFBCSP to result in or require the use of septic tanks or alternative waste water disposal systems and no impact would occur.

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, the Project Applicant proposes to connect to the EMWD’s sanitary sewer system via connections to existing sewer lines located within Commerce Center Drive and Perry Street. No septic tanks or alternative waste water disposal systems are proposed as part of the Project, nor do any such facilities occur on site under existing conditions. As such, no impact would occur. Implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
19. Wind Erosion and Blowsand from project either on or off site.				
a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP site had moderate potential for wind erosion, similar to most of Riverside County. However, the IS/NOP indicated that the MFBCSP site is not located within the boundaries of Riverside County’s Agricultural Dust Control Area as established by Ordinance No. 484. Therefore, the IS/NOP concluded that impacts from wind erosion and blowsand on and off site would be less than significant. The IS/NOP further noted that during construction, which would be accessed by paved roadways, all grading would be required to use BMPs, including compliance with SCAQMD Rule 403, to prevent wind erosion. The IS/NOP indicated that the use of these BMPs would reduce to less than significant any wind erosion and/or blowsand impacts caused by

development of the MFBCSP. Therefore, wind erosion and blowsand were not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 22 and 23)

No Substantial Change from Previous Analysis: Construction characteristics associated with the proposed Project would be similar to what was assumed by the IS/NOP prepared for EIR No. 466. Proposed grading activities would expose underlying soils at the Project site, which would increase erosion susceptibility during grading and construction activities. Exposed soils would be subject to erosion due to the removal of stabilizing vegetation and exposure of these erodible materials to wind. Erosion by wind would be highest during periods of high wind speeds.

The Project site is considered to have a “moderate” susceptibility to wind erosion (Riverside County, 2015a, Figure S-8). During grading and other construction activities involving soil exposure or the transport of earth materials, significant short-term impacts associated with wind erosion would be precluded with mandatory compliance with the Project’s SWPPP and Riverside County Ordinance No. 484.2, which establishes requirements for the control of blowing sand. In addition, the Project would be required to comply with SCAQMD Rule 403, which addresses the reduction of airborne particulate matter. With mandatory compliance to regulatory requirements, wind erosion impacts would be less than significant during construction and mitigation is not required.

Following construction, and consistent with the findings of the IS/NOP, wind erosion on the Project site would be negligible, as the disturbed areas would be landscaped or covered with impervious surfaces. Therefore, implementation of the proposed Project would not significantly increase the risk of long-term wind erosion on- or off-site, and impacts would be less than significant.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.8 Greenhouse Gas Emissions

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
20. Greenhouse Gas Emissions				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: Although EIR No. 466 did not address this subject, EIR No. 466 contained enough information about projected air quality emissions associated with the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP’s potential effect due to greenhouse gas (GHG) emissions was readily available to the public. See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515 where the court found the potential impact of GHGs on climate change alone did not require preparation of a supplemental EIR since such information has been available since before the original EIR had been certified.

No Substantial Change from Previous Analysis: As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would result in the generation of 1,050 fewer vehicle trips (actual vehicles) as compared to the industrial land uses that were evaluated by EIR No. 466 for the Project site (Urban Crossroads, 2019b, Table 4-3). Because the majority of greenhouse gas (GHG) emissions associated with light industrial development is the result of vehicular traffic, the Project’s level of GHG emissions would be reduced in comparison to the project evaluated by EIR No. 466 (CARB, 2017; Riverside County, 2015c, Figure 4.7.1). Additionally, and as documented in Section 4.7.3 of the Riverside County EIR No. 521, there have been numerous regulations adopted since EIR No. 466 was certified in 2005 that would result in reduced Project-related GHG emissions compared to the project evaluated by EIR No. 466, including AB 1493, which specifies fuel efficiency standards, and the California Building Standards Code Title 24 energy efficiency requirements (CALGreen), which impose more stringent energy efficiency requirements as compared to what was in effect when EIR No. 466 was certified. Notwithstanding the fact that the Project would result in reduced GHG impacts as compared to the project evaluated in EIR No. 466, the Project’s proposed Plot Plan No. 180034 includes site-specific details regarding the proposed development that were not available when EIR No. 466 was certified. As such, and in order to supplement the information contained in EIR No. 466, a discussion and analysis of the Project’s potential impacts associated with GHG emissions is presented below.

Background

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂ (carbon dioxide), N₂O (nitrous oxide), CH₄ (methane), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

An individual project like the proposed Project cannot generate enough greenhouse gas emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

Applicable GHG Regulations

Executive Order (EO) S-3-05 was issued by Governor Schwarzenegger in 2005 and documents GHG emission reduction goals, creates the Climate Action Team, and directs the Secretary of CalEPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. EO S-3-05 goals for GHG emissions reductions include: reducing GHG emissions to 2000 levels by the year 2010; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050. (CCC, n.d.)

In response to EO S-3-05, in September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Climate Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020, which represents a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. Pursuant to AB 32, the CARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. (CARB, 2014)

On September 8, 2016, Governor Jerry Brown signed the Senate Bill (SB) 32 and its companion bill, Assembly Bill (AB) 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990

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levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. (CA Legislative Info, n.d.)

On December 11, 2008, CARB adopted a Scoping Plan to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling, and waste-related measures, as well as Voluntary Early Actions and Reductions. In November 2017, CARB adopted the Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Senate Bill (SB) 32.

The County of Riverside adopted a Climate Action Plan (CAP) on December 8, 2015, which was most recently updated in November 2019 ("CAP Update"). The CAP Update is intended to ensure that development accommodated by the buildout of the General Plan supports the goals of AB 32 and SB 32, as well as the 2050 reduction target identified by Executive Order S-3-05. The County of Riverside plans to reduce community-wide emissions to 2,434,649 Metric Tons (MT) of Carbon Dioxide Equivalent (CO₂e) per year by 2030 and 562,730 MTCO₂e by 2050. In order to determine whether new development within the County is consistent with the CAP Update, the CAP Update includes Screening Tables (Appendix F to the CAP) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The CAP Update contains a menu of measures potentially applicable to discretionary development that include energy conservation, water use reduction, increased residential density or mixed uses, transportation management, and solid waste recycling. Individual sub-measures are assigned a point value within the overall screening table of GHG implementation measures. The point values are adjusted according to the intensity of action items with modest adoption/installation (those that reduce GHG emissions by modest amounts) worth the least number of points and greatly enhanced adoption/installation worth the most. Projects that garner at least 100 points are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report (which was prepared by the County in support of the CAP Update), and consequently would be consistent with the CAP Update and the GHG reduction targets established by AB 32 and SB 32. (Riverside County, 2019)

A number of additional policies and regulations addressing GHGs have been adopted by the State, including regulations to implement the GHG reduction target set forth by SB 32 for Year 2030. Please refer to Section 4.7.3 of the Riverside County EIR No. 521, for a detailed description of policies and regulations that have been adopted to reduce GHGs. EIR No. 521 is available for public review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA.

Threshold of Significance for Evaluating Project Impacts due to GHGs

As discussed in the Newall Ranch decision, a lead agency may assess the significance of GHG emissions by determining a project's consistency with a local GHG reduction plan or CAP that qualifies under § 15183.5

of the CEQA Guidelines. See *Center for Biological Diversity v. California Dept. of Fish & Wildlife* (2017) 17 Cal. App. 5th 1245.

The County of Riverside's CAP Update, which complies with § 15183.5 of the CEQA Guidelines, was adopted specifically for the purpose of ensuring that the development accommodated by the buildout of the General Plan supports the goals of AB 32 and SB 32, as well as the 2050 reduction target established by Executive Order S-3-05. CARB adopted the State's strategy for achieving AB 32 targets in its Climate Change Scoping Plan (Scoping Plan) in 2008. In November 2017, CARB released the Final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The Final 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 County of Riverside CAP Update includes strategies that will achieve the 2030 reduction target set forth by SB 32 and outlined in the 2017 Scoping Plan Update. The CAP Update target is to reduce County emissions by the amount recommended in the Second Update to the Scoping Plan for local government of 40 percent below 1990 levels by 2030. Thus, projects that are consistent with the CAP Update also would be consistent with the GHG reduction targets set forth by AB 32 and SB 32.

As such, projects that achieve a total of 100 points or more pursuant to the County's CAP do not require quantification of project-specific GHG emissions and, consistent with CEQA Guidelines, such projects are considered to have a less-than-significant individual and cumulative impact due to GHG emissions.

Project Impacts due to GHGs

In conformance with the Riverside County CAP Update, the Project Applicant completed Screening Tables for GHG Implementation Measures for Commercial Development and Public Facilities, which is included as *Technical Appendix D* to this EIR Addendum. As indicated, the Project Applicant has committed to design features such that the Project could accommodate enough implementation measures to equal 106 points, which exceeds the CAP requirement to obtain a minimum of 100 points. It should be noted that while the measures identified in *Technical Appendix D* have been determined by the Project Applicant to be feasible, not all of the measures identified in *Technical Appendix D* would be implemented; however, the County will impose a standard Condition of Approval requiring the Project to achieve a minimum of 100 points pursuant to the CAP screening tables as part of future building permit applications.

Furthermore, the Project would be conditioned to comply with CAP Measure R2-CE1, *Clean Energy*. To demonstrate compliance with Measure R2-CE1, the Project Applicant would be required to show that 20 percent of the building's energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offset is demonstrated by the Project Applicant to be infeasible. As indicated on the floor plans included as part of Plot Plan No. 180034, the roof for Building 11 is required to be designed to support future solar panels equal to 29.1% of the building area. As required by CAP Measure R2-CE1, the Project would be conditioned to demonstrate that the proposed solar panels would meet a minimum of 20 percent of the building's energy demand, or must demonstrate that it is infeasible to achieve a 20 percent offset.

As such, with mandatory compliance with CAP Measure R2-CE1 in conjunction with the other measures that achieve a minimum of 100 points pursuant to Appendix F to the CAP Update, the Project would be

consistent with the County's CAP Update, and as a result also would be consistent with the GHG reduction targets established by AB 32, SB 32, and the GHG reduction measures set forth in the CARB 2017 Scoping Plan Update. Accordingly, the Project would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment. Additionally, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. As such, with mandatory compliance with the CAP Update, the Project's GHG emissions would be less-than-cumulatively considerable. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Comparison of Project GHG Impacts to EIR No. 466

Although EIR No. 466 did not evaluate GHG impacts per se, EIR No. 466 contained sufficient information about projected air quality emissions associated with the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP's potential effect due to GHG emissions was readily available to the public. In comparison to the land uses and other assumptions about buildout of the MFBCSP utilized in EIR No. 466, the proposed Project would result in a substantial reduction in GHG emissions. Due to advancements in technology and more stringent regulations since 2005, the Project's GHG emissions associated with construction sources, mobile sources, area sources, and energy sources would be substantially less than what would have been disclosed by EIR No. 466 for the Project site. Moreover, and as shown in Table 5-17, EIR No. 466 assumed the Project site would generate approximately 1,050 more vehicle trips (actual vehicles) than would be generated by the Project evaluated herein (Urban Crossroads, 2019b, Table 4-3). Because a majority of the GHG emissions associated with light industrial uses are the result of mobile sources, and because the Project would produce substantially less traffic than was analyzed by EIR No. 466, the Project as proposed would result in a substantial reduction in GHG emissions associated with the buildout of the Project site as compared to the land uses assumed by EIR No. 466. Accordingly, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 did not identify any measures specifically addressing GHG emissions, although the Project would be subject to EIR No. 466 Air Quality Mitigation Measures MM Air 1 through MM Air MM 14 (refer to subsection 5.1.3), several of which would reduce the Project's GHG emissions.

Project Specific Conditions of Approval

The following conditions of approval shall apply to ensure compliance with the Riverside County CAP, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466:

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- Prior to building permit issuance, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix F to the 2019 Riverside County Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in the Project’s Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities (EIR Addendum Technical Appendix D). The conceptual measures may be replaced with other measures as listed in Technical Appendix D, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix F to the Riverside County Climate Action Plan Update.
- Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County’s Climate Action Plan Update, the proposed Project shall be required to offset its energy demand by 20 percent of the energy demand. This is anticipated to be accommodated through solar panels mounted on the building rooftops. 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.

5.1.9 Hazards and Hazardous Materials

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
21. Hazards and Hazardous Materials				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
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"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that development of the industrial/business park land uses in the MFBCSP area would incrementally increase the use and disposal of substances such as cleaning products, fertilizers, pesticides, and standard office supplies, etc. The IS/NOP noted that proposed buildings would be used for light industrial and warehouse/distribution uses under the existing I-P, M-SC, and MM zoning. The IS/NOP indicated that the I-P, M-SC, and M-M zoning designations allowed certain land uses which might use hazardous materials. As noted in the IS/NOP, such uses, if ever proposed on the site in the future, would be subject to standard Department of Environmental Health policies and permitting procedures. However, the IS/NOP concluded that the MFBCSP would not involve transport, use or disposal of hazardous materials and determined that impacts would be less than significant. This issue was determined by the IS/NOP to be less than significant and was therefore not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 23 and 24)

No Substantial Change from Previous Analysis: The Project entails the buildout of the Project site with high-cube transload short-term warehouse uses. The Project’s proposed land uses are fully consistent with the land use assumptions made by EIR No. 466 for the Project site. As such, construction and operational characteristics of the proposed Project would be consistent with the assumptions made by EIR No. 466. Accordingly, and as discussed in further detail below, the Project has no greater potential for hazardous materials impacts due to existing site conditions, construction activities, and long-term Project operation as compared to the Project evaluated in EIR No. 466. Notwithstanding, because the Project consists of proposed Plot Plan No. 180034, which identifies site-specific development characteristics, an analysis of the Project’s potential to result in impacts due to existing site conditions, construction activities, and operational activities is discussed below.

Historical Site Conditions

Since EIR No. 466 was certified in 2005, there have been no major changes to the Project site that could result in the presence of previously unknown hazardous materials. Although the southeastern portion of the Project site was used as a construction staging area for the warehouse development on the property immediately south of the Project site, the use of the Project site for construction staging did not result in the introduction of any hazardous materials that could pose a threat to the environment. Thus, there would be no potential for increased impacts due hazardous materials within the Project site beyond what was evaluated and disclosed by the IS/NOP prepared for EIR No. 466.

Notwithstanding, a Phase I Environmental Site Assessment (ESA) was prepared for the Project site by SCS Engineers, and is included as *Technical Appendix E*. According to available historical sources and consistent with the findings of the IS/NOP prepared for EIR No. 466, the property has been undeveloped since the early 1900s. Due to the limitations of groundwater, the project site was used for dry grain farming before the Eastern Municipal Water district brought water to Mead Valley in the early 1950's. The Project site remained as an undeveloped through much of the 1900'S and the early 2000's. Throughout the 1900's development of commercial and right-of-way uses occurred in the Project area. By 1949 development was increasing east of the Project site. In 1994 State Route 215 was upgraded to meet the interstate standards and became Interstate 215 (I-215). SCS Engineers did not find any usage of the site through its document history, except for grading activities. As such, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, impacts due to hazards associated with existing site conditions would be less than significant. (SCS Engineers, 2018, pp. 6-8)

Construction Activities

Construction activities would occur on the Project site in the same or similar manner as assumed by EIR No. 466. Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during the demolition and construction phases of the Project. This 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, and the risk of such spills during construction would be no greater than was assumed by EIR No. 466 or its associated IS/NOP. 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 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. Additionally, construction activities would not create a significant hazard to the public or the environment through

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reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Operational Activities

Operational activities would occur on the Project site in the same or similar manner as assumed by EIR No. 466. Whereas EIR No. 466 assumed a range of occupant types, the Project Applicant proposes high-cube transload short-term warehouse use, in conformance with the range of uses allowed by the MFBCSP. The future occupant(s) of the Project's proposed building is unknown at the time of this assessment; however, Building 11 would be developed with up to 391,045 s.f. of high-cube transload short-term warehouse uses. Allowable occupant types would be governed by the site's underlying zoning classification of M-SC (refer to subsection 2.2.1).

Although unlikely, it is possible that hazardous materials could be used during the course of a future occupant's daily operations. As noted in the IS/NOP prepared for EIR No. 466, uses that might use hazardous materials would be subject to standard Department of Environmental Health (DEH) policies and permitting procedures. Although not discussed in detail in the IS/NOP, State and federal Community-Right-to-Know laws allow the public access to 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 a building on the Project site and that handles hazardous materials (as defined in § 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require permits from the Riverside County DEH in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

Consistent with the finding of the IS/NOP prepared for EIR No. 466, if businesses that use or store hazardous materials occupy the Project, 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, and consistent with the conclusion reached in the IS/NOP, impacts would be less than significant and mitigation is not required.

Conclusion

As noted above, and consistent with the finding made by the IS/NOP prepared for EIR No. 466, with implementation of mandatory regulatory requirements and standard conditions of approval, the Project would result in less-than-significant impacts due to the routine transport, use, or disposal of hazardous materials, and less-than-significant impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. The IS/NOP noted that the MFBCSP would include adequate access for emergency response vehicles and personnel, as developed in consultation with County Fire personnel, and that the MFBCSP site is bounded on the north and south by freeway on-ramps. The IS/NOP concluded that no impacts would occur, and this issue was therefore not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 24)

No Substantial Change from Previous Analysis: The Project entails implementing development within a portion of MFBCSP Planning Area 5, and 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, as discussed in subsection 3.1, the Project does not propose nor require major roadway improvements that could interfere with traffic operations on roadways abutting the Project site; thus, 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. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

d) Would the proposed 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?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that no portions of the MFBCSP occur within a quarter-mile of a school site. Therefore, the IS/NOP concluded that no impact would occur and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 24)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, there are no existing or planned schools within one-quarter mile of the Project site. The nearest school to the Project

site is the Val Verde High School, located 0.8 mile southeast of the Project site and east of I-215. Additionally, a church that provides religious and educational services is located approximately 0.6 mile southwest of the Project site at the southwest corner of the intersection of Seaton Avenue and Alviso Drive. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- e) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that an environmental regulatory database search was performed for the MFBCSP site on April 6, 2004. This environmental regulatory database search reviewed all regulatory agency lists compiled pursuant to Government Code Section 65962.5, and revealed that the MFBCSP site is not located on a site which is included on the Cortese list of hazardous materials sites. Therefore, the IS/NOP concluded that no impact would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 24)

No Substantial Change from Previous Analysis: As disclosed in the IS/NOP prepared for EIR No. 466, the Project site is not listed on the Hazardous Waste and Substances Sites List produced by the Department of Toxic Substances Control (DTSC), which is referred to as “Envirostor” (DTSC, 2018). Additionally, the Project’s Phase I ESA (*Technical Appendix E*), which was prepared to supplement the information contained in the IS/NOP, included a review of federal, state, tribal, and local government databases to determine whether the Project site is identified as a hazardous materials site pursuant to Government Code Section 65962.5, which resulted in a determination that the Project site has no RECs and is not listed on any hazardous materials databases. (SCS Engineers, 2018, pp. 8-11) Accordingly, and consistent with the findings of the IS/NOP, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would not occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
22. Airports				
a. Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
b. Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

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

EIR No. 466 Finding: EIR No. 466 disclosed that the MVSP site was located within Area II of the airport-influenced area (AIA) for the March Air Reserve Base (MARB) pursuant to the 1984 Riverside County Airport Land Use Plan (ALUP), and thus review by the Riverside County Airport Land Use Commission was required. EIR No. 466 determined that because MARB noise levels are less than 60 dB CNEL at the MFBCSP site, all uses within the MFBCSP were considered compatible with the exterior noise level guidelines set forth in the 1984 Riverside County Airport Land Use Plan and with the land use compatibility policies of the 1998 MARB Air Installation Compatible Use Zone (AICUZ) Study. EIR No. 466 noted that although the MFBCSP site occurred outside of the CNEL noise contours for March Air Reserve Base, the MFBCSP site was located beneath identified flight tracks for airplanes using the airfield at March Air Reserve Base, resulting in a potential for single-event noise levels to affect future land uses in the MFBCSP. However, EIR No. 466 determined that the industrial, warehouse, distribution, and commercial/retail land uses within the MFBCSP were not considered to be sensitive receivers and therefore the impacts from these single-event noise levels were determined to be below the level of significance. With respect to the Federal Aviation Regulations Part 77 imaginary surface, EIR No. 466 indicated that height limitations were not anticipated to pose a development constraint as all buildings would be below the Part 77 imaginary surface. With respect to airport safety, EIR No. 466 determined that the proposed land uses were permitted within Area II as described in the 1984 ALUP. EIR No. 466 also determined that the MFBCSP would be required to comply with all remaining land use compatibility criteria for Area II. Additionally, EIR No. 466 determined that the MFBCSP would not be located within a Clear Zone or within the Accident Potential Zones (APZs). Although impacts were determined to be less than significant, a mitigation measure was imposed on the MFBCSP requiring all street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane. With implementation of the required mitigation, EIR No. 466 concluded impacts would be reduced to less-than-significant levels. (Webb, 2005, pp. IV-102 through IV-108)

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No Substantial Change from Previous Analysis: Consistent with the finding of EIR No. 466, the Project site is located within the AIA of the MARB. Specifically, the Project site is located within Compatibility Zone C2 of the 2014 MARB Land Use Compatibility Plan (ALUCP), which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Although EIR No. 466 evaluated a range of land uses allowed by the MFBCSP, EIR No. 466 did not evaluate specific buildings, as EIR No. 466 assumed that the characteristics of individual buildings would be identified as part of implementing developments within the MFBCSP. The currently-proposed Project is an implementing development that would result in the buildout of a portion of MFBCSP Planning Area 5, and the Project's application materials identify specific building architecture, building locations, site elevations, building heights, and building footprints. Because the Project Applicant proposes a specific building (i.e., Building 11), the current Project required additional review by the Riverside County Airport Land Use Commission (ALUC) for consistency with the 2014 MARB ALUCP. As such, the Project was reviewed by the Riverside County ALUC on February 14, 2019, which found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions will be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs), and are listed below. With mandatory compliance with the ALUC COAs, the Project would not result in an inconsistency with an Airport Master Plan and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP would require review by the Airport Land Use Commission (ALUC) because it is located within the policy area of MARB. However, the IS/NOP concluded that review by ALUC is not considered a potentially significant environmental impact; thus, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 25)

No Substantial Change from Previous Analysis: As discussed under Threshold a), the Project site is located within Compatibility Zone C2 of the 2014 MARB ALUCP, which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Additionally, EIR No. 466 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The proposed Project involves a Plot Plan (Plot Plan No. 180034) that identifies one building (Building 11), implementation of which would result in the buildout of a portion of MFBCSP Planning Area 5. The Project's application materials identify specific building architecture, building locations, site elevations, building heights, and building footprints. Because the Project Applicant proposes a specific building (i.e., Building 11), the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On February 14, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions will be imposed on the proposed Project by Riverside County as COAs, and are listed below. With mandatory compliance with the ALUC COAs, the Project would not conflict with any ALUCPs, including the MARB ALUCP, and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already

analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) **Would the proposed Project be 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?**

EIR No. 466 Finding: EIR No. 466 disclosed that the MVSP site was located within Area II of the airport-influenced area (AIA) for the March Air Reserve Base (MARB) pursuant to the 1984 Riverside County Airport Land Use Plan (ALUP), and thus review by the Riverside County Airport Land Use Commission was required. With respect to the Federal Aviation Regulations Part 77 imaginary surface, EIR No. 466 indicated that height limitations were not anticipated to pose a development constraint as all buildings would be below the Part 77 imaginary surface. With respect to airport safety, EIR No. 466 determined that the proposed land uses were permitted within Area II as described in the 1984 ALUP. EIR No. 466 also determined that the MFBCSP would be required to comply with all remaining land use compatibility criteria for Area II. Additionally, EIR No. 466 determined that the MFBCSP would not be located within a Clear Zone or within the Accident Potential Zones (APZs). Although impacts were determined to be less than significant, a mitigation measure was imposed on the MFBCSP requiring all street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane. With implementation of the required mitigation, EIR No. 466 concluded impacts would be reduced to less-than-significant levels. (Webb, 2005, pp. IV-102 through IV-108)

No Substantial Change from Previous Analysis: As indicated under the analysis of Thresholds a) and b), above, the Project site is located within Compatibility Zone C2 of the 2014 MARB ALUCP, which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Additionally, EIR No. 466 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The proposed Project involves a Plot Plan (Plot Plan No. 180034) that identifies one building (Building 11), implementation of which would result in the buildout of a portion of MFBCSP Planning Area 5. The Project's application materials identify specific building architecture, building locations, site elevations, building heights, and building footprints. Because the Project Applicant proposes a specific building (i.e., Building 11), the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On February 14, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions would be imposed on the proposed Project by Riverside County as COAs, and are listed below. With mandatory compliance with the ALUC COAs, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in a safety hazards for people working in the Project area, and a less-than-significant impact would occur. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- d) **Would the proposed Project be 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP area was not located within the vicinity of a private air strip and concluded that no impacts would occur. This topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 25)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no private airport facilities or heliports within the Project vicinity. 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. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 included mitigation to address potential impacts to airport operations. This measure, which is listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's COAs.

MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.

Project Specific Conditions of Approval

The following conditions of approval shall apply and reflect the conditions of approval listed in the ALUC's consistency determination letter, dated March 21, 2019, which determined that the proposed Project is consistent with the 2014 March Air Reserve Base/Inland Port ALUCP. The implementation of these conditions further demonstrate that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- 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: (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; and (d) 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 nonresidential 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, 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 following notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice:

"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. See Business and Professions Code Section 11010(b)(13)(A)."

- 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.
- 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 CNEL.

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- This Project has been evaluated for 373,368 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office, and manufacturing use will require an amended review by the Airport Land Use Commission.
- 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 Base⁵.
- The Federal Aviation Administration has conducted an aeronautical study of the proposed Project (Aeronautical Study Nos. 2018-AWP-18290-0E) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
- The proposed building shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,572 feet above mean sea level.
- The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
- Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,572 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
- Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part 11), Notice of Actual Construction or Alteration, shall be completed by the Project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the Project is abandoned or a decision is made not to construct the applicable structures(s).

⁵ It should be noted that the Project would be conditioned to comply with Riverside County CAP Measure R2-E10, *On-Site Renewable Energy Production Requirements for New Land Use Development Projects*. In order to demonstrate compliance with Riverside County CAP Measure R2-10, the Project Applicant is required to show that 20 percent of the buildings' energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offsets are demonstrated by the Project Applicant to be infeasible. It is expected that solar panels will be installed as part of the Project, and that the required solar panels will require additional review by the ALUC pursuant to this Condition of Approval.

5.1.10 Hydrology and Water Quality

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
23. Water Quality Impacts				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would ultimately discharge to the San Jacinto River, which terminates at Canyon Lake. At the time the IS/NOP was distributed for public review, Canyon Lake was listed on the Clean Water Act's Section 303(d) list, which indicated the lake is "impaired" for exceeding its water quality objectives for sediments, siltation, pathogens, and nutrients. The IS/NOP noted that the MFBCSP may introduce a new source of pollutants, such as sediment during construction, and fertilizers/pesticides after construction is complete. The IS/NOP also indicated that future development within the MFBCSP would be conditioned to comply with the requirements of the Regional Water Quality Control Board under Order No. 01-34 for construction-related activities in the San Jacinto Watershed. In addition, the IS/NOP noted that future development within the MFBCSP area would be required to comply with the requirements of Supplement A to the Riverside County Drainage Area Management Plan, and must be equipped with an effective combination of structural and non-structural post-construction BMPs. Therefore, the IS/NOP concluded that the MFBCSP would not exceed water quality objectives during or after construction, and determined that impacts would be less than significant. As a result, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 27)

No Substantial Change from Previous Analysis: The Project consists of an implementing development within the MFBCSP and would result in the buildout of a portion of MFBCSP Planning Area 5. Consistent with the conditions that existed when EIR No. 466 was certified, the California Porter-Cologne Water Quality Control Act (§ 13000 ["Water Quality"] et seq., of the California Water Code), 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 Regional Water Quality Control Board (RWQCB). At the time EIR No. 466 was certified in 2005, development within the Santa Ana RWQCB region was subject to the RWQCB's 1995 *Water Quality Control Plan for the Santa Ana River Basin* (Basin Plan). Since certification of EIR No. 466, the RWQCB has undertaken three updates to the Basin Plan, with the most recent update having been adopted in February 2016. Although this reflects a changed condition from what was evaluated by EIR No. 466, the revisions made to the Basin Plan reflected administrative changes that did not eliminate or reduce any requirements for water quality, and therefore the changes are not substantial. The RWQCB's 2016 Basin Plan is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed. As noted above, at the time EIR No. 466 was certified, Canyon Lake was listed as impaired. Although the IS/NOP prepared for EIR No. 466 did not discuss Lake Elsinore, it is likely that Lake Elsinore also was listed as impaired in 2005. Based on the Project's Water Quality Management Plan (WQMP, *Technical Appendix F2*), receiving waters for the property's drainage include the Messenia Avenue Storm Drain System, Perris Valley Storm Drain, San

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Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Receiving waters listed on the Section 303(d) list include Canyon Lake and Lake Elsinore. Consistent with the finding of the IS/NOP prepared for EIR No. 466, Canyon Lake is impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. The Messenia Avenue Storm Drain, Perris Valley Storm Drain, and San Jacinto River Reaches 1 and 3 are not listed as impaired. (PBLA, 2019b, p. 7)

A specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (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 Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. These requirements have not substantially changed since 2005.

Provided below is a discussion of the Project's potential to result in violations of water quality standards or waste discharge requirements during both construction and long-term operation.

Construction-Related Water Quality

Construction activities would occur on the same site and in the same or similar manner as assumed by EIR No. 466 and its associated IS/NOP. As with the project evaluated by EIR No. 466, construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, and consistent with the requirements that were in effect when EIR No. 466 was certified in 2005, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, and also consistent with the project evaluated by EIR No. 466, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, and these requirements also would have applied to new development at the time EIR No. 466 was certified in 2005. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As with the project evaluated in EIR No. 466, mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Operational Water Quality Impacts

EIR No. 466 and the associated IS/NOP evaluated buildout of the MFBCSP area with a variety of light industrial and commercial land uses. The Project Applicant proposes a site-specific development plan to implement a portion of MFBCSP Planning Area 5, and the Project's Plot Plan No. 180034 includes a proposed drainage system that would route first flush flows towards the two detention basins proposed in the northern and southern portions of the site. Because the Project includes details regarding the proposed drainage system that were not included in the MFBCSP, a site-specific Water Quality Management Plan (WQMP) was required for the Project in order to confirm the conclusion of the IS/NOP prepared for EIR No. 466 that water quality impacts would be less than significant. The WQMP is contained in *Technical Appendix F2*, and is discussed below.

As noted above, receiving waters for the property's drainage are the Messenia Avenue Storm Drain System, the Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. (PBLA, 2019b, p. 7) As noted above, because the Project consists of a site-specific development, a WQMP was required for the Project and is included in *Technical Appendix F2*. According to the Project's WQMP, the Project's pollutants of concern include bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash/debris, and oil/grease (PBLA, 2019b, p. 17). To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to the proposed northern and southern detention basins. The detention basins are designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site, including bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease. As noted above, waters that are tributary to the Project site are impaired with bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash/debris, and oil/grease. The proposed detention basins would be effective at treating the Project's pollutants of concern. As such, runoff from the Project site would not contribute substantially to existing downstream impairments and the Project would not violate any water quality standards or waste discharge requirements. (PBLA, 2019b, pp. 7, 17)

Furthermore, the Project would be required to implement its WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix F2*. The Preliminary WQMP identifies structural controls (including the proposed detention basins) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

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Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the Eastern Municipal Water District (EMWD) was the provider of domestic water to the MFBCSP area. The IS/NOP noted that overall, approximately 25% of EMWD's potable water demand was supplied by EMWD groundwater wells and approximately 75% was supplied by imported water from Metropolitan Water District (MWD) through its Colorado River Aqueduct and its connections to the State Water Project. The IS/NOP also indicated that the majority of the groundwater produced by EMWD came from its wells in the Hemet and San Jacinto area. As noted in the IS/NOP, in 2002, between 98% and 99% of the domestic water provided to the Mead Valley area came from State Project Water from northern California. Only 1 % of the water used in the entire Mead Valley area came from groundwater. The IS/NOP noted that the MFBCSP did not propose groundwater extraction wells and domestic water to serve the MFBCSP area was not expected to come from groundwater sources. As such, the IS/NOP determined that the MFBCSP would not substantially deplete groundwater supplies and concluded that impacts to groundwater supplies would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 28)

The IS/NOP also indicated that the northern portion of the MFBCSP site was located within the southwest corner of EMWD's Perris North groundwater subbasin and the southern portion of the MFBCSP site was located within the northwest corner of EMWD's Perris I groundwater subbasin. The IS/NOP noted that the area located immediately east of the MFBCSP area was identified as a non-water-bearing area. The IS/NOP determined that the MFBCSP would reduce the area of permeability on the site by approximately 85 percent, thereby decreasing the potential for groundwater recharge. However, the IS/NOP concluded that due to the MFBCSP's location at the edges of identified groundwater sub basins, minimal use of groundwater to serve the area, and the MFBCSP's small size in relationship to the total size of the groundwater subbasins, there would not be a substantial effect upon groundwater recharge within these groundwater subbasins. Therefore, the IS/NOP determined that impacts would be less than significant, and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 28)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, no potable groundwater wells are proposed as part of the Project; therefore, the Project would not deplete groundwater supplies through direct extraction.

The Project would be served with potable water from the Eastern Municipal Water District (EMWD). Domestic water supplies from the EMWD are reliant on imported water from the Metropolitan Water District (MWD), recycled water, local groundwater production, and desalted groundwater (EMWD, 2016a, p. xii; EMWD, 2016b). To address water supplies and demand, the EMWD adopted an Urban Water Management Plan (UWMP) that forecasts water demands and supplies under normal, single-dry, and multiple-dry year conditions; assesses supply reliability; and describes methods of reducing demands

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under potential water shortages. EMWD's UWMP is based, in part on the General Plans and Specific Plans of the various jurisdictions within its service area for projecting future demand. The proposed Project is consistent with the site's existing General Plan and Specific Plan land use designations, and is also consistent with the site's underlying zoning designation. Moreover, the MFBCSP allows for development with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the site with a total of 391,045 s.f. of light industrial uses on a 20.5-acre site, resulting in an overall FAR of 0.44 (391,045 s.f. ÷ 892,980 s.f. [20.5 acres] = 0.44). Thus, due to the reduction in building area, the Project would result in a substantial decrease in the amount of water demand generated on site as compared to what was assumed by the UWMP. As such, and consistent with the findings of the IS/NOP prepared for EIR No. 466, the proposed Project is fully accounted for by the UWMP. Because the UWMP demonstrates that the EMWD would have sufficient water supplies, including groundwater, to meet water demands within its district through 2040, it can therefore be concluded that the Project's demand for potable water would not result in the depletion of groundwater supplies. As such, Project impacts to groundwater supplies would be less than significant.

With respect to groundwater recharge, the Project Applicant proposes to develop the site in a manner generally consistent with what was assumed for the Project site by IS/NOP prepared for EIR No. 466. As with the project evaluated in EIR No. 466 and its associated IS/NOP, the proposed Project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. However, and consistent with the conditions that existed when EIR No. 466 was certified, the Project site abuts several improved roadways. All runoff from the Project site under existing conditions is conveyed to existing storm drainage facilities in the area, which ultimately convey runoff to natural drainage channels that would allow for infiltration of water into the groundwater table. As with the project evaluated in the IS/NOP, with implementation of the proposed Project the site would continue to drain northerly and southerly to the detention basins located on the edges of the Project site at Perry Street and Commerce Center Drive. The total amount of runoff from the Project site would not change with implementation of the proposed Project. Thus, and consistent with the findings of the IS/NOP prepared for EIR No. 466, the proposed Project would not interfere substantially with groundwater recharge, and there would be no net deficit in aquifer water volumes or groundwater table levels as a result of the Project.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would be developed on a property that had an existing storm drain system, roads, sidewalks, and appurtenant infrastructure. The IS/NOP indicated that development as proposed by the MFBCSP would not alter the course of a stream or river because the overall contribution of runoff to the San Jacinto River would be insignificant.

Although development of the MFBCSP would reduce the area of permeability on the site by approximately 85 percent, the IS/NOP determined that the increased runoff would be captured by and carried through the existing storm drain system which was designed to accommodate the ultimate storm water flows expected at build-out. As such, the IS/NOP concluded that buildout of the MFBCSP area would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, and found that impacts would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 29 and 30)

EIR No. 466 also indicated that implementation of the MFBCSP would greatly increase the percent of impervious surfaces compared to the conditions that existed at the time. EIR No. 466 noted that runoff would be directed through a system of curbs, gutters, and storm drain systems into the Perris Valley Storm Drain and the San Jacinto River. EIR No. 466 indicated that reduced on-site infiltration would lead to increased volumes and/or velocities of storm flows entering natural, earthen drainages. EIR No. 466 determined that these increased flows could substantially increase channel erosion and sediment transport to downstream areas and alter the drainage pattern of the area and downstream facilities, such as Canyon Lake. The IS/NOP prepared for EIR No. 466 disclosed that future implementing projects within the MFBCSP would be required to develop and implement a Water Quality Management Plan (WQMP) to effectively keep post-development storm water flows/volumes to pre-development levels. EIR No. 466 provided examples of management measures that could be identified in a WQMP, which included use of pervious pavement, vegetated swales, infiltration basins, and velocity dissipation devices at storm drain outfall structures. By developing and implementing a WQMP, and with incorporation of EIR No. 466 Mitigation Measure MM Hydro 2, EIR No. 466 concluded that implementation of the MFBCSP would have less-than-significant impacts related to erosion and siltation. (Webb, 2005, p. IV-146)

No Substantial Change from Previous Analysis: As previously depicted on Figure 3-2, the Project generally would maintain the site's existing topography and would develop the Project site in a manner generally consistent with what was evaluated by the IS/NOP prepared for EIR No. 466. Under existing conditions, runoff from the site is conveyed to an existing storm drain within Harvill Avenue, which conveys flows north within Harvill Avenue, east within Commerce Center Drive, and south within Messenia Lane, and discharges to existing off-site drainage facilities near the east-central property boundary. Under the proposed Project, runoff on the site would be conveyed to one of two detention basins. The northern detention basin would convey flows to the existing 10-foot Reinforced Concrete Box (RCB) storm drain and would discharge at the east-central property line. Flows from the southern detention basin would be conveyed to the existing 14-foot RCB storm drain near the east-central Project boundary, and also would be discharged off site to the east near the east-central property line. Additionally, flows from within Commerce Center Drive would be conveyed to an existing off-site detention basin located north of the Project site, which would discharge towards existing drainage facilities located east of and adjacent to the Project site. Accordingly, and consistent with existing conditions, all runoff from the Project site would be conveyed to existing drainage facilities located east of and adjacent to the Project site following treatment by the proposed detention basins. Accordingly, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, and impacts would be less than significant.

Additionally, and consistent with the Project evaluated in the IS/NOP, development of the Project site as proposed would minimize areas of pervious surfaces, and therefore would preclude the potential for increased erosion hazards on site. Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), which was prepared to evaluate the site-specific development components proposed by the Project Applicant, post-development runoff from the site would slightly increase during 100-year (24-hour duration) storm events (i.e., from 13.3 cfs under existing conditions to 14.5 cfs under post-development conditions) (PBLA, 2019a, p. 4). Although peak runoff from the site would slightly increase under the proposed Project, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Moreover, runoff from the Project site following development would be conveyed directly to the detention basins at the northern and southern portions of the Project site. As such, and consistent with the finding of the IS/NOP, the Project would not substantially alter the existing drainage pattern of the site or area through the addition of impervious surfaces, and impacts would be less than significant.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that implementation of the MFBCSP would involve grading, excavation, trenching, temporary stockpiling, and construction work in areas of relative flat terrain. The IS/NOP noted that the MFBCSP would result in the construction of additional impervious surfaces, which may result in increased runoff. The IS/NOP identified that short-term impacts may result during construction with some amounts of increased water erosion being generated on-site. The IS/NOP also indicated that construction activities would be subject to the Santa Ana RWQCB NPDES Permit for construction-related stormwater discharges in the San Jacinto River watershed. By following the standards pursuant to the NPDES Permit for construction activities, the IS/NOP concluded that the MFBCSP would have less-than-significant impacts to erosion and siltation either on or off-site. Therefore, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 22)

EIR No. 466 also found that implementation of the MFBCSP would increase the percent of impervious surfaces compared to the conditions that existed at the time. EIR No. 466 noted that runoff would be directed through a system of curbs, gutters, and storm drain systems into the Perris Valley Storm Drain and the San Jacinto River. EIR No. 466 indicated that reduced on-site infiltration would lead to increased volumes and/or velocities of storm flows entering natural, earthen drainages. EIR No. 466 determined that these increased flows could substantially increase channel erosion and sediment transport to downstream areas, such as Canyon Lake. EIR No. 466 disclosed that future implementing projects within the MFBCSP would be required to develop and implement a Water Quality Management Plan (WQMP) to effectively keep post-development storm water flows/volumes to pre-development levels. EIR No. 466 provided examples of management measures that could be identified in a WQMP, which included use of pervious pavement, vegetated swales, infiltration basins, and velocity dissipation devices at storm drain outfall structures. By developing and implementing a WQMP, and with incorporation of EIR No. 466

Mitigation Measure MM Hydro 2, EIR No. 466 concluded that implementation of the MFBCSP would have less than significant impacts related to erosion and siltation. (Webb, 2005, p. IV-146)

No Substantial Change from Previous Analysis: No Substantial Change from Previous Analysis: Construction activities would occur on the same site in the same or similar manner as assumed by EIR No. 466 and its associated IS/NOP. Consistent with the project evaluated by the IS/NOP, the Project's proposed grading activities would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. 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. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed. Consistent with the finding of the IS/NOP, and pursuant to the requirements of the State Water Resources Control Board (SWRCB), the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit, which was also required at the time EIR No. 466 was certified, is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, and similar to the project evaluated by the IS/NOP, during grading and other construction activities involving soil exposure or the transport of earth materials, Riverside County Ordinance No. 457 (Building Codes and Fees Ordinance), which establishes, in part, requirements for the control of dust and erosion during construction, would apply to the Project. As part of the requirements of Ordinance No. 457, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Consistent with the finding of the IS/NOP, mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that erosion impacts during construction activities would be less than significant.

As noted by EIR No. 466, following construction erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. However, and consistent with the project evaluated by EIR No. 466, all runoff from the Project site would be conveyed via an existing 10- to 14-foot public bypass storm drain within the Project site to the existing offsite existing drainage facilities east of the Project site following treatment by the two proposed detention basins. As such, and consistent with the conclusion of EIR No. 466, the Project would not have the potential to cause or contribute to erosion hazards downstream.

Additionally, because EIR No. 466 evaluated only a land use plan and the Project consists of a site-specific development, a site-specific hydrology study was required for the Project and is contained in *Technical Appendix F1*. Based on the analysis presented in the Project's hydrology study, post-development runoff from the site would slightly increase during 100-year (24-hour duration) storm events (i.e., from 13.3 cfs under existing conditions to 14.5 cfs under post-development conditions) (PBLA, 2019a, p. 4). Although

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peak runoff from the site would increase under the proposed Project, and similar to the conditions that existed when EIR No. 466 was certified, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Moreover, runoff from the Project site following development would be conveyed directly to existing drainage facilities downstream that have been designed to preclude or substantially avoid erosion hazards. Because the drainage associated with the Project would be fully controlled via the on-site drainage plan and would be conveyed directly to existing drainage facilities, the rate and amount of erosion would not increase substantially as compared to existing conditions. In addition, Mitigation Measures MM Hydro 1 through MM Hydro 4, identified in EIR No. 466 and included below, would continue to apply to the Project and would further reduce the Project's potential to result in wind or water-related erosion that could adversely affect the environment. Similar to the conclusion reached by EIR No. 466, Project-related impacts due to erosion-related hazards would be less than significant with mitigation.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that after completion of the MFBCSP, the run-off coefficient (which is a measure of the rate of run-off) for the properties in the MFBCSP would approximately double because of the increase in impervious surfaces that restrict infiltration. The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would be developed on a property that had an existing storm drain system, roads, sidewalks and appurtenant infrastructure. Although development of the MFBCSP would reduce the area of permeability in the MFBCSP area by approximately 85 percent, the IS/NOP determined that the increased runoff would be captured by and carried through the existing storm drain system which was designed to accommodate the ultimate storm water flows expected at build-out. The IS/NOP indicated that this storm drain system would prevent the increased runoff from creating on-site or offsite flooding. Additionally, the IS/NOP noted that the MFBCSP site was not located in a 100-year flood zone. As such, the IS/NOP concluded that impacts would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 29 and 30)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no portions of the Project site or surrounding areas that are located within a mapped 100-year flood hazard area. As previously depicted on Figure 3-2, the Project generally would maintain the site's existing topography. As with the project evaluated by the IS/NOP prepared for EIR No. 466, with implementation of the proposed Project the site would drain towards the northern and southern detention basins and ultimately would be discharged off-site at the east central Project boundary via an existing 10- to 14-foot RCB storm drain bypass. Because the IS/NOP prepared for EIR No. 466 evaluated only proposed land uses and because the Project consists of a site-specific development, a hydrology study was required for the proposed Project and is included as *Technical Appendix F1*. Based on the analysis presented in the Project's hydrology study, although the total amount of runoff would not change as compared to existing conditions, the rate of post-development runoff from the site would

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slightly increase during 100-year (24-hour duration) storm events (i.e., from 13.3 cfs under existing conditions to 14.5 under post-development conditions) (PBLA, 2019a, p. 4). Although peak runoff from the site would increase under the proposed Project, and consistent with the conditions that existed at the time the IS/NOP was prepared, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Similar to the conclusion reached by the IS/NOP, runoff from the Project area would be conveyed via existing drainage infrastructure to the Perris Valley Storm Drain to the east, and would not have the potential to substantially increase flooding hazards downstream. As such, and consistent with the findings of the IS/NOP, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

f) Would the proposed 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?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that after completion of the MFBCSP, the run-off coefficient (which is a measure of the rate of run-off) for the properties in the MFBCSP would approximately double because of the increase in impervious surfaces that restrict infiltration. EIR No. 466 determined that although impacts would be significant to downstream areas due to the current lack of flood control facilities, the master drainage plan that existed at the time was designed to properly convey storm water to the ultimate design of the Perris Valley Storm Drain Channel, and included interim drainage measures prior to buildout of the Area Drainage Plan. Additionally, EIR No. 466 identified Mitigation Measures MM Hydro 4 and MM Hydro 5 to further reduce impacts due to exceedance of the capacity of existing or planned stormwater drainage system. Therefore, with implementation of the Area Drainage Plan and Mitigation Measures MM Hydro 4 and MM Hydro 5, EIR No. 466 concluded that impacts due to exceeding the capacity of an existing or planned drainage system would be less than significant. (Webb, 2005, p. IV-147 and Appendix A, pp. 26 and 28)

EIR No. 466 determined that while increasing imperviousness may contribute to improvements in ground water quality, it could likewise result in negative impacts to surface water quality. EIR No. 466 found that buildout of the MFBCSP would add large amounts of impervious surfaces to the site, indicating that less water would percolate into the ground and more surface runoff will be generated. EIR No. 466 noted that paved areas and streets would collect dust, soil, and other impurities that would then be assimilated into surface runoff during rainfall events. EIR No. 466 indicated that pollutants such as oil and grease, heavy metals, sediment, fertilizers, and pesticides can be expected to be present in surface water runoff once development within the MFBCSP occurs. However, EIR No. 466 noted that future implementing developments would be required to develop and implement a Water Quality Management Plan (WQMP) to effectively treat all pollutants expected to be generated by the future land use and for which downstream waters are impaired. By developing and implementing a WQMP, and by incorporating EIR No. 466 Mitigation Measures MM Hydro 2 and MM Hydro 3, EIR No. 466 concluded that buildout of the

MFBCSP would have less-than-significant impacts related to new sources of polluted runoff. (Webb, 2005, p. IV-147)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. EIR No. 466 evaluated land uses as proposed by the MFBCSP, but did not evaluate site-specific development plans. The Project consists of Plot Plan No. 180034, which provides details regarding development of the 20.5-acre Project site, including proposed drainage facilities. As such, a site-specific hydrology study was required for the Project and is included as *Technical Appendix F1*. The Project's hydrology study indicates that post-development runoff from the site would slightly increase during 100-year (24-hour duration) storm events (i.e., from 13.3 cfs under existing conditions to 14.5 cfs under post-development conditions) following water quality treatment and detention by the proposed detention basin (PBLA, 2019a, p. 4). Thus, whereas the IS/NOP indicated that peak runoff would approximately double, runoff under the Project would increase by only approximately 9%. Additionally, and consistent with the findings reached by EIR No. 466, although peak runoff from the site would increase under the proposed Project, drainage infrastructure installed in the surrounding area pursuant to CFD 88-8 was sized to accommodate future development within the CFD area, including development on the Project site. Additionally, major drainage facilities as called for by the Area Drainage Plan were completed following certification of EIR No. 466. Thus, the Project's slight increase in peak runoff was accounted for as part of the existing improvements and would be less than was assumed by the IS/NOP. As such, and consistent with the conclusion reached by EIR No. 466, the Project would not exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

With respect to water quality, and consistent with the conditions that existed when EIR No. 466 was certified, receiving waters for the property's drainage are the Messenia Avenue Storm Drain System, the Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is currently impaired by nutrients, while Lake Elsinore is by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. (PBLA, 2019b, p. 7) Because the Project consists of a site-specific development that includes more detail than the land uses evaluated by EIR No. 466, a site-specific Water Quality Management Plan (WQMP) was required for the Project and is included as *Technical Appendix F2*. According to the WQMP, the Project's pollutants of concern are bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease (PBLA, 2019b, p. 17). To meet NPDES requirements, and consistent with the assumptions made by EIR No. 466, the Project's proposed storm drain system is designed to route the first flush runoff generated on the Project site to one of the proposed detention basins. The detention basins have been designed to detain runoff and provide water quality treatment, which would be effective in reducing the pollutants of concern in runoff leaving the Project site. As noted above, waters that are tributary to the Project site are impaired with PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. Consistent with the conclusion reached by EIR No. 466, the proposed drainage plan, including the proposed detention basins, would ensure that runoff leaving the site is treated for pollutants of concern

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prior to discharge from the Project site. As such, the Project would not create substantial additional sources of polluted runoff.

Furthermore, and consistent with the assumptions made by EIR No. 466, the Project would be required to implement a WQMP during long-term operation, pursuant to the requirements of the applicable NPDES permit. The WQMP was prepared to evaluate the proposed Project and is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural controls (including the proposed detention basin) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Consistent with the conclusion reached by EIR No. 466, mandatory compliance with the WQMP would ensure that the Project does not create substantial additional sources of polluted runoff during long-term operation. Furthermore, the Project would be subject to EIR No. 466 Mitigation Measures MM Hydro 2 and MM Hydro 3, which EIR No. 466 found would further reduce the potential for impacts due to polluted runoff.

Based on the foregoing analysis, and consistent with the findings of EIR No. 466, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, and would not provide substantial additional sources of polluted runoff. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was not located in a Federal Emergency Management Agency (FEMA) designated 100-year flood zone. The IS/NOP indicated that after buildout of the MFBCSP, the amount of storm water run-off would increase, therefore incrementally increasing the overall discharge into the San Jacinto River and ultimately Canyon Lake. However, the IS/NOP determined that through utilization of existing storm water facilities development within the MFBCSP would not cause a significant increase in the amount of surface runoff and would not impede or redirect flood flows. This issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 29 and 30)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no portions of the Project site or surrounding areas that are located within a mapped 100-year flood hazard area. According to Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency, the Project site is located within "Zone X," which encompasses areas determined to be outside the 0.2% annual chance floodplain. (FEMA, 2008) Because the Project site is not located within a mapped flood hazard area, the Project has no potential to impede or redirect flood flows. Additionally, post-development runoff from the site would slightly increase during 100-year (24-hour duration) storm events (i.e., from 13.3 cubic feet per second [cfs] under existing conditions to

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14.5 cfs under post-development conditions) following treatment and detention by the proposed detention basins (PBLA, 2019a, p. 4). Consistent with the finding of the IS/NOP, although peak runoff from the site would increase under the proposed Project, drainage infrastructure installed in the surrounding area pursuant to CFD 88-8 was sized to accommodate future development within the CFD area, including the Project site. Thus, the Project's slight increase in peak runoff was accounted for as part of the existing improvements. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not impede or redirect flood flows either on site or downstream, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the nearest dam to the MFBCSP site was the Perris Dam that holds back Lake Perris, located approximately 4.5 miles east. The IS/NOP noted that although the dam faces in the direction of the MFBCSP site, the MFBCSP site was not located within a dam inundation area. Impacts were concluded to be less than significant in the IS/NOP, and this topic was not evaluated in EIR No. 466. Impacts associated with tsunamis and seiches were not evaluated in the IS/NOP; however, the IS/NOP and EIR No. 466 contained enough information about the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP's potential to be impacted by tsunamis or seiches was readily available. (Webb, 2005, Appendix A, pp. 29 and 30)

No Substantial Change from Previous Analysis: As with the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is located approximately 35 miles northeast of the Pacific Ocean; thus, the Project site is not subject to hazards associated with tsunamis, nor are there any components of the Project that could contribute to tsunami-related hazards. According to the FIRM prepared by FEMA, the Project site is located within flood hazard "Zone X," which encompasses areas determined to be outside the 0.2% annual chance floodplain. (FEMA, 2008) As such, and consistent with the finding reached by the IS/NOP, the Project site would not be subject to inundation during flood events. The Project site is located approximately 3.6 miles west of the Lake Perris Dam. According to MVAP Figure 11 (Special Flood Hazard Areas), the Project site is not located within any dam inundation areas or special flood hazard areas, including inundation areas associated with the Perris Dam (Riverside County, 2015b, Figure 11). As such, and consistent with the findings reached by the IS/NOP, it is concluded that due to distance and intervening topography, the Project site would not be subject to seiche hazards. As such, the Project site would not be subject to inundation that could result in the release of pollutants from the Project site, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP indicated that future development within the MFBCSP would be conditioned to comply with the requirements of the Regional Water Quality Control Board under Order No. 01-34 for construction-related activities in the San Jacinto Watershed. In addition, the IS/NOP noted that future development within the MFBCSP area would be required to comply with the requirements of Supplement A to the Riverside County Drainage Area Management Plan, and must be equipped with an effective combination of structural and non-structural post-construction BMPs. Therefore, the IS/NOP concluded that the MFBCSP would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and determined that impacts would be less than significant. As a result, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 27)

No Substantial Change from Previous Analysis: Similar to the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019), which also was in effect at the time the IS/NOP was circulated for public review (RWQCB, 2019). In addition, 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" (EMWD, 1995; EMWD, 2018). The Project's consistency with each is discussed below.

Santa Ana Region Basin Plan

The California Porter-Cologne Water Quality Control Act (§ 13000 ("Water Quality") et seq., of the California Water Code), 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. Similar to the conditions that existed when the IS/NOP for EIR No. 466 was prepared, the Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019). This document, which also was in effect when EIR No. 466 was certified, is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. As noted by the IS/NOP and the Project's WQMP, the Project site resides within the Santa Ana Watershed and receiving waters for the property's drainage are the Messenia Avenue Storm Drain, the Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Receiving waters listed on the Section 303(d) list include Canyon Lake and Lake Elsinore, and both of these bodies of water were impaired when the IS/NOP was prepared for EIR No. 466. Canyon Lake is currently impaired by nutrients and pathogens,

while the IS/NOP noted that at the time Canyon Lake was impaired for exceeding its water quality objectives for sediments, siltation, pathogens, and nutrients. Although not specifically addressed by the IS/NOP, Lake Elsinore currently is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. The Messenia Avenue Storm Drain, the Perris Valley Storm Drain, and the San Jacinto River Reaches 1 and 3 currently are not listed as impaired. (PBLA, 2019b, p. 7)

As noted by the IS/NOP prepared for EIR No. 466, specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (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 Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

Provided below is a discussion of the Project's potential to conflict with the Santa Ana Region Basin Plan during both construction and long-term operation.

Construction-Related Water Quality

Construction activities would occur on the same site and in the same or similar manner as assumed by EIR No. 466 and its associated IS/NOP. As with the project evaluated by EIR No. 466 and the IS/NOP, construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, and these requirements also would have applied to new development at the time the IS/NOP was prepared for EIR No. 466. The SWPPP is required to 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 are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As with the project evaluated by the IS/NOP and EIR No. 466, mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

Operational Water Quality Impacts

EIR No. 466 and the associated IS/NOP evaluated buildout of the MFBCSP area with a variety of light industrial and commercial land uses. The Project consists of an implementing development within the MFBCSP and proposes a site-specific development that includes a proposed drainage system that would route first flush flows towards one of two proposed detention basins. Because the Project includes details regarding the proposed drainage system that were not included in the MFBCSP, a site-specific WQMP was required for the Project in order to confirm the conclusion of the IS/NOP prepared for EIR No. 466 that water quality impacts would be less than significant. The WQMP is contained in *Technical Appendix F2*, and is discussed below.

As noted above, receiving waters for the property's drainage are the Messenia Avenue Storm Drain, the Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. (PBLA, 2019b, p. 7) As noted above, because the Project consists of a site-specific development, a WQMP was required for the Project and is included in *Technical Appendix F2*. According to the Project's Water Quality Management Plan (WQMP; *Technical Appendix F2*), the Project's pollutants of concern include bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease (PBLA, 2019b, p. 17). To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to one of the two proposed storm drains. The detention basins have been designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site. As noted above, waters that are tributary to the Project site are impaired with bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease. The proposed detention basin would be effective at treating the Project's pollutants of concerns. Runoff from the Project site would not contribute substantially to existing downstream impairments and the Project therefore would not conflict with the Santa Ana Region Basin Plan; thus, impacts would be less than significant.

Furthermore, the Project would be required to implement a WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix F2*. The Preliminary WQMP identifies structural controls (including the proposed detention basin) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, mandatory compliance with the WQMP would ensure that the Project does not conflict with the Santa Ana Region Basin Plan, and impacts would be less than significant.

Groundwater Management Plan – West San Jacinto Groundwater Basin

The EMWD adopted the *Groundwater Management Plan – West San Jacinto Groundwater Basin* (GMP) on June 8, 1995, and the GMP was in effect at the time EIR No. 466 was certified. The GMP was not addressed by the IS/NOP or EIR No. 466, both of which evaluated buildout of the MFBCSP area with light industrial and commercial land uses. The Project consists of an implementing development within the MFBCSP area, is fully consistent with the land uses assumed by EIR No. 466 for the site, and identifies a site-specific development plan as part of proposed Plot Plan No. 180034. Accordingly, due to the additional detail available as part of the proposed Project, an analysis of the Project’s consistency with the GMP is provided below.

The GMP is intended to manage the San Jacinto Groundwater Basin (SJGB) 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 has been divided into six (6) groundwater management zones. The Project site is located at the western edge of the Perris North Groundwater Management Zone (GMZ). (EMWD, 1995; EMWD, 2018, Figure 7-2)

EMWD adopted the Management Plan in June 1995 in accordance with Assembly Bill 3030 (AB 3030) enacted in 1992, which is now codified in the California Water Code Sections 10750 through 10755. The Management Plan is intended to protect the vested interests of existing groundwater producers while providing a planning framework for new water supply projects for the benefit of groundwater producers and the public. The Management Plan goals include (EMWD, 2018, p. 6):

- Establishment of a Groundwater Basin Manager
- Monitoring of Groundwater Production
- Monitoring of Groundwater Level and Quality
- Development of Well Construction Policies
- Development of a Well Abandonment and Destruction Program
- Monitoring of Well Construction, Abandonment, and Destruction
- Groundwater Quality Protection
- Exchange of Agricultural and Other Non-potable Groundwater Production to Municipal Use
- Maximize Yield Augmentation with Local Resources – Local Runoff and Reclaimed Water
- Maximize Conjunctive Use
- Groundwater Treatment

There are no existing groundwater wells on the Project site, and the proposed Project does not propose to construct any wells on site. As such, the Project would not directly extract groundwater, but would instead obtain potable water from the EMWD, which relies in part on groundwater resources. Accordingly, the Project only would have the potential to conflict with the West San Jacinto GMP if the Project were to obstruct infiltration of runoff into the groundwater basin, or if the Project were to contribute to or exacerbate existing water quality problems within the basin.

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As noted above under the discussion of the Project's consistency with the Santa Ana Region Basin Plan, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does result in polluted runoff that could adversely affect water quality within the SJGB. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby allowing for infiltration into the SJGB. Accordingly, during construction the Project would not conflict with the West San Jacinto GMP, and a less-than-significant impact would occur.

Following construction activities, infiltration on the Project site largely would be precluded and would be limited to landscaped areas, as remaining areas of the site would be covered with impervious surfaces (i.e., buildings, drive aisles, etc.). However, under existing conditions all runoff generated on and tributary to the Project site is conveyed directly into existing storm drainage facilities. While a nominal amount of groundwater recharge may occur on site under existing conditions, the majority of runoff is conveyed to downstream facilities, which ultimately include unlined drainage channels and bodies of water (i.e., Canyon Lake and Lake Elsinore) wherein groundwater recharge occurs. These conditions would not substantially change under the proposed Project. That is, all runoff generated on the site would be conveyed to one of two water quality basins for treatment, and would discharge into an existing 10- to 14-foot RCB storm drain bypass that discharges near the east central Project boundary. Groundwater recharge would continue to occur downstream, as it does under existing conditions. Furthermore, under long-term operating conditions, all runoff generated on the Project site would be treated by the proposed northern and southern bioretention basins. The bioretention basin is designed to treat the Project's pollutants of concern (PBLA, 2019b, p. 17). Thus, with implementation of the proposed Project, Project-related runoff would not contribute to or exacerbate existing water quality impairments within the West San Jacinto GMP area. As such, the Project would not conflict with the West San Jacinto GMP, and impacts would be less than significant.

Conclusion

Based on the preceding analysis, the Project would not conflict with the San Jacinto River Basin Plan or the West San Jacinto GMP. Accordingly, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address impacts to hydrology and water quality. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that the proposed Project includes two detention basins in the southern and northern portions of the site, and thus the Project would implement the requirements specified by EIR No. 466 Mitigation Measure MM Hydro 4.

MM Hydro 1: In order to mitigate impacts related to water quality resulting from construction of the Majestic Freeway Business Center, the project proponent or their developer shall obtain coverage under the appropriate NPDES Construction Permit for Activities in the San Jacinto watershed through the Santa Ana Regional Water Quality Control Board prior to obtaining the grading permit. Each development within the project area will warrant its own coverage under the Construction Permit, unless otherwise determined by the Santa Ana Regional Water Quality Control Board.

MM Hydro 2: In order to mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from Specific Plan implementation, individual project proponents shall develop and implement a Water Quality Management Plan (WQMP). The WQMP will contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the County's approved WQMP developed in compliance with their MS4 permit.

MM Hydro 3: To mitigate impacts related to water quality following development, individual project proponents will determine if coverage under the State's General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations.

MM Hydro 4: To mitigate impacts related to exceedance of capacity of storm drain facilities, individual project proponents will be conditioned to construct a "fair share" of on-site storm drain infrastructure or to demonstrate that existing on-site facilities can effectively accommodate storm flows for the 100-year event.

5.1.11 Land Use and Planning

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
24. Land Use				
a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the proposed 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?**

EIR No. 466 Finding: As indicated in Table IV-1 of EIR No. 466, EIR No. 466 determined that the MFBCSP would be fully consistent with, or otherwise would not conflict with, all applicable policies of the General Plan. As such, impacts were determined to be less than significant. (Webb, 2005, pp. IV-7 through IV-24)

No Substantial Change from Previous Analysis: The Project site is located within Planning Area 5 of the MFBCSP, which in turn is located in the MVAP portion of the Riverside County General Plan. The MFBCSP designates Planning Area 5 for “Light Industrial” land uses. The Project’s proposed 391,045 s.f. of high-cube transload short-term warehouse uses are fully consistent with the “Light Industrial” land use designation applied to MFBCSP Planning Area 5. Additionally, a site-specific analysis of the Project’s consistency with the policies and requirements of the MFBCSP was conducted by T&B Planning, the results of which are provided as *Technical Appendix I*. As indicated in *Technical Appendix I*, the Project is consistent with or otherwise would not conflict with the policies and requirements of the MFBCSP, including policies and requirements adopted for the purpose of avoiding or mitigating an environmental effect.

Additionally, as part of its review of the proposed Project, Riverside County 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. Moreover, the Project is fully consistent with the land use designations and requirements of the General Plan and MVAP. Thus, the Project would not conflict with any General Plan or MVAP policies that were adopted for the purpose of avoiding or mitigating an environmental effect.

Based on the foregoing analysis, the Project would not conflict with the land use designations and policies of the General Plan, MVAP, or MFBCSP, including policies and requirements adopted for the purpose of avoiding or mitigating an environmental effect, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that proposed development was located along the alignment of Interstate 215, between Cajalco Expressway and Nandina Avenue. The IS/NOP noted that the MFBCSP site was located within the Mead Valley community which extends west from Interstate 215. Property on the east side of Interstate 215 was located within the City of Perris. The IS/NOP indicated that the MFBCSP site was located at the eastern edge of Mead Valley. Although the MFBCSP is not contiguous in shape, the IS/NOP determined that parcels east of Decker Road and Seaton Avenue, and west of Interstate 215 that are not a part of this MFBCSP area were also designated for industrial business park uses. Since the MFBCSP site was located at the edge of the Mead Valley community and within an area designated for industrial and business park uses, the IS/NOP concluded that the MFBCSP would not divide and would not disrupt the physical arrangement of the Mead Valley community. Impacts were determined to be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 31 and 33)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is located at the eastern edge of the Mead Valley community. Since certification of EIR No. 466, there have been no new residential developments beyond the existing residential community generally located west of Seaton Avenue located approximately 0.2 miles west of the Project site. Areas to the east of Seaton Avenue in the vicinity of the Project site are generally developed with or planned for light industrial land uses. There are no existing or proposed residential uses surrounding or adjacent to the Project site. As such, development of the Project site with up to 391,045 s.f. of high-cube transload short-term warehouse uses would have no potential to divide the physical arrangement of an established community. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.12 Mineral Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
25. Mineral Resources				
a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the proposed 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?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the General Plan's Multipurpose Open Space Element identified most of western Riverside County, where there are no known mineral resources, as being within Mineral Resources Zone No. 3 (Figure OS-5). The IS/NOP determined that the MFBCSP site was located within this Mineral Resources Zone (MRZ-3). The IS/NOP defined MRZ-3 as areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. Because the MFBCSP site contains no known mineral resources, the IS/NOP concluded that no impact would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 33 and 34)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and according to mapping information available from the California Geological Survey, the Project site is classified as Mineral Resources Zone 3 (MRZ-3), which is defined as "areas containing known or inferred mineral occurrences of undetermined mineral resource significance" (CGS, 2008). Accordingly, and consistent with the conclusion reached by the IS/NOP, implementation of the proposed Project would not result in the loss of availability of a known mineral resource, and there would be no Project impacts. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that there were no identified mineral resource sites within proximity of the MFBCSP site. Therefore, the IS/NOP concluded that no impacts to mineral resources would occur and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 33 and 34)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no mineral resource sites within proximity of the Project site. The Riverside County General Plan, MVAP, and MFBCSP do not designate the Project site as a locally-important mineral resource recovery site (Riverside County, 2015a; Riverside County, 2015b; Webb, 2005). As such, and consistent with the findings of the IS/NOP, the Project would not result in the loss of availability of a locally-important mineral resource recovery site, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP site was not located in an area of proposed, existing, or abandoned quarries or mines; therefore, the IS/NOP concluded that the MFBCSP would not expose people or property in the project area to these hazards and that no impacts would occur. This topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 33 and 34)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is not located in an area of proposed, existing, or abandoned quarries or mines. A materials recovery site occurs approximately 1.0-mile west of the Project site. Additionally, there is a potential mine being considered for a property located approximately 1.2 mile south of the Project site. (Google Earth, 2018) However, due to distance between the Project site and these existing/potential mining sites, the Project would not have the potential to expose future site workers to hazards from these mines. There would be no potential for future impacts to the proposed building resulting from mining activities occurring more than 1.0 mile from the Project site. Furthermore, the high-cube transload short-term warehouse uses proposed by the Project Applicant would not be considered incompatible with mining activities. As such, and consistent with the findings of EIR No. 466, the Project would not expose people or property in the Project area to hazards associated with quarries and mines no impacts would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.13 Noise

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
26. Airport Noise				
a. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels? NA <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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?

EIR No. 466 Finding: EIR No. 466 disclosed that the MFBCSP site was located outside of March Air Reserve Base’s 60 dB CNEL noise contours, as depicted in the 1998 MARB AICUZ Study. EIR No. 466 noted that Section A.7 of the Appendices to the AICUZ Study stated that “most industrial/manufacturing uses are compatible in the airfield environs” and that the “commercial/retail trade and personal and business services are compatible without restriction up to DNL [Day-Night Average A-Weighted Sound Level] 70 dB.” Because MARB noise levels were projected to be less than 60 dB CNEL at the MFBCSP site, EIR No. 466 determined that all uses within the Specific Plan would be compatible with the exterior noise level guidelines set forth in the 1984 Riverside County Airport Land Use Plan and with the land use compatibility policies of the 1998 MARB AICUZ Study. Although the MFBCSP site fell outside of the CNEL noise contours for March Air Reserve Base, EIR No. 466 noted that the MFBCSP site was located beneath identified flight tracks for airplanes using the airfield at March Air Reserve Base; thus, EIR No. 466 disclosed that there was a potential for single-event noise levels to affect future land uses in the MFBCSP area. However, EIR No. 466 concluded that the industrial, warehouse and distribution, and commercial/retail land uses

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allowed by the MFBCSP are not considered to be sensitive receivers and therefore the impacts from these single-event noise levels were determined to be less than significant. (Webb, 2005, p. IV-103)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 391,045 s.f. of high-cube transload short-term warehouse uses. The land uses proposed by the Project Applicant are fully consistent with the land uses assumed for the site by EIR No. 466, which EIR No. 466 found would not be exposed to significant noise impacts due to airport operations at the March Joint Air Reserve Base. Moreover, according to Figure 4.15.20 of EIR No. 521, which was prepared for the County's 2015 General Plan Update, the Project site occurs outside of the 60 dBA CNEL contour for the March Joint Air Reserve Base (Riverside County, 2015c, Figure 4.15.20; Urban Crossroads, 2020, p. 25). According to Table N-1 of the County General Plan, and consistent with the findings of EIR No. 466, industrial uses such as those proposed by the Project Applicant are considered "Normally Acceptable" in terms of noise compatibility at noise levels up to 75 dBA CNEL, and are considered "Conditionally Acceptable" at noise levels ranging from 70 dBA CNEL to 80 dBA CNEL (Riverside County, 2015a, Table N-1). Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels associated with airport operations, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that the MFBCSP site was not within the vicinity of a private airstrip and no impact would occur. As such, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 35)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is not located within the vicinity of a private airstrip. The nearest private airstrip to the Project site is the Perris Valley Airport, located approximately 6.3 miles southeast of the Project site. According to the Land Use Compatibility Plan for the Perris Valley Airport, the Project site is located well outside of the 60 dB CNEL contour for this airport, which, according to General Plan Table N-1, indicates that the Project would be "Normally Compatible" with airport-related noise from this facility (ALUC, 2011, Figure PV-3; Riverside County, 2015a, Table N-1). Accordingly, the Project would not expose people residing or working in the project area to excessive noise levels associated with private airport noise, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
27. Noise Effects by the Project				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project cause 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?**

EIR No. 466 Finding: EIR No. 466 indicated that construction noise would result in a temporary change in ambient noise levels. EIR No. 466 disclosed that noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach significant levels ranging from 70 dBA to 105 dBA and could adversely affect sensitive receptors in the area. As discussed in EIR No. 466, impacts from construction noise are considered short-term impacts since noise would cease upon completion of construction activity. Nonetheless, EIR No. 466 determined that construction-related noise impacts would be potentially significant prior to mitigation. With implementation of Mitigation Measures MM Noise 1 through MM Noise 4 from EIR No. 466 and with mandatory compliance with Riverside County Ordinance No. 457, EIR No. 466 concluded that construction-related noise affecting sensitive receptors would be reduced to less-than-significant levels. (Webb, 2005, pp. IV-161, IV-162, IV-166, and IV-167)

EIR No. 466 also indicated that the MFBCSP would contribute long-term noise to the existing environment through the addition of traffic on local streets. Based on a noise impact analysis prepared for EIR No. 466, it was determined that the MFBCSP would result in substantial noise increases (i.e., 3 dBA or more increase) on nearby roadways and impacts were identified as potentially significant. EIR No. 466 concluded that traffic-related noise associated with the MFBCSP would be significant and unavoidable. EIR No. 466 also noted that noise levels affecting the MFBCSP site would not exceed 74.9 dBA CNEL, and concluded that the MFBCSP would therefore be compatible with existing and projected noise levels. (Webb, 2005, pp. IV-161 and IV-165)

EIR No. 466 also evaluated the MFBCSP’s potential for operational noise impacts, and found that daytime operational noise would not be significant if a barrier shields the visibility of the (loading) activity from

any ground-floor observers. EIR No. 466 noted that activities that occur at the rear of buildings, with no direct “line-of-sight” to residences, and not directly adjacent to the noise-sensitive land uses, would be shielded by the building itself. However, EIR No. 466 found that the nuisance factor from nighttime dock operations would be potentially significant prior to mitigation, and that daytime operational noise would be potentially significant in the absence of noise barriers. EIR No. 466 identified Mitigation Measure MM Noise 5, which requires an 8-foot high separation wall between on-site activities and existing off-site residential uses if daytime trucking activities occur within 200 feet of the property line. Mitigation Measure MM Noise 5 also requires a 12-foot barrier between loading dock areas and residential uses within 300 feet of the loading dock areas if loading dock materials handling activities are conducted during nighttime hours (10:00 pm to 7:00 am), and further requires that if nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing residence. EIR No. 466 also identified Mitigation Measure MM Noise 6, which limits nighttime operational activities associated with loading/unloading and truck movement within close proximity of nearby residential uses. With implementation of the required mitigation, EIR No. 466 concluded that operational noise would be less than significant. (Webb, 2005, pp. IV-165 through IV-167)

No Substantial Change from Previous Analysis: The Project would result in the buildout of a portion of MFBCSP Planning Area 5 and is fully consistent with the “Light Industrial” land use designation applied to the Project site by the MFBCSP. Although EIR No. 466 evaluated a range of land uses allowed by the MFBCSP, EIR No. 466 did not evaluate specific buildings, as EIR No. 466 assumed that the characteristics of individual buildings would be identified as part of implementing developments within the MFBCSP. The currently-proposed Project is an implementing development and the Project’s application materials identify specific building elements, including building areas and locations, setbacks, walls/fencing, and site access. In order to evaluate the Project’s site-specific elements, a Noise Impact Analysis (NIA) was required for the Project and is provided as *Technical Appendix G*. The Project’s NIA includes a detailed analysis of the Project’s potential to result in a substantial temporary and/or permanent increase in ambient noise levels, and was prepared in part to demonstrate that the Project’s anticipated noise impacts would be within the scope of analysis of EIR No. 466. Refer to the NIA for a detailed description of noise fundamentals, applicable regulatory requirements, the existing noise environment, and the methods and procedures used to evaluate the Project’s noise impacts. As explained below, the noise that would be generated by the Project is fully analyzed in and covered by the analysis of noise impacts set forth in EIR No. 466. Provided below is a summary of the results of the analysis for construction and long-term operation of the Project.

Construction-Related Impacts

Consistent with the findings of EIR No. 466, the Project has the potential to cause temporary or periodic increases in ambient noise levels during construction activities. Construction characteristics associated with the proposed Project would not be materially different from what was evaluated and disclosed by EIR No. 466. EIR No. 466 disclosed that construction-related noise impacts would be potentially significant, but would be reduced to less-than-significant levels with implementation of Mitigation Measures MM Noise 1 through MM Noise 4. Notwithstanding, the Project’s NIA (*Technical Appendix G*) includes an assessment of potential noise impacts that could affect sensitive receptors during

construction activities. Figure 5-2, *Construction Noise Source Locations*, depicts the construction noise source locations in relation to the nearby sensitive receiver locations that were evaluated as part of the analysis. The results of the analysis are presented below. (Urban Crossroads, 2020, p. 61)

Threshold of Significance

Based on the National Institute for Occupational Safety and Health (NIOSH) publication, *Criteria for Recommended Standard: Occupational Noise Exposure*, noise impacts due to Project-related construction activities would be potentially significant if Project-related construction activities create noise levels which exceed the 85 dBA Leq acceptable noise level threshold at the nearby sensitive receiver locations (NIOSH, 1998, p. 1). The City of Perris also describes noise impacts due to Project-related construction activities as those that exceed the noise level limit of 80 dBA Leq (Urban Crossroads, 2020, p. 28). Refer to Section 4 of the Project's NIA (*Technical Appendix G*) for a discussion of how thresholds of significance were selected for analysis.

Construction Noise Levels

Noise generated by the Project's construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages, based on similar projects in the County of Riverside: (Urban Crossroads, 2020, p. 61)

- Site Preparation
- Grading
- Building Construction
- Architectural Coating
- Paving

The construction noise analysis provided in the Project's NIA 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. The construction reference noise level measurements represent a list of typical construction activity noise levels. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver. (Urban Crossroads, 2020, p. 61)

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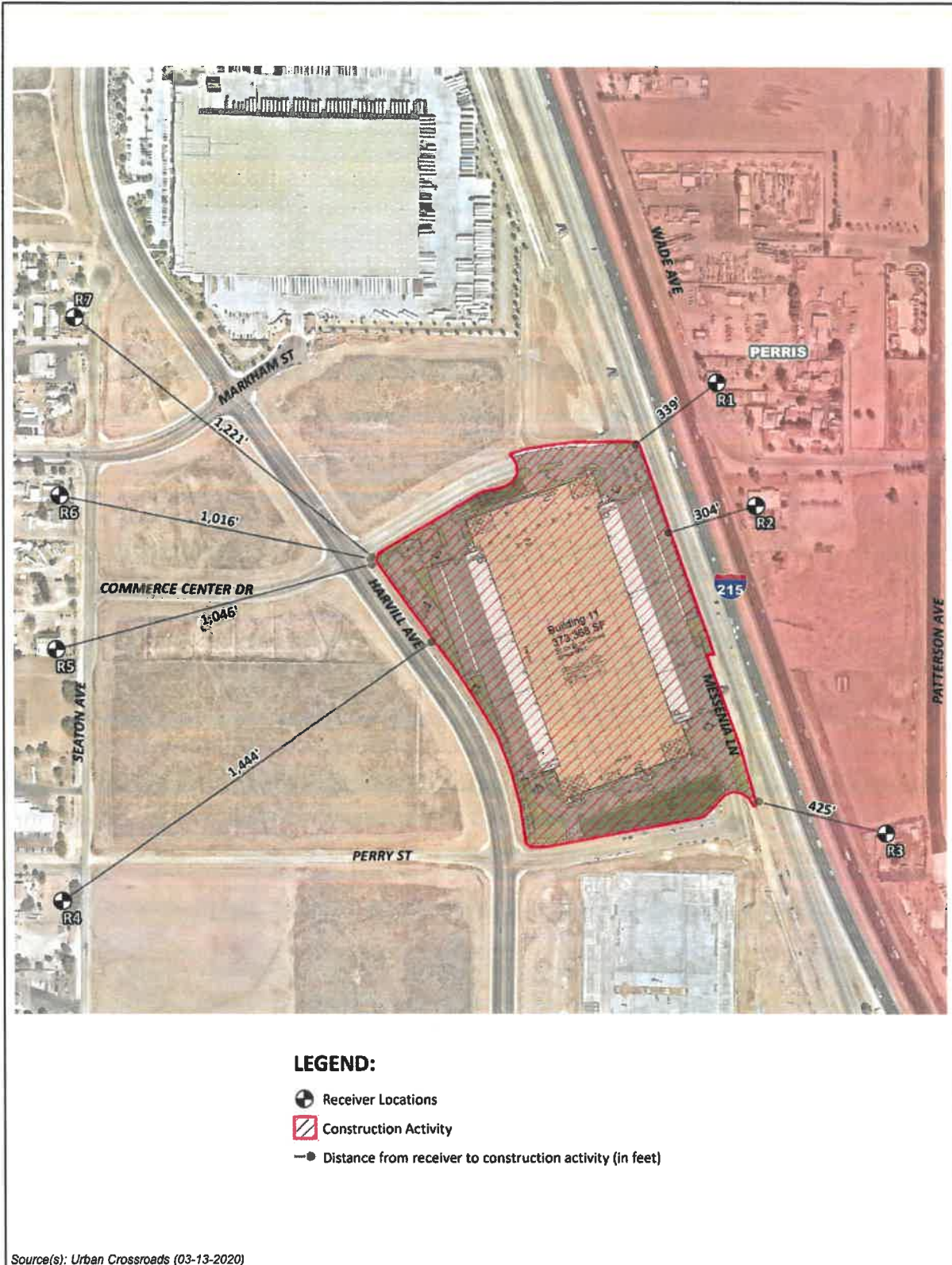


FIGURE 5-2



Not to Scale

CONSTRUCTION NOISE SOURCE LOCATIONS

Construction Reference Noise Levels

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites by Urban Crossroads. Table 5-5, *Construction Reference Noise Levels*, provides a summary of the construction reference noise level measurements. Because the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 5-5 have been adjusted for consistency to describe a uniform reference distance of 50 feet. (Urban Crossroads, 2019c, p. 61)

Table 5-5 Construction Reference Noise Levels

ID	Noise Source	Duration (h:mm:ss)	Reference Distance From Source (Feet)	Reference Noise Levels @ Reference Distance (dBA L _{eq})	Reference Noise Levels @ 50 Feet (dBA L _{eq}) ⁶
1	Truck Pass-Bys & Dozer Activity ¹	0:01:15	30'	63.6	59.2
2	Dozer Activity ¹	0:01:00	30'	68.6	64.2
3	Construction Vehicle Maintenance Activities ²	0:01:00	30'	71.9	67.5
4	Foundation Trenching ²	0:01:01	30'	72.6	68.2
5	Rough Grading Activities ²	0:05:00	30'	77.9	73.5
6	Framing ³	0:02:00	30'	66.7	62.3
7	Dozer Pass-By ⁴	0:00:32	30'	84.0	79.6
8	Concrete Mixer Truck Movements ⁵	0:01:00	50'	71.2	71.2
9	Concrete Paver Activities ⁵	0:01:00	30'	70.0	65.6
10	Concrete Mixer Pour & Paving Activities ⁵	0:01:00	30'	70.3	65.9
11	Concrete Mixer Backup Alarms & Air Brakes ⁵	0:00:20	50'	71.6	71.6
12	Concrete Mixer Pour Activities ⁵	1:00:00	50'	67.7	67.7

¹ As measured by Urban Crossroads, Inc. on 10/14/15 at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.

² As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.

³ As measured by Urban Crossroads, Inc. on 10/20/15 at a residential construction site located in Rancho Mission Viejo.

⁴ As measured by Urban Crossroads, Inc. on 10/30/15 during grading operations within an industrial construction site located in the City of Ontario.

⁵ Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27334 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on 7/1/15.

⁶ Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

(Urban Crossroads, 2020, Table 10-1)

Construction Noise Analysis

Using the reference construction equipment noise levels, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were conducted. Tables 10-2 to 10-6 of the Project's NIA (*Technical Appendix G*) present the short-term construction noise levels for each stage of construction. Table 5-6, *Unmitigated Construction Equipment Noise Level Summary*, provides a summary of the construction noise levels by stage at the nearby noise-sensitive receiver locations. Based on the stages of construction, the noise impacts associated with the proposed Project are expected to create temporarily high noise levels at the nearby receiver locations. To assess the worst-case construction noise levels, the 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, 2020, p. 64)

Table 5-6 Unmitigated Construction Equipment Noise Level Summary

Receiver Location ¹	Construction Noise Level (dBA L _{eq})					
	Site Preparation	Grading	Building Construction	Architectural Coating	Paving	Highest Activity Noise Levels ²
R1	63.7	57.6	52.3	51.6	55.7	63.7
R2	64.6	58.5	53.2	52.5	56.6	64.6
R3	61.2	55.1	49.8	49.1	53.2	61.2
R4	50.4	44.3	39.0	38.3	42.4	50.4
R5	53.2	47.1	41.8	41.1	45.2	53.2
R6	53.4	47.3	42.0	41.3	45.4	53.4
R7	51.9	45.8	40.5	39.8	43.9	51.9

- Noise receiver locations are shown on Figure 5-2.
- Estimated construction noise levels during peak operating conditions.
(Urban Crossroads, 2020, Table 10-7)

The construction noise analysis shows that the highest construction noise levels would occur when construction activities take place at the closest point from primary Project construction activity to each of the nearby receiver locations. As shown on Table 5-6, the unmitigated construction noise levels are expected to range from 38.3 to 63.9 dBA Leq at the nearby receiver locations. (Urban Crossroads, 2020, p. 68)

To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations a construction-related the NIOSH noise level threshold of 85 dBA Leq and the City of Perris' threshold of 80 dBA Leq are used as acceptable thresholds for construction noise at the nearby sensitive receiver locations. Table 5-7, *Construction Equipment Noise Level Compliance*, shows the highest construction noise levels at the potentially impacted receiver locations are expected to range from 50.4 to 64.6 dBA Leq and would satisfy the NIOSH 85 dBA Leq significance and the City of Perris' 80 dBA Leq thresholds during temporary Project construction activities. As such, the noise impact due to unmitigated Project-related construction noise levels is considered a less-than-significant impact at all nearby sensitive receiver locations. Accordingly, the Project would not cause a substantial 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. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (Urban Crossroads, 2020, p. 69)

Table 5-7 Construction Equipment Noise Level Compliance

Receiver Location ¹	Jurisdiction	Construction Noise Levels (dBA L _{eq})		
		Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	Perris	63.7	80	No
R2		64.6	80	No
R3		61.2	80	No
R4	County of Riverside	50.4	85	No
R5		53.2	85	No
R6		53.4	85	No
R7		51.9	85	No

- Noise receiver locations are shown on Figure 5-2.
- Estimated construction noise levels during peak operating conditions, as shown on Table 5-6.
- Construction noise thresholds as shown on Table 4-2 of the Project's NIA (*Technical Appendix G*) and as summarized above.
- Do the estimated Project construction noise levels satisfy the construction noise level threshold? (Urban Crossroads, 2020, Table 10-8)

Long-Term Operation-Related Impacts

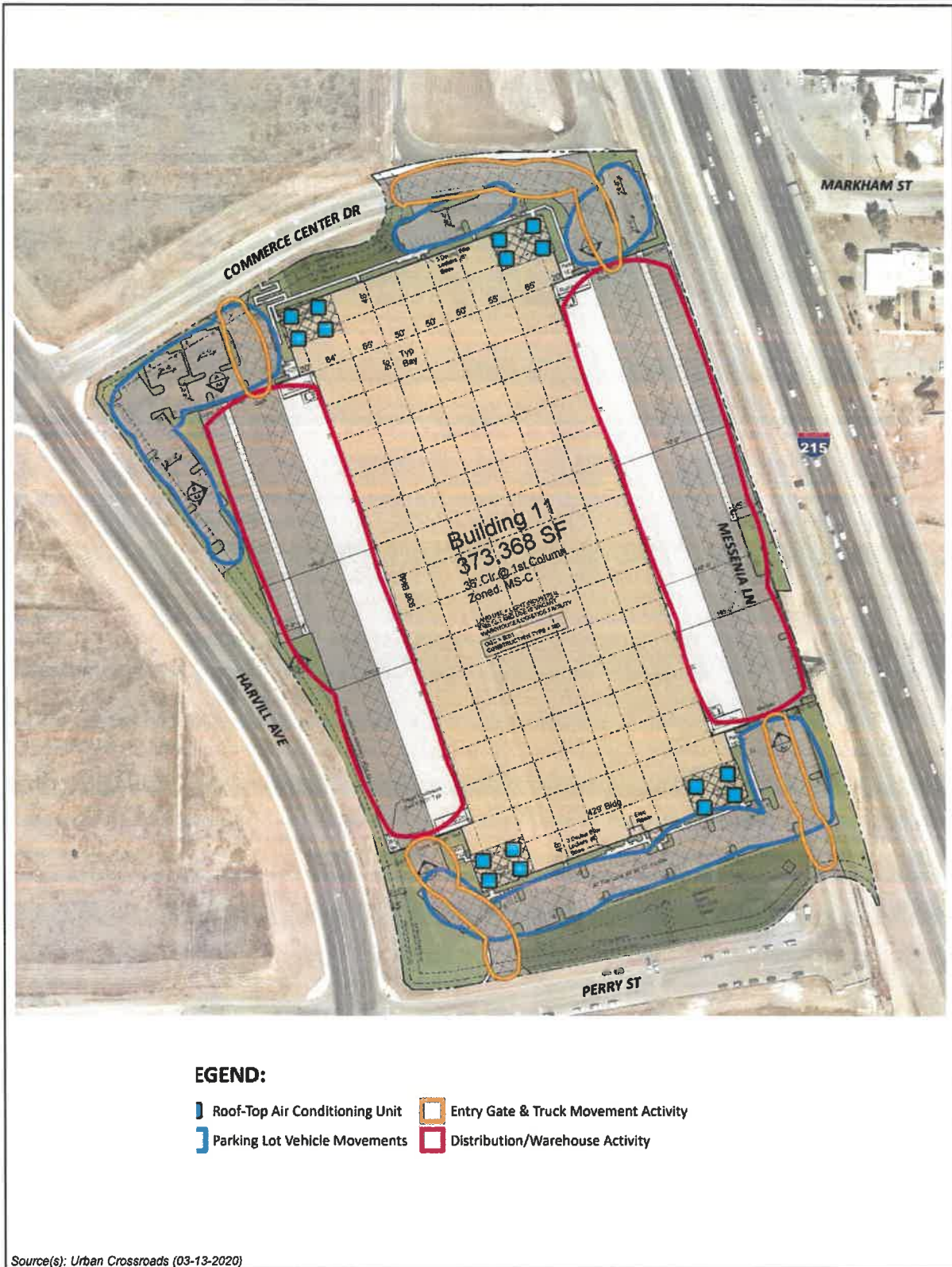
The Project Applicant proposes Plot Plan No. 180034, which would entail development of the 20.5-acre Project site with up to 391,045 s.f. of high-cube transload short-term warehouse uses. Implementation of Plot Plan No. 180034 would result in the full buildout of a portion of MFBCSP Planning Area 5. The land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designations applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the MFBCSP area. As such, operational characteristics of the proposed Project, and by extension operational noise associated with the proposed Project, would be fully consistent with what was evaluated for the site by EIR No. 466. Notwithstanding, because the Project's proposed Plot Plan No. 180034 provides more details regarding ultimate site development, the Project's NIA includes an evaluation of the Project's potential operational noise impacts. Figure 5-3, *Operational Noise Source Locations*, identifies the representative receiver locations and noise source locations used to assess the operational noise levels. (Urban Crossroads, 2020, p. 51)

Thresholds of Significance – Operational Noise

Noise impacts would be considered significant if any of the following would occur as a direct result of the proposed Project. Refer to Section 4 of the Project's NIA (*Technical Appendix G*) for a discussion of how thresholds of significance were selected for analysis. (Urban Crossroads, 2020, pp. 27-28)

- If Project-related operational (stationary-source) noise levels exceed:
 - the exterior 55 dBA L_{eq} daytime or 45 dBA L_{eq} nighttime noise level standards at nearby sensitive receiver locations in the County of Riverside (County of Riverside Municipal Code § 9.52.040); or

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Source(s): Urban Crossroads (03-13-2020)

FIGURE 5-3



OPERATIONAL NOISE SOURCE LOCATIONS

- the 80 dBA L_{eq} daytime or 60 dBA L_{eq} nighttime noise level standards at the nearby sensitive receiver locations in the City of Perris (City of Perris Municipal Code, Section 7.34.040).
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
 - are less than 60 dBA L_{eq} and the Project creates a readily perceptible 5 dBA L_{eq} or greater Project-related noise level increase; or
 - range from 60 to 65 dBA L_{eq} and the Project creates a barely perceptible 3 dBA L_{eq} or greater Project-related noise level increase; or
 - already exceed 65 dBA L_{eq} and the Project creates a community noise level impact of greater than 1.5 dBA L_{eq} (per FICON, 1992).
- If long-term Project generated operational vibration levels exceed the County of Riverside vibration standard of 0.01 in/sec RMS at sensitive receiver locations (County of Riverside General Plan Noise Element, Policy N 16.3).

Operational Noise Sources

The future tenants of the proposed building are currently unknown. The on-site Project-related noise sources are expected to be consistent with what was evaluated by EIR No. 466 and would include: idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements. The Project's NIA (*Technical Appendix G*) is intended to describe noise level impacts associated with the expected typical operational activities at the Project site. (Urban Crossroads, 2020, p. 51)

Operational Reference Noise Levels

To estimate the Project operational noise impacts, reference noise level measurements were collected by Urban Crossroads from similar types of activities to represent the noise levels expected with the development of the proposed Project. Table 5-8, *Reference Noise Level Measurements*, shows the estimated reference noise levels for each noise source associated with Project operations. It is important to note that the projected noise levels shown in Table 5-8 assume the worst-case noise environment with the idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements all operating continuously. These noise level impacts would likely vary throughout the day. Refer to Section 9.2 of the Project's NIA (*Technical Appendix G*) for a description of the reference noise levels used as inputs in Table 5-8. (Urban Crossroads, 2020, p. 51)

Table 5-8 Reference Noise Level Measurements

Noise Source	Duration (hh:mm:ss)	Ref. Distance (Feet)	Noise Source Height (Feet)	Hourly Activity (Mins) ⁴	Reference Noise Level (dBA Leq)		
					@ Ref. Dist.	Distance Attenuation to 50 Feet	@ 50 Feet
Truck Unloading/Docking Activity ¹	00:15:00	30'	8'	60	67.2	-4.4	62.8
Entry Gate & Truck Movements ¹	00:15:00	20'	8'	60	64.0	-8.0	56.0
Roof-Top Air Conditioning Units ²	96:00:00	5'	5'	39	77.2	-20.0	57.2
Parking Lot Vehicle Movements ³	01:00:00	10'	5'	60	52.2	-10.5	41.7

¹ Reference noise level measurements were collected from the existing operations of the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino on Wednesday, January 7, 2015.

² As measured by Urban Crossroads, Inc. on 7/27/2015 at the Santee Walmart located at 170 Town Center Parkway.

³ As measured by Urban Crossroads, Inc. on 5/17/2017 at the Panasonic Avionics Corporation parking lot in the City of Lake Forest.

⁴ Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site based on the reference noise level measurement activity.

(Urban Crossroads, 2020, Table 9-1)

Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. The operational noise level calculations, shown on Table 5-9, *Unmitigated Project-Only Operational Noise Levels*, account for the distance attenuation provided due to geometric spreading when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Hard site conditions are used in the operational noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source. Refer to the NIA (*Technical Appendix G*) for a discussion of how noise attenuation was calculated. As indicated on Table 5-9, the Project-only operational noise levels would range from 34.7 to 47.9 dBA Leq at the sensitive receiver locations. (Urban Crossroads, 2020, p. 55)

Table 5-10, *Unmitigated Operational Noise Level Compliance*, shows the operational noise levels associated with the proposed Project would satisfy the County of Riverside 55 dBA Leq daytime and 45 dBA Leq, and the City of Perris's 80 dBA Leq daytime and 60 dBA Leq nighttime exterior noise level standards at all nearby receiver locations. Therefore, the unmitigated Project-related operational noise level impacts would be less than significant, and no mitigation is required. (Urban Crossroads, 2020, p. 57)

Table 5-9 Unmitigated Project-Only Operational Noise Levels

Receiver Location ¹	Noise Source	Noise Levels (dBA Leq) ²				Combined Operational Noise Levels with Barrier Attenuation
		Individual Reference Noise Source Level at Reference Distance	Distance Attenuation	Barrier Attenuation by Noise Source	Individual Noise Source Level with Barrier Attenuation	
R1	Unloading/Docking Activity	67.2	-23.1	0	44.1	45.5
	Entry Gate & Truck Movements	64.0	-26.2	0	37.8	
	Roof-Top Air Conditioning Unit	75.3	-40.1	0	35.2	
	Parking Lot Vehicle Movements	52.2	-23.2	0	29.0	
R2	Unloading/Docking Activity	67.2	-20.1	0	47.1	47.9
	Entry Gate & Truck Movements	64.0	-26.2	0	37.8	
	Roof-Top Air Conditioning Unit	75.3	-40.3	0	35.0	
	Parking Lot Vehicle Movements	52.2	-23.5	0	28.7	
R3	Unloading/Docking Activity	67.2	-27.1	0	40.1	42.1
	Entry Gate & Truck Movements	64.0	-28.1	0	35.9	
	Roof-Top Air Conditioning Unit	75.3	-42.6	0	32.7	
	Parking Lot Vehicle Movements	52.2	-26.0	0	26.2	
R4	Unloading/Docking Activity	67.2	-33.9	0	33.3	34.7
	Entry Gate & Truck Movements	64.0	-37.6	0	26.4	
	Roof-Top Air Conditioning Unit	75.3	-50.2	0	25.1	
	Parking Lot Vehicle Movements	52.2	-32.8	0	19.4	
R5	Unloading/Docking Activity	67.2	-32.2	0	35.0	36.4
	Entry Gate & Truck Movements	64.0	-36.1	0	27.9	
	Roof-Top Air Conditioning Unit	75.3	-48.8	0	26.5	
	Parking Lot Vehicle Movements	52.2	-30.5	0	21.7	
R6	Unloading/Docking Activity	67.2	-32.2	0	35.0	36.5
	Entry Gate & Truck Movements	64.0	-35.6	0	28.4	
	Roof-Top Air Conditioning Unit	75.3	-48.3	0	27.0	
	Parking Lot Vehicle Movements	52.2	-30.4	0	21.8	
R7	Unloading/Docking Activity	67.2	-33.4	0	33.8	35.5
	Entry Gate & Truck Movements	64.0	-36.4	0	27.6	
	Roof-Top Air Conditioning Unit	75.3	-49.0	0	26.3	
	Parking Lot Vehicle Movements	52.2	-31.5	0	20.7	

1. See Figure 5-3 for the receiver and noise source locations.
2. Reference noise sources as shown on Table 5-8. Individual noise source calculations are provided in Appendix 9.1 of the Project's NIA (*Technical Appendix G*).
(Urban Crossroads, 2020, Table 9-3)

Table 5-10 Unmitigated Operational Noise Level Compliance

Receiver Location ¹	Jurisdiction	Noise Level at Receiver Locations (dBA L _{eq}) ²	Threshold Exceeded? ³			
			County of Riverside		Perris	
			Daytime (65 dBA L _{eq})	Nighttime (45 dBA L _{eq})	Daytime (80 dBA L _{eq})	Nighttime (60 dBA L _{eq})
R1	Perris	45.5	-	-	No	No
R2		47.9	-	-	No	No
R3		42.1	-	-	No	No
R4	County of Riverside	34.7	No	No	-	-
R5		36.4	No	No	-	-
R6		36.5	No	No	-	-
R7		35.5	No	No	-	-

1. See Figure 5-3 for the receiver and noise source locations.
2. Estimated Project operational noise levels as shown on Table 5-9.
3. Do the estimated Project operational noise levels meet the operational noise level standards?
 "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
 (Urban Crossroads, 2020, Table 9-4)

Project Operational Ambient Noise Level Increases

To describe the Project operational noise level contributions, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Refer to the Project’s NIA (*Technical Appendix G*) for a discussion of how operational noise contributions were calculated. (Urban Crossroads, 2020, p. 58)

Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Table 5-11, *Project Daytime Noise Level Contributions*, and Table 5-12, *Project Nighttime Noise Level Contributions*, respectively. As indicated on Table 5-11 and Table 5-12, the Project would generate an unmitigated daytime operational noise level increase of up to 0.1 dBA Leq and an unmitigated nighttime operational noise level increase of up to 0.1 dBA Leq at the nearby receiver locations. Because the Project-related operational noise level contributions would be below 1.5 dBA Leq, the increases at the sensitive receiver locations would be less than significant based on the criteria identified herein. On this basis, Project operational stationary-source noise would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards will be less than significant. (Urban Crossroads, 2020, p. 58)

Table 5-11 Project Daytime Noise Level Contributions

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	45.5	L1	69.9	69.9	0.0	1.5	No
R2	47.9	L1	69.9	69.9	0.0	1.5	No
R3	42.1	L2	64.0	64.0	0.0	3.0	No
R4	34.7	L3	57.7	57.7	0.0	5.0	No
R5	36.4	L4	54.3	54.4	0.1	5.0	No
R6	36.5	L6	67.3	67.3	0.0	1.5	No
R7	35.5	L7	62.8	62.8	0.0	3.0	No

1. See Figure 5-3 for the sensitive receiver locations.
2. Total Project operational noise levels as shown on Table 5-10.
3. Reference noise level measurement locations as shown on Exhibit 5-A of the Project's NIA (*Technical Appendix G*).
4. Observed daytime ambient noise levels as shown on Table 5-1 of the Project's NIA (*Technical Appendix G*).
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance Criteria as defined in Section 4 of the NIA (*Technical Appendix G*) and summarized above. (Urban Crossroads, 2020, Table 9-5)

Table 5-12 Project Nighttime Noise Level Contributions

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	45.5	L1	67.5	67.5	0.0	1.5	No
R2	47.9	L1	67.5	67.5	0.0	1.5	No
R3	42.1	L2	61.7	61.7	0.0	3.0	No
R4	34.7	L3	56.1	56.1	0.0	5.0	No
R5	36.4	L4	52.1	52.2	0.1	5.0	No
R6	36.5	L6	61.9	61.9	0.0	3.0	No
R7	35.5	L7	60.2	60.2	0.0	3.0	No

1. See Figure 5-3 for the sensitive receiver locations.
2. Total Project operational noise levels as shown on Table 5-10.
3. Reference noise level measurement locations as shown on Exhibit 5-A of the Project's NIA (*Technical Appendix G*).
4. Observed nighttime ambient noise levels as shown on Table 5-1 of the Project's NIA (*Technical Appendix G*).
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance Criteria as defined in Section 4 of the NIA (*Technical Appendix G*) and summarized above. (Urban Crossroads, 2020, Table 9-6)

Conclusion – Operational Noise Impacts

The Project would implement land uses anticipated for the Project site by EIR No. 466, and would therefore result in similar operational-related noise as was assumed for buildout of the Project site by EIR No. 466. As demonstrated herein and in the Project's NIA (*Technical Appendix G*), the Project would not expose nearby sensitive receptors to noise levels exceeding the County's daytime (55 dBA CNEL) or nighttime (45 dBA CNEL) and the City of Perris' daytime (80 dBA CNEL) or nighttime (60 dBA CNEL) thresholds of significance, and the Project's contribution to ambient noise levels would be below 1.5 dBA. As such, Project operational-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Traffic-Related Noise Impacts

The Project entails the buildout of a portion of MFBCSP Planning Area 5 with up to 391,045 s.f. of high-cube transload short-term warehouse uses. Land uses proposed by the Project Applicant are consistent with the MFBCSP and the land uses anticipated for the Project site by EIR No. 466. As discussed above, EIR No. 466 assumed that significantly more traffic would be generated by the development of the Project site than would be generated by the proposed Project. EIR No. 466 concluded that traffic noise affecting future uses on site would be less than significant. Consistent with the finding of EIR No. 466, and as shown in NIA Table 7-9, *Unmitigated EAC with Project Traffic Noise Impacts* (included herein as Table 5-15), the future uses on site would be exposed to noise levels up to 74.5 dBA. According to Table N-1 of the County General Plan, industrial uses such as those proposed by the Project Applicant are considered "Normally Acceptable" in terms of noise compatibility at noise levels up to 75 dBA CNEL, and are considered "Conditionally Acceptable" at noise levels ranging from 70 dBA CNEL to 80 dBA CNEL (Riverside County, 2015a, Table N-1). As such, the Project would not be subject to excessive noise associated with highways and impacts would be less than significant.

With respect to noise from Project-related traffic, and as shown in Table 5-17 in Subsection 5.1.18, the Project would result in 1,050 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. As such, the Project would result in a substantial reduction in traffic-related noise as compared to what was evaluated and disclosed for the Project site by EIR No. 466. Notwithstanding, EIR No. 466 evaluated noise impacts based on the range of land uses allowed by the MFBCSP. The Project Applicant proposes Plot Plan No. 180034, which consists of a site-specific plan for development of the 20.5-acre Project site that entails the development of up to 391,045 s.f. of high-cube transload short-term warehouse uses. Because the Project Applicant proposes site-specific development, the Project's NIA (*Technical Appendix G*) includes an evaluation of the Project's potential to result in significant impacts due to transportation-related noise, the results of which are discussed below.

Noise impacts would be considered significant if any of the following occur as a direct result of the proposed development. Refer to Section 4 of the Project's NIA (*Technical Appendix G*) for a discussion of how thresholds of significance were selected for analysis. (Urban Crossroads, 2020, p. 27)

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- When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):
 - are less than 60 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project-related noise level increase; or
 - range from 60 to 65 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project-related noise level increase; or
 - already exceed 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).

- When the noise levels at existing and future non-noise-sensitive land uses (e.g., office, commercial, industrial):
 - are less than the County of Riverside General Plan Noise Element, Table N-1, normally acceptable 70 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project related noise level increase; or
 - are greater than the County of Riverside General Plan Noise Element, Table N-1, normally acceptable 70 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project noise level increase.

Noise Contours

To assess the off-site transportation Community Noise Equivalent Level (CNEL) noise impacts associated with the proposed Project, noise contours were developed based on the Project's Traffic Impact Analysis (*Technical Appendix H*). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. The traffic noise impact analysis includes an analysis of impacts under each scenario evaluated in the Traffic Study, including Existing, Existing plus Ambient Growth (EA) (2020), and Existing plus Ambient plus Cumulative (EAC) (2020). (Urban Crossroads, 2020, p. 43)

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 7-1 through 7-6 of the Project's NIA (*Technical Appendix G*) present a summary of the exterior traffic noise levels, without barrier attenuation, for the four study area roadway segments analyzed from the "without Project" to the "with Project" conditions for the EA and EAC scenarios. Appendix 7.1 of the NIA includes a summary of the traffic noise level contours for each of the traffic scenarios. (Urban Crossroads, 2020, p. 43)

Existing Conditions Project Traffic Noise Level Contributions

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been conducted. However, the analysis of existing traffic noise levels plus traffic noise generated by the proposed Project scenario would not actually occur since the Project would not be fully constructed and

operational until Year 2020 cumulative conditions. Thus, the information related to the Project's impacts compared to existing conditions is provided for informational purposes only, as the Project's traffic-related noise impacts are instead based on the EA (2020) and EAC (2020) scenarios. (Urban Crossroads, 2020, p. 46)

NIA Table 7-1 (refer to *Technical Appendix G*) shows the Existing without Project conditions CNEL noise levels, which are expected to range from 72.2 to 72.4 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the NIA shows the Existing with Project conditions would range from 72.4 to 72.8 dBA CNEL. Table 5-13, *Unmitigated Existing with Project Traffic Noise Level Increases*, shows that the Project off-site traffic noise level increases would range from 0.1 to 0.4 dBA CNEL. Although the Project-related level of noise increase would be below the level of significance for each study segment, the analysis of impacts under Existing (2018) conditions is provided for information purposes only, as this scenario would not actually occur because the Project would not generate traffic prior to 2020. (Urban Crossroads, 2020, p. 46)

Table 5-13 Unmitigated Existing with Project Traffic Noise Level Increases

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use?
			No Project	With Project	Project Addition	
1	Harvill Av.	n/o Commerce Center Dr.	72.2	72.5	0.3	No
2	Harvill Av.	s/o Commerce Center Dr.	72.2	72.4	0.1	No
3	Harvill Av.	n/o Perry St.	72.2	72.4	0.1	No
4	Harvill Av.	s/o Perry St.	72.4	72.8	0.4	No

¹ 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, 2020, Table 7-7)

Existing Plus Ambient (2020) Conditions Project Traffic Noise Levels

Table 7-3 of the Project's NIA (refer to *Technical Appendix G*) presents the Existing plus Ambient Growth (EA) without Project conditions CNEL noise levels. The EA without Project exterior noise levels are expected to range from 72.4 to 72.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the NIA shows the EA with Project conditions would range from 72.5 to 72.9 dBA CNEL. Table 5-14, *Unmitigated EA (2020) With Project Traffic Noise Impacts*, shows that the Project off-site traffic noise level increases would range from 0.1 to 0.4 dBA CNEL. The Project would result in a noise level increase of less than 1.5 dBA CNEL at all noise-sensitive land uses adjacent to study area roadways; thus, and based on the significance criteria as discussed above, both noise sensitive and non-sensitive land uses adjacent to the study area roadway segments would experience less-than-significant noise-level impacts due to unmitigated Project-related traffic noise levels under EA (2020) conditions. (Urban Crossroads, 2020, p. 47)

Table 5-14 Unmitigated EA (2020) With Project Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use?	Threshold Exceeded? ²
			No Project	With Project	Project Addition		
1	Harvill Av.	n/o Commerce Center Dr.	72.4	72.7	0.3	No	No
2	Harvill Av.	s/o Commerce Center Dr.	72.4	72.5	0.1	No	No
3	Harvill Av.	n/o Perry St.	72.4	72.5	0.1	No	No
4	Harvill Av.	s/o Perry St.	72.5	72.9	0.4	No	No

1. 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.
2. Significance Criteria (refer to Section 4 of the NIA).
(Urban Crossroads, 2020, Table 7-8)

Existing Plus Ambient Plus Cumulative (2020) Conditions Project Traffic Noise Levels

Table 7-5 of the Project’s NIA (refer to *Technical Appendix G*) presents the Existing plus Ambient Growth plus Cumulative (EAC) without Project conditions CNEL noise levels. The EAC without Project exterior noise levels are expected to range from 74.0 to 74.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. NIA Table 7-6 shows the EAC with Project conditions would range from 74.1 to 74.5 dBA CNEL. Table 5-15, *Unmitigated EAC With Project Traffic Noise Impacts*, shows that the Project off-site traffic noise level increases would range from 0.1 to 0.3 dBA CNEL. The Project would result in a noise level increase of less than 1.5 dBA CNEL at all noise-sensitive land uses adjacent to study area roadways; thus, and based on the significance criteria as discussed above, both noise-sensitive and non-sensitive land uses adjacent to the study area roadway segments would experience less-than-significant noise-level impacts due to unmitigated Project-related traffic noise levels. (Urban Crossroads, 2020, p. 48)

Table 5-15 Unmitigated EAC With Project Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use?	Threshold Exceeded? ²
			No Project	With Project	Project Addition		
1	Harvill Av.	n/o Commerce Center Dr.	74.0	74.2	0.2	No	No
2	Harvill Av.	s/o Commerce Center Dr.	74.0	74.1	0.1	No	No
3	Harvill Av.	n/o Perry St.	74.0	74.1	0.1	No	No
4	Harvill Av.	s/o Perry St.	74.2	74.5	0.3	No	No

1. 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.
2. Significance Criteria (refer to Section 4 of the NIA).
(Urban Crossroads, 2020, Table 7-9)

Conclusion – Traffic-Related Noise Impacts

Although EIR No. 466 concluded that traffic-related noise associated with the MFBCSP would be significant and unavoidable, the preceding analysis demonstrates that the Project would expose sensitive receptors located along study area roadway segments to Project-related noise level increases of less than 1.5 dBA CNEL under all analysis scenarios. Based on the criteria presented herein, the Project's traffic-related noise impacts at the Project level would represent a less-than-significant impact for which no mitigation is required. Although the Project may ultimately contribute to the significant traffic-related noise impacts identified by EIR No. 466 with buildout of the MFBCSP area, the Project would result in 1,050 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site (refer to as Table 5-17 in Subsection 5.1.18). Thus, the Project's contribution to the significant and unavoidable traffic-related noise impacts identified by EIR No. 466 would be reduced in comparison to what was evaluated and disclosed by EIR No. 466. Additionally, the light industrial land uses proposed by the Project Applicant would be fully compatible with noise levels affecting the Project site, which would be less than 75 dBA CNEL, and on-site traffic-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Conclusion

Construction and operational characteristics associated with the proposed Project would be generally consistent with what was assumed for the Project site by EIR No. 466, while the Project would result in 1,050 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. As such, Project-related noise impacts would be consistent with, or reduced, in comparison to the conclusions reached by EIR No. 466. As demonstrated in the Project-specific analysis provided herein, the Project would not expose any sensitive receptors to transportation-related noise increases of 1.5 dBA CNEL or above, and therefore would not result in a significant impact due to

transportation-related noise increases. Furthermore, operational noises associated with the Project would not expose any residential properties to noise levels exceeding the County's threshold of 55 dBA CNEL (daytime) or 45 dBA CNEL (nighttime), or the City of Perris threshold of 80 dBA CNEL (daytime) or 60 dBA CNEL (nighttime). Additionally, the analysis provided herein demonstrates that when combined with existing ambient noise sources in the area, the Project would not result in significant operational noise impacts affecting sensitive receptors, as the Project noise increase over ambient levels would be 0.1 dBA or less (daytime) and 0.1 dBA or less (nighttime). As evaluated herein, the highest construction noise levels at the potentially impacted receiver locations are expected to approach 63.9 dBA Leq and would satisfy the NIOSH 85 dBA Leq and the City of Perris 80 dBA Leq significance thresholds during temporary Project construction activities. Accordingly, the Project would not cause exposure of persons to temporary or permanent increase in the ambient noise level 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. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that operational activities associated with the MFBCSP would not generate excessive groundborne vibrations or groundborne noise levels during normal operations. EIR No. 466 noted that groundborne vibrations may be generated infrequently by use of heavy construction machinery; however, EIR No. 466 determined that this type of noise would be temporary and infrequent, and would be considered less-than-significant adverse impact. As such, this issue was not addressed in EIR No. 466.

No Substantial Change from Previous Analysis: The Project Applicant proposes Plot Plan No. 180034, which would entail development of the 20.5-acre Project site with up to 391,045 s.f. of high-cube transload short-term warehouse uses. Implementation of Plot Plan No. 180034 would result in the buildout of a portion of MFBCSP Planning Area 5. Land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designations applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the Project site. As such, the Project's operational- and construction-related characteristics would be within the scope of analysis of EIR No. 466, which concluded that groundborne vibration and noise impacts would be less than significant. Notwithstanding, the Project Applicant is proposing Plot Plan No. 180034, which identifies specific development characteristics that were not available at the time EIR No. 466 was certified. As such, and in order to confirm the findings of EIR No. 466 with respect to groundborne noise and vibration, a noise and vibration analysis was included in the Project's NIA (*Technical Appendix G*), the results of which are presented below for both construction and operational activities.

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration

from Project construction activities would cause only intermittent, localized intrusion, consistent with the finding of EIR No. 466. The proposed Project’s construction activities most likely to cause vibration impacts are: (Urban Crossroads, 2020, p. 70)

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on Table 6-8 of the Project’s NIA (*Technical Appendix G*) and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 5-16, *Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations. (Urban Crossroads, 2020, p. 70)

Table 5-16 Project Construction Vibration Levels

Receiver ¹	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec) ²					RMS Velocity Levels (in/sec) ³	Threshold	Threshold Exceeded? ⁴
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration			
R1	312'	0.000	0.001	0.002	0.002	0.002	0.001	0.01	No
R2	282'	0.000	0.001	0.002	0.002	0.002	0.002	0.01	No
R3	415'	0.000	0.001	0.001	0.001	0.001	0.001	0.01	No
R4	1,437'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R5	1,048'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R6	1,020'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R7	1,215'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No

1. Receiver locations are shown on Figure 5-2.
2. Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of the Project’s NIA (*Technical Appendix G*).
3. Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.
4. Does the vibration level exceed the maximum acceptable vibration threshold?
(Urban Crossroads, 2020, Table 10-9)

At distances ranging from 282 to 1,437 feet from Project construction activities, construction vibration velocity levels are expected to approach 0.002 in/sec RMS and would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver locations, as shown on Table 5-16. Therefore, and

consistent with the conclusion reached in EIR No. 466, the Project-related vibration impacts would be less than significant during the construction activities at the Project site. (Urban Crossroads, 2020, p. 68)

Further, the Project-related construction vibration levels do not represent levels capable of causing building damage to nearby residential homes. The FTA identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV. The peak Project construction vibration levels shown on Table 5-16, approaching 0.002 in/sec PPV, are below the FTA vibration levels for building damage at the residential homes near the Project site. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period, but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. (Urban Crossroads, 2020, p. 70)

Operational Vibration Impacts

To assess the potential vibration impacts from truck haul trips associated with operational activities the County of Riverside threshold for vibration of 0.01 in/sec Route Mean Square (RMS) is used. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for the proposed Project's heavy truck activity at normal traffic speeds would approach 0.004 in/sec Peak Particle Velocity (PPV) and 0.003 in/sec RMS at 25 feet based on the FTA Transit Noise Impact and Vibration Assessment. Trucks transiting on site would be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes would satisfy the County of Riverside vibration threshold of 0.01 in/sec RMS, and therefore, would be less than significant. (Urban Crossroads, 2020, p. 58)

Vibration Impacts Conclusion

As indicated in the preceding analysis, and consistent with the findings of EIR No. 466, the Project would not cause exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address noise impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that a subsequent acoustical analysis (Technical Appendix G) was prepared in conjunction with the Project, which demonstrates that the Project does not require the sound barriers listed in Mitigation Measure MM Noise 5 to attenuate noise levels affecting residences located west of the Project site. Furthermore, the Project site is located more than 600 feet from existing residential uses; thus, Mitigation Measure MM Noise 6 would not apply to the proposed Project.

Plot Plan No. 180034 (Building 11)

MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.

MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

MM Noise 3: Construction staging areas shall not be located close to any occupied residence.

MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

MM Noise 5: The following sound barriers shall be constructed along the project's perimeter at the locations and the heights indicated.

- An 8-foot high separation wall between project parcels adjacent to any existing residential uses, if daytime trucking activity occurs within 200 feet of the property line.
- A 12-foot perimeter barrier shall be required if nighttime (10:00 p.m. to 7:00 a.m.) loading dock materials handling activities are conducted within 300 feet of any residence. If nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing home.

These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.

MM Noise 6: No nighttime loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m.

5.1.14 Paleontological Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
28. Paleontological Resources				
a. Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the likelihood of finding paleontological resources was low, based upon the General Plan’s Paleontological Sensitivity Map. The IS/NOP noted that it is possible that resources could be found during excavation, especially where earthwork disturbs bedrock or non-alluvial formations. However, the IS/NOP disclosed that the MFBCSP site was located in an area of alluvial deposits, indicating that the likelihood of finding paleontological resources was low. The IS/NOP determined that standard County procedures require consultation with a qualified Paleontologist if paleontological resources are accidentally uncovered during grading. Through compliance with standard County procedures, the IS/NOP concluded that impacts to paleontological resources would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 15)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop the Project site with up to 391,045 s.f. of high-cube transload short-term warehouse uses. Construction characteristics associated with the Project, including proposed grading, would be substantially similar to what was assumed for the Project site by EIR No. 466. Although EIR No. 466 determined impacts to paleontological resources would be less than significant, because the Project application materials identify a specific grading plan, a Project-specific analysis was conducted for the Project. According to Riverside County GIS, the Project site is identified as having a “High Sensitivity (High B)” for containing paleontological resources (RCIT, 2019). However, the Project site has been largely disturbed by past grading activities and the use of the southeastern corner of the Project site as a construction staging area during the development of a warehouse on the property immediately south. Thus, the southeastern portions of the site are fully disturbed under existing conditions. Accordingly, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past ground-disturbing activities on site. Furthermore, and as noted in EIR No. 466, standard County procedures require consultation with a qualified paleontologist if paleontological resources are accidentally uncovered during grading. As such, impacts to paleontological resources would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in

any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

Although Project impacts to paleontological resources would be less than significant, the Project would nonetheless be subject to the County’s standard conditions of approval that applies to project sites that are identified as having a High potential for paleontological resources (fossils). Accordingly, the following standard condition of approval shall apply to the proposed Project, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- Prior to issuance of grading permits, 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.

5.1.15 Population and Housing

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

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that because the MFBCSP site was vacant, development as proposed by the MFBCSP would not displace existing people or housing and would not result in or require the construction of replacement housing. Therefore, the IS/NOP concluded that no impacts would result from buildout of the MFBCSP and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 38)

No Substantial Change from Previous Analysis: Consistent with the finding of EIR No. 466, and as previously depicted on Figure 2-3, under existing conditions the Project site is vacant and does not contain any dwelling units. As such, and consistent with the finding of the IS/NOP prepared for EIR No. 466, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that buildout of the MFBCSP would result in between 2,950 and 5,728 jobs. The IS/NOP disclosed that the MFBCSP may indirectly induce housing developments elsewhere; however, the IS/NOP noted that the number of jobs potentially generated by the MFBCSP could be filled by residents already residing in the region. As such, the IS/NOP concluded that impacts due to housing demand would be less than significant, and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 38 and 39)

No Substantial Change from Previous Analysis: The Project Applicant proposes Plot Plan No. 180034, which would entail development of the 20.5-acre Project site with up to 391,045 s.f. of high-cube transload short-term warehouse uses. Implementation of Plot Plan No. 180034 would result in the buildout of a portion of MFBCSP Planning Area 5. Land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designations applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the Project site. In fact, EIR No. 466 assumed that warehouse/distribution uses would be developed at an average FAR of 0.51 (refer to Subsection 5.1.6), which would result in the Project site being developed with 455,420 s.f. of light industrial building area. Given that the Project would result in up to 391,045 s.f. of light industrial building area, the Project would generate fewer employees and thus would have a reduced potential to create a demand for additional housing as compared to what was evaluated and disclosed by EIR No. 466 for the development of the Project site. Furthermore, the Riverside County General Plan land use plan reflects the County's vision for future growth, and designates large portions of the County for development with residential uses. Thus, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, while the Project would result in an increase in demand for additional housing, the Project's incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses

would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) **Would the proposed Project induce substantial 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)?**

EIR No. 466 Finding: EIR No. 466 disclosed that urbanization of the MFBCSP area could potentially influence continued development within adjacent properties by providing or extending roadways, extending water and sewer service, utility, and energy services to the immediate area. EIR No. 466 noted that this could eliminate potential constraints for future development in the area. However, EIR No. 466 noted that roadway improvements proposed by the MFBCSP would not be growth inducing because all other properties in the surrounding area were already served by existing roadways. Likewise, EIR No. 466 found that properties in the surrounding area already were served by or had access to potable water, and that new or expanded entitlements or resources would not be necessary to serve the MFBCSP; thus, EIR No. 466 concluded that water infrastructure proposed by the MFBCSP would not be growth inducing. EIR No. 466 also disclosed that the MFBCSP would not increase the number of parcels served by sewer service. EIR No. 466 indicated that while buildout of the MFBCSP would generate between 3,108 and 6,034 employees, the number of employees would be within the scope of regional growth forecasts. Additionally, EIR No. 466 disclosed that the MFBCSP would improve the jobs-housing ratio within western Riverside County. EIR No. 466 concluded that due to the economic impacts of the MFBCSP, the MFBCSP would have some growth-inducing impacts. However, because the MFBCSP was found to be consistent with the MFBCSP site's general plan land use designations, would not require the extension of infrastructure into an area that currently lacks water and sewer lines and roads, and would not require the development of new water sources or the expansion of sewer treatment facilities, growth inducing impacts were found to be less than significant. (Webb, 2005, pp. IV-293 through IV-295)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways; water, sewer, and drainage infrastructure; and rough grading of building pads. Infrastructure improvements proposed by the Project Applicant, such as sewer lines and drainage facilities, have been sized only to serve the proposed Project and would not induce growth in the surrounding areas. Furthermore, and as discussed in EIR No. 466, due to past development, much of the area surrounding the Project site also is served by existing infrastructure, including roads, water, sewer, and drainage facilities. As previously discussed in Subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the Project site with 455,420 s.f. of warehouse/distribution uses. Because the Project Applicant proposes a total of 391,045 s.f. of light industrial uses, the Project also would result in a reduction in employment as compared to what was evaluated by EIR No. 466. Additionally, while the Project would result in an increase in the number of employees within the County, the Project as proposed would be fully consistent with the site's underlying

General Plan, MVAP, and MFBCSP land use designations. The Riverside County General Plan land use plan reflects the County’s vision for future growth, and designates large portions of the County for development, including development of residential uses. Thus, while the Project would result in an increase in demand for additional housing, the Project’s incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.16 Public Services

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>30. Fire Services 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed 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?**

EIR No. 466 Finding: EIR No. 466 noted that an impact to fire protection is considered to be significant if a project would result in an increase in fire response time in excess of seven minutes for urban areas. EIR No. 466 disclosed that fire services would be provided by the Riverside County Fire Department (RCFD). Based upon the fire station locations and access routes in existence at the time, EIR No. 466 found that the first fire/emergency alarm response would be from Station #59 located approximately 3 miles directly west of the MFBCSP at 19450 Clark Street and from Station #1 located approximately 4 miles from the MFBCSP at 210 West San Jacinto Avenue in the City of Perris. EIR No. 466 concluded that because the response times from these stations was expected to be within 5 minutes, the MFBCSP’s impact upon fire protection, as it relates to fire response time, would be less than significant. (Webb, 2005, p. IV-175)

Plot Plan No. 180034 (Building 11)

EIR No. 466 also disclosed that the Riverside County standard for the establishment of a new fire station was the development of 3.5 million square feet of commercial or industrial uses. EIR No. 466 noted that the MFBCSP would result in approximately 6.2 million square feet of light industrial/warehouse/distribution uses, which would independently trigger the need for a new station and/or engine company under this criterion. However, EIR No. 466 indicated that a new fire station was planned for the Mead Valley Area, although a precise location had not been determined. Because the precise location was not known, EIR No. 466 found that an evaluation of the potential environmental impacts related to fire station construction would be too speculative for evaluation and no analysis was included in EIR No. 466. EIR No. 466 concluded that with the new fire station and in light of the number of fire stations that existed within five miles of the MFBCSP site, another fire station to specifically serve the proposed project would not be required. Thus, impacts were determined to be less than significant. (Webb, 2005, p. IV-176)

No Substantial Change from Previous Analysis: Consistent with the conditions evaluated in EIR No. 466, the Riverside County Fire Department provides fire protection services to the Project area. As previously discussed in Subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the 20.5-acre Project site with 455,420 s.f. of building area. Because the Project Applicant proposes a total of 391,045 s.f. of light industrial uses, the Project would result in a slight reduction in demand for fire protection services as compared to what was evaluated by EIR No. 466. As anticipated by EIR No. 466, and subsequent to certification of EIR No. 466, the Mead Valley Fire Station (Fire Station 59) was constructed in 2006, and is located approximately 2.9 roadway miles southwest of the Project site at 21510 Pinewood St., Perris, CA 92570 (Google Earth, 2018).

With respect to the proposed Project, the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan indicates that development of up to 391,045 s.f. of high-cube transload short-term warehouse uses on the Project site would require a “Category II – Urban” level of service, which requires a fire station to be within three (3) roadway miles of the Project site and a full first alarm assignment team operating on the scene within 15 minutes of dispatch (Riverside County, 1986). As noted above, the Mead Valley Fire Station (Fire Station 59) is located approximately 2.9 roadway miles southwest of the Project site. Thus, and as concluded by EIR No. 466, the Project would be consistent with the fire protection goals of “Category II – Urban” level of service. Additionally, EIR No. 466 indicated that a new fire station would be needed for each 3.5 million s.f. of commercial or industrial occupancy. The Project Applicant proposes 391,045 s.f. of industrial uses, and therefore the Project would not trigger the need for a new fire station. Moreover, the Mead Valley Fire Station (Fire Station 59) was constructed in 2006 to serve the Project area, and would be able to provide fire protection services to the Project site without the need for new or expanded fire protection facilities. In addition, the Project has been reviewed by the Riverside County Fire Department, which determined that the Project would be served by adequate fire protection services in accordance with the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan (Riverside County, 1986).

As noted by EIR No. 466, development anticipated by EIR No. 466, including the proposed Project, would affect fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, and as with all development within the MFBCSP, the proposed Project would be

conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Furthermore, and also consistent with the findings of EIR No. 466, the Project and all other developments within the MFBCSP would be required to comply with the provisions of the County’s Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair-share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the foregoing analysis, and consistent with the findings of EIR No. 466, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protections services. As such, impacts to fire protection services would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
3 I. Sheriff Services 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>sheriff</u> services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed 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?**

EIR No. 466 Finding: EIR No. 466 disclosed that sheriff services would be provided by the Riverside County Sheriff’s Department and that the construction of the MFBCSP would result in new industrial development, thereby resulting in the need for law enforcement services. EIR No. 466 noted that the Sheriff Department’s desirable level of service was 1.0 sworn officers per 1,000 residents and the General Plan EIR identified a goal of meeting and maintaining a level of 1.5 sworn officers per 1,000 residents. EIR No. 466 indicated that the General Plan EIR evaluated the potential impact of development upon sheriff

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services only in terms of the number of sworn officers required to serve the build-out population in Riverside County. EIR No. 466 found that because the MFBCSP did not propose residential uses, it would not directly result in an impact upon the above-described population-based service levels. As such, EIR No. 466 determined that the MFBCSP would not result in the need for additional sworn officers. Absent the need for additional sworn officers, EIR No. 466 concluded that the MFBCSP would not create a need for new or physically altered governmental facilities. Therefore, EIR No. 466 determined that the MFBCSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff facilities, the construction of which could cause significant environmental impacts. Impacts were disclosed as less than significant. (Webb, 2005, p. IV-175)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop MFBCSP Planning Area 5 with up to 391,045 s.f. of high-cube transload short-term warehouse uses. This land use is consistent with the range of land uses evaluated in EIR No. 466. Consistent with the analysis presented in EIR No. 466, because the Project does not propose residential development, the Project would not directly result in an increase in the County's population and thus would not directly result in the need for additional sheriff personnel. Notwithstanding, and as discussed in subsection 3.2.2.B, the Project would generate approximately 380 jobs; thus, the Project would result in an increased demand for sheriff protection services. However, and as previously discussed in subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the Project site with 455,420 s.f. of warehouse/distribution uses. Because the Project Applicant proposes a total of 391,045 s.f. of light industrial uses, the Project also would result in a reduction in the number of employees on site and therefore would result in reduced demand for sheriff's services as compared to what was evaluated by EIR No. 466 for the Project area.

Additionally, since EIR No. 466 was certified a new Riverside County Sheriff's Station was constructed at 137 N. Perris Blvd. Suite A, in the City of Perris, approximately 5.2 roadway miles to the southeast of the Project site (Google Earth, 2018). Due to the proximity of this new sheriff's station to the Project site and the fact the Project does not include residential uses, the Project would not create or substantially contribute to the need to construct for new or physically altered sheriff facilities. Furthermore, the Project Applicant also would be required to comply with the provisions of the County's DIF Ordinance (Ordinance 659), which requires a fee payment to assist the County in providing for public services, including police protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. Therefore, the Project's incremental demand for sheriff protection services would be less than significant with the Project's mandatory payment of DIF fees. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
32. Schools 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP was located within the boundaries of the Val Verde Unified School District. The IS/NOP indicated that the MFBCSP would be developed with industrial and potentially commercial/retail land uses and would result in additional employment opportunities that could cause potential impacts to schools in the area. However, the IS/NOP found that such potential impacts would be reduced to below the level of significance through the payment of school fees in accordance with State law. Due to the nature of uses proposed by the MFBCSP and required fee payments, the IS/NOP concluded that impacts would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 391,045 s.f. of high-cube transload short-term warehouse uses. These land uses are consistent with the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. Consistent with the analysis presented in the IS/NOP, because the Project Applicant does not propose residential development, the Project would not directly result in the generation of a student population requiring new or expanded school facilities. Nonetheless, and also consistent with the findings of the IS/NOP, it is possible that a portion of the jobs that would be created by the Project would attract a new resident population in the local area and therefore the Project could result in indirect impacts to school facilities. While the Val Verde Unified School District (VVUSD) ultimately may need to construct new school facilities in the region to serve the growing population within their service boundaries, such facility planning is conducted by VVUSD and is not the responsibility of the Project. Furthermore, and consistent with the findings of the IS/NOP, the proposed Project would be required to contribute fees to the VVUSD in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). As of May 12, 2018, the VVUSD assessed school impact fees at a rate of \$0.61 per square foot of assessable industrial space. Pursuant to Senate Bill 50, payment of school impact fees

constitutes complete mitigation for project-related impacts to school services. Therefore, mandatory payment of school impact fees would reduce the Project’s impacts to school facilities to a level below significance. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
33. Libraries Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>library</u> services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that library services were provided to the MFBCSP area by the Riverside County Public Library System. The IS/NOP found that because the MFBCSP proposed industrial and potentially commercial development, it would not impact libraries. Therefore, the IS/NOP concluded that no impacts were expected and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 391,045 s.f. of high-cube transload short-term warehouse uses. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated by EIR No. 466 and the associated IS/NOP. Consistent with the conclusion reached in the IS/NOP, the Project does not include a residential component, and thus the Project would not directly impact libraries. Notwithstanding, the Project could result in an indirect increase in the County’s residential population which in turn could increase the demand for library services, although any such indirect impact would not be greater than any indirect impact resulting from the development anticipated for the Project site in EIR No. 466. However, and as with the project evaluated in the IS/NOP, the Project would be required to comply with the provisions of the County’s DIF Ordinance (Ordinance No. 659), which requires a fee payment to assist the County in providing public services, including library services. Payment of the DIF

fee would ensure that the Project provides fair-share funds for the provision of library services, and these funds may be applied to the acquisition and/or construction of public services and/or equipment (including library books). Mandatory payment of DIF fees would ensure that Project-related impacts to library services would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
34. Health Services 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that in the event of an emergency, future employees of the MFBCSP may access one of three major hospitals. The IS/NOP concluded that because the MFBCSP site was located within the service area of several hospitals, impacts to health services were concluded to be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 391,045 s.f. of high-cube transload short-term warehouse uses. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. As with the conditions that existed when the IS/NOP was prepared, the Project site is located within the service area of several hospitals. Notwithstanding, the Project would result in an increase of approximately 380 jobs, and therefore would result in an incremental increase in demand for health services. The provision of private health care is largely based on economic factors and demand and is beyond the scope of analysis required for this EIR Addendum. However, and as with the project evaluated in the IS/NOP, mandatory compliance with County Ordinance No. 659 requires a development impact fee payment to the County that is partially allocated to public health services and

facilities. As such, impacts to public medical facilities and resources associated with the proposed Project would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.17 Recreation

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

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the proposed industrial/commercial uses would not require the construction or expansion of recreational facilities. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 391,045 s.f. of high-cube transload short-term warehouse uses. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. Consistent with the finding of the IS/NOP, because the Project does not include a residential component, the Project would not result in or require the construction or expansion of recreational facilities. 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

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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. No recreational facilities are proposed by or required for the project, and no impacts from proposed recreational facilities would result from the Project. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Would the proposed 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?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the proposed industrial/commercial uses would not require the construction or expansion of recreational facilities. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, the Project does not propose any residential uses and therefore would not result in a direct demand for recreational facilities. As such, the Project would not 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. Furthermore, and as indicated above under the discussion of Threshold a), the Project would result in only a nominal increase in the County's residential population, as it is anticipated that most jobs generated by the Project would be filled by existing County residents. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not involve 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, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that although the MFBCSP site was located within County Service Area 152, the MFBCSP was not subject to Quimby Fees (Section 10.35 of Ordinance No. 460) as these fees only applied to residential developments. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 391,045 s.f. of high-cube transload short-term warehouse uses. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. Consistent with the conclusion reached by the IS/NOP, the Project does not propose residential uses and is therefore not subject to payment of Quimby fees pursuant to Section 10.35 of Riverside County Ordinance No. 460. Additionally, although the Project site is located within

County Service Area (CSA) Perris #89 (CSA 89), CSA 89 was established for maintenance of lighting and not recreational facilities. The Project site is not located within the boundaries of any adopted Community Parks and Recreation Plan. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
36. Recreation Trails				
a. Include the construction or expansion of a trail system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the General Plan designated a Community Trail crossing through the northern portion of the MFBCSP site. The IS/NOP indicated that the MFBCSP would include a recreational trail, if appropriate within the site. While this issue was not evaluated in EIR No. 466, physical impacts associated with the construction of this trail were evaluated throughout EIR No. 466 under appropriate topic headings (e.g., biological resources, cultural resources, etc.).

No Substantial Change from Previous Analysis: The IS/NOP prepared for EIR No. 466 anticipated that a Community Trail would need to be constructed within the MFBCSP area. However, the Project site is not identified for development with any recreational trails by the General Plan, MVAP, or MFBCSP, and no trails are proposed or required for the Project. A community trail is planned along the western edge of Harvill Avenue, but would be constructed in conjunction with development west of and abutting Harvill Avenue. Accordingly, the Project would not include or require the construction or expansion of a trail system, and no impact would occur. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.18 Transportation

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
37. Transportation				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d. Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

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

EIR No. 466 Finding: For purposes of traffic, EIR No. 466 evaluated four different development scenarios: warehouse/distribution plus commercial; light industrial plus commercial; warehouse/distribution only; and light industrial only. Trip generation associated with each of these scenarios were disclosed as follows: warehouse/distribution plus commercial would produce 46,731 average daily trips (ADT), including 1,924 AM peak hour trips and 3,488 PM peak hour trips; light industrial plus commercial would produce 35,088 ADT including 1,933 AM peak hour trips and 3,192 PM peak hour trips; warehouse/distribution only would produce 34,869 ADT, including 2,020 AM peak hour trips and 2,175 PM peak hour trips; and light industrial only would produce 16,973 ADT with 2,034 AM peak hour trips and 1,641 PM peak hour trips. EIR No. 466 disclosed that buildout of the MFBCSP would result in direct and

cumulatively-considerable impacts to a number of study area intersections under each scenario. Affected facilities in the near-term analyses presented in the EIR (i.e., 2008 and 2012) included the following intersections: Harvill Avenue/Strata Street/Oleander Avenue; Harvill Avenue/Markham Street; Harvill Avenue/Messenia Avenue; Harvill Avenue/Martin Street; Indian Avenue/Ramona Expressway; Harvill Avenue/Old Oleander Avenue; Seaton Avenue/Markham Street; Webster Avenue/Ramona Expressway; and Harvill Avenue/Nance Street. Under long-term conditions (2037), EIR No. 466 disclosed that the following facilities would operate at a deficient level of service (LOS): Interstate 215 southbound ramps/Oleander Avenue; Harvill Avenue/Strata Street/Oleander Avenue; Harvill Avenue/Perry Street; Seaton Avenue/Martin Street; and Harvill Avenue/Martin Street. EIR No. 466 identified mitigation measures, including payment of fees and direct improvements to study area intersections. With implementation of the mitigation, EIR No. 466 concluded that all intersections within the study area would operate at an acceptable LOS. EIR No. 466 did not evaluate impacts to freeway facilities. (Webb, 2005, IV-191 through IV-214)

New Ability to Substantially Reduce Significant Impact: EIR No. 466 assumed that Project site would be developed with up to 455,420 s.f. of industrial land uses consistent with the “Light Industrial” applied to the site by the MFBCSP. Table 5-17, *Project Trip Generation Comparison*, compares the proposed Project’s trip generation (in both actual vehicles and Passenger Car Equivalents [PCEs]) to the number of trips that were evaluated for the site by EIR No. 466. As shown in Table 5-17, the Project is anticipated to generate significantly fewer trips as compared to the number of trips assumed for the Project site by EIR No. 466. Specifically, the proposed Project would generate 1,842 fewer PCE trip-ends per day, 107 fewer PCE AM peak hour trips, and 113 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site by EIR No. 466. As more fully discussed below, PCEs are intended to represent the impact large trucks, buses, and recreational vehicles have on traffic flow. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For purposes of analysis, a PCE factor of 1.5 was applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. As such, the proposed Project would result in fewer trips and therefore fewer impacts to study area transportation facilities as compared to what was evaluated for the Project site by EIR No. 466. Therefore, the proposed Project would not create new or additional impacts to traffic as compared to what was evaluated and disclosed by EIR No. 466. (Urban Crossroads, 2019b, p. 44)

Although the Project is anticipated to result in reduced impacts to traffic as compared to the range of land uses evaluated in EIR No. 466, EIR No. 466 evaluated proposed land use designations. The Project Applicant proposes a site-specific development plan (Plot Plan No. 180034) to develop the Project site, and the Project’s Plot Plan No. 180034 includes details regarding building area and proposed circulation and access improvements that were not available at the time EIR No. 466 was certified. Additionally, although EIR No. 466 identified mitigation measures for traffic impacts, EIR No. 466 did not clearly associate mitigation requirements with the buildout of individual planning areas within the MFBCSP. Accordingly, in order to evaluate the Project’s site-specific components and to identify mitigation measures and/or transportation improvements that would be needed to serve buildout of the Project as proposed, a Project-specific Traffic Impact Analysis (TIA) was prepared by Urban Crossroads, Inc., dated

January 7, 2019. The TIA is included as *Technical Appendix H* (Urban Crossroads, 2019b). The results of the TIA are discussed below. Refer to the TIA in *Technical Appendix H* for a detailed description of the analysis methodologies applied to determine impacts.

Table 5-17 Project Trip Generation Comparison

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Trip Generation from SP EIR Traffic Study:									
Warehousing	473.859	TSF							
Passenger Cars:			75	18	92	25	75	100	888
Truck Trips:			25	6	31	8	25	33	888
Intra Land Use Trips (10%)			-10	-2	-12	-3	-10	-13	-178
TOTAL NET TRIPS (Actual Vehicles)²			90	21	111	30	90	119	1,598
Currently Proposed Project Trip Generation:									
High-Cube Transload Short-Term Warehouse	391.045	TSF							
Passenger Cars:			17	5	22	9	22	31	372
Truck Trips:									
2-axle:			1	0	1	0	1	1	30
3-axle:			2	0	2	0	1	1	36
4+-axle:			5	1	6	1	4	5	110
- Net Truck Trips			8	1	9	1	6	7	176
BUILDING 11 TOTAL NET TRIPS (Actual Vehicles)²			25	6	31	10	28	38	548
VARIANCE (Actual Vehicles)			-65	-15	-80	-20	-62	-81	-1,050
Passenger Car Equivalent (PCE)									
Trip Generation from SP EIR Traffic Study:									
Warehousing	473.859	TSF							
Passenger Cars:			75	18	92	25	75	100	888
Truck Trips:			50	12	62	17	50	66	1,776
Intra Land Use Trips (10%)			-12	-3	-15	-4	-12	-17	-266
TOTAL NET TRIPS (PCE)²			124	30	154	41	124	166	2,664
Currently Proposed Project Trip Generation:									
High-Cube Transload Short-Term Warehouse	391.045	TSF							
Passenger Cars:			17	5	22	9	22	31	372
Truck Trips:									
2-axle:			2	1	3	1	2	3	44
3-axle:			3	1	4	1	3	4	74
4+-axle:			14	4	18	4	11	15	332
- Net Truck Trips			19	6	25	6	16	22	450
BUILDING 11 TOTAL NET TRIPS (PCE)²			36	11	47	15	38	53	822
VARIANCE (PCE)			-88	-19	-107	-26	-86	-113	-1,842

¹ TSF = thousand square feet

² TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.

(Urban Crossroads, 2019b, Table 4-3)

Minimum Level of Service and Thresholds of Significance

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, 2019b, p. 21)

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. (Urban Crossroads, 2019b, p. 21)

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS (Urban Crossroads, 2019b, p. 24):

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Meniffee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

Significant Impacts

For purposes of analyzing impacts, the following criteria is utilized to determine whether the addition of project-generated trips (or alternative-generated trips) results in a significant impact, and thus requires mitigation: (Urban Crossroads, 2019b, p. 25)

- A Project-related impact is considered direct and significant when a study intersection operates at an acceptable LOS for existing conditions (without the Project) and the addition of 50 or more

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AM or PM peak hour project trips causes the intersection to operate at an unacceptable LOS for Existing Plus Project (E+P) traffic conditions.

- A cumulative impact is considered significant when a study intersection is forecast to operate at an unacceptable LOS with the addition of cumulative/background traffic and 50 or more AM or PM peak hour project trips.

Existing Conditions**Existing Circulation Network**

Pursuant to the scoping agreement with County of Riverside staff (Appendix 1.1 of the Project's TIA, which is contained in *Technical Appendix H*), the study area includes a total of seven existing and future intersections, as shown on Figure 5-4, *Study Locations and Existing Roadway Network*, where the Project is anticipated to contribute 50 or more peak hour trips, or has been added at the direction of County staff. Figure 5-5, *Existing Number of Through Lanes and Intersection Controls*, illustrates the study area intersections located near the Project site and identifies the number of through traffic lanes for existing roadways and intersection traffic controls. Refer to Section 3.0 of the Project's TIA (*Technical Appendix H*) for a description of ultimate circulation improvements per the Riverside County General Plan, and for a discussion of the circulation plan included in the MFBCSP. (Urban Crossroads, 2019b, p. 27)

Existing Traffic Counts

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2018, while schools were in session. Consistent with standard engineering practice, these traffic counts were conducted either on Tuesday, Wednesday, or Thursday due to potential fluctuations in traffic that typically occur on Mondays, Fridays, Holidays, or weekends. The following peak hours were selected for analysis: (Urban Crossroads, 2019b, p. 34)

- 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 are representative of typical weekday peak hour traffic conditions in the study area, which are based on the traffic conditions in October 2018. 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, 2019b, p. 34)

The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1 of the Project's TIA (*Technical Appendix H*). These raw turning volumes have been flow conserved between intersections with limited access, no access, and where there are currently no uses generating traffic. The traffic counts collected in October 2018 include the vehicle classifications as shown below: (Urban Crossroads, 2019b, p. 34)

- Passenger Cars

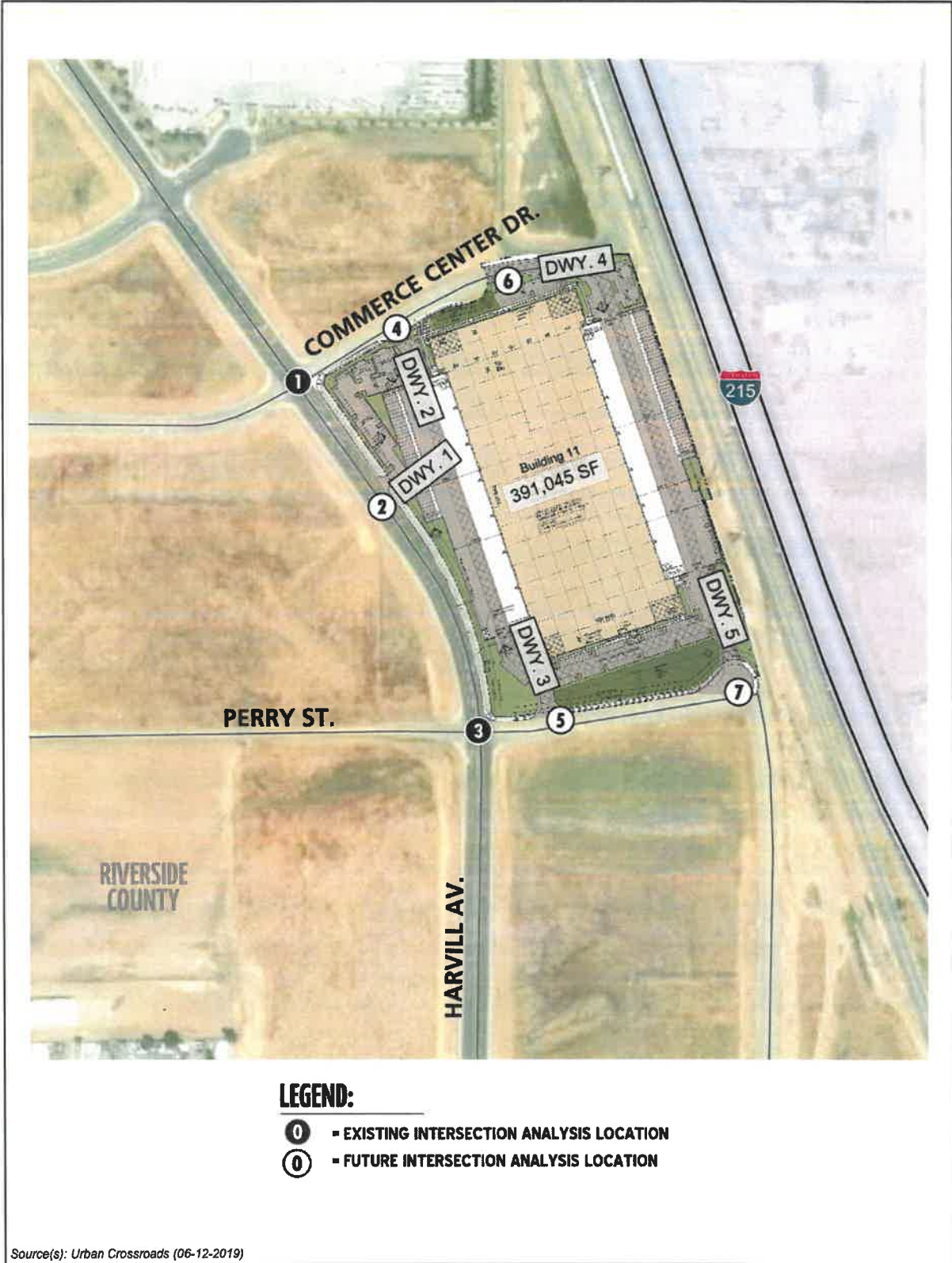


FIGURE 5-4



STUDY LOCATIONS AND EXISTING ROADWAY NETWORK

Plot Plan No. 180034 (Building 11)



<p>1 Harvill Av. & Commerce Center Dr.</p>	<p>2 Harvill Av. & Dwy. 1</p> <p>Future Intersection</p>	<p>3 Harvill Av. & Perry St.</p>	<p>4 Dwy. 2 & Commerce Center Dr.</p> <p>Future Intersection</p>
<p>5 Dwy. 3 & Perry St.</p> <p>Future Intersection</p>	<p>6 Dwy. 4 & Commerce Center Dr.</p> <p>Future Intersection</p>	<p>7 Dwy. 5 & Perry St.</p> <p>Future Intersection</p>	<p>LEGEND:</p> <ul style="list-style-type: none"> ● = STOP SIGN 4 = NUMBER OF LANES D = DIVIDED U = UNDIVIDED DEF = DEFACTO RIGHT TURN = SPEED LIMIT (MPH)

Source(s): Urban Crossroads (06-12-2019)



Not to Scale

FIGURE 5-5
EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS

- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks

To represent the impact large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into Passenger Car Equivalents (PCEs). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For purposes of analysis, a PCE factor of 1.5 was applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the San Bernardino County CMP and are in excess of the factor recommended for use in the County of Riverside traffic study guidelines. Although the County of Riverside has a recommended PCE factor of 2.0, the San Bernardino County CMP PCE factors have been utilized in an effort to conduct a more conservative analysis. (Urban Crossroads, 2019b, p. 36)

Refer to the Project’s TIA (*Technical Appendix H*) for a description of the methodology used to estimate peak hour traffic for facilities where 24-hour tube count data was not available. Existing weekday AM and weekday PM peak hour intersection volumes (in PCE) are shown on Exhibit 3-8 of the Project’s TIA. (Urban Crossroads, 2019b, p. 36)

Existing Conditions Intersection Operations Analysis

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 of the Project’s TIA (*Technical Appendix H*). The intersection operations analysis results are summarized in Table 5-18, *Intersection Analysis for Existing (2018) Conditions*, which indicates that the study area intersections are currently operating at an acceptable LOS during the peak hours (i.e. LOS D or better). (Urban Crossroads, 2019b, p. 36)

Table 5-18 Intersection Analysis for Existing (2018) Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Harvill Av. & Commerce Center Dr.	CSS	1	2	0	1	2	0	1	1	0	1	1	0	14.1	9.5	B	A
2	Harvill Av. & Driveway 1		Future Intersection															
3	Harvill Av. & Perry St.	CSS	1	2	0	1	2	0	0	1	d	1	1	0	17.9	11.7	C	B
4	Driveway 2 & Commerce Center Dr.		Future Intersection															
5	Driveway 3 & Perry St.		Future Intersection															
6	Driveway 4 & Commerce Center Dr.		Future Intersection															
7	Driveway 5/Messenia Ln. & Perry St.		Future Intersection															

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane

² 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.

³ CSS = Cross-street Stop

(Urban Crossroads, 2019b, Table 3-1)

Consistent with Table 5-18, a summary of the peak hour intersection LOS for Existing conditions are shown on Exhibit 3-14 of the Project's TIA (*Technical Appendix H*). The intersection operations analysis worksheets are included in Appendix 3.2 of the Project's TIA. (Urban Crossroads, 2019b, p. 34)

Existing Conditions Traffic Signal Warrants Analysis

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no intersections within the study area that currently warrant a traffic signal under Existing traffic conditions. (Urban Crossroads, 2019b, p. 36)

Projected Future Traffic

Proposed Project

Trip generation represents the amount of traffic that is attracted and produced by a development, and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) for the proposed land use was used. Trip generation rates for the Project are shown in Table 4-1 of the Project's TIA (*Technical Appendix H*). Table 3-1 (previously presented) estimates the proposed Project's trip generation for both actual vehicles and passenger car equivalent (PCE). Refer to the Project's TIA (*Technical Appendix H*) for a discussion of the ITE land use code and vehicle mixes utilized in the TIA. (Urban Crossroads, 2019b, p. 41)

As noted on Table 4-1 of the Project's TIA (*Technical Appendix H*) and as previously shown on Table 3-1, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of different truck types: 2-4 axle and 5+ axle trucks (for High-Cube Fulfillment Center) and 2 axle, 3 axle, and 4+ axle (for Warehousing). PCE factors were applied to the trip generation rates for heavy trucks. PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in Appendix B of the San Bernardino County Congestion Management Program (CMP) 2016 Update, as these factors are more conservative than Riverside County's PCE factor of 2.0 for heavy trucks. (Urban Crossroads, 2019b, p. 44)

As previously shown on Table 3-1, the proposed Project is anticipated to generate a net total of 548 actual vehicle trip-ends per day with 31 AM peak hour trips and 38 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 822 PCE trip-ends per day, 47 PCE AM peak hour trips, and 41 PCE PM peak hour trips, as previously shown in Table 3-1. As noted above, and as shown in Table 5-17, the Project would generate 1,842 fewer PCE trip-ends per day, 107 fewer PCE AM peak hour trips, and 113 fewer PCE PM peak hour trips as compared to the amount of traffic EIR No. 466 assumed would be generated by the development of the Project site and evaluated therein. (Urban Crossroads, 2019b, p. 44)

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. (Urban Crossroads, 2019b, p. 46)

The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic, and is consistent with other similar projects that have been reviewed and approved by County of Riverside staff. The Project trip distribution patterns have been developed based on the anticipated travel patterns for the warehousing trucks. For both passenger cars and trucks, the Project trip distribution was developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. (Urban Crossroads, 2019b, p. 46)

The Project truck trip distribution pattern is graphically depicted on Exhibit 4-1 of the Project's TIA (*Technical Appendix H*). The Project passenger car distribution pattern is graphically depicted on Exhibit 4-2 of the Project's TIA. The Project's distribution patterns were reviewed by the County of Riverside as part of the traffic study scoping process (see Appendix 1.1 to the TIA). (Urban Crossroads, 2019b, p. 46)

Modal Split

The traffic reducing potential of public transit, walking, or bicycling have not been considered in the Project's TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes (employee trips only). (Urban Crossroads, 2019b, p. 46)

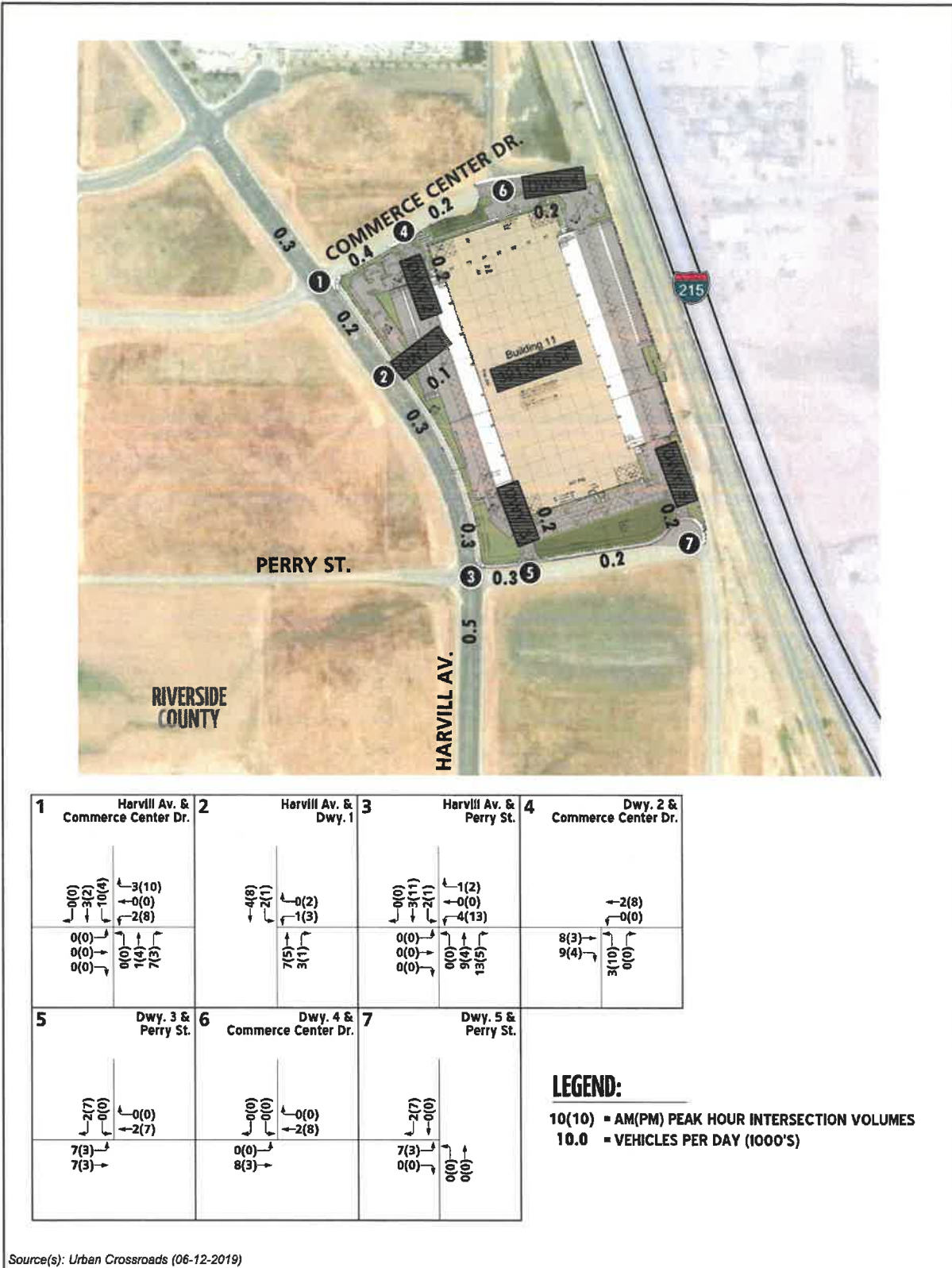
Project Trip Assignment

The assignment of traffic from the Project area 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. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown on Figure 5-6, *Project Only Traffic Volumes (In PCE)*. (Urban Crossroads, 2019b, p. 46)

Background Traffic

Future year traffic forecasts have been based upon two years of background (ambient) growth at 2% per year for 2020 traffic conditions. The total ambient growth is 4.04% for 2020 traffic conditions (growth of 2 percent per year, compounded over two years or 1.02^2 years). This ambient growth factor is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been 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, 2019b, p. 46)

Plot Plan No. 180034 (Building 11)



Source(s): Urban Crossroads (06-12-2019)

FIGURE 5-6



PROJECT ONLY TRAFFIC VOLUMES (IN PCE)

Plot Plan No. 180034 (Building 11)

The currently adopted Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (April 2016) growth forecasts for the County of Riverside identifies projected growth in population of 359,500 in 2012 to 487,500 in 2040, or a 35.6 percent increase over the 28-year period. The change in population equates to roughly a 1.09 percent growth rate, compounded annually. Similarly, growth over the same 28-year period in households is projected to increase by 41.3 percent, or 1.24 percent annual growth rate. Finally, growth in employment over the same 28-year period is projected to increase by 124.7 percent, or a 2.93 percent annual growth rate. (Urban Crossroads, 2019b, p. 50)

Therefore, the use of an annual growth rate of 2.0 percent would appear to conservatively approximate the anticipated regional growth in traffic volumes in the County of Riverside, especially when considered along with the addition of Project-related traffic and traffic generated by other known development projects. As such, the growth in traffic volumes assumed in the Project's TIA would tend to overstate as opposed to understate the potential impacts to traffic and circulation. (Urban Crossroads, 2019b, p. 50)

Cumulative Development Traffic

The 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 this analysis 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 have also been contacted to obtain the most current list of cumulative projects from their respective jurisdictions. (Urban Crossroads, 2019b, p. 50)

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e. 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects has been reviewed to determine which 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 this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are listed in Table 5-19, *Cumulative Development Land Use Summary*, and shown on Figure 5-7, *Cumulative Development Location Map*, and have been considered for inclusion. (Urban Crossroads, 2019b, p. 50)

Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2020, they have been 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 study area that are not expected to contribute measurable traffic to study area intersections have not been included since the traffic would dissipate due to the distance from the Project site and study area intersections. Any additional traffic generated by other projects not on the cumulative projects list is accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area

Table 5-19 Cumulative Development Land Use Summary

No.	Project Name / Case Number	Land Use ¹	Quantity	Units ²	Location
City of Perris					
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
P5	Integra / DPR 14-02-0014	High-Cube Warehouse	864,000	TSF	EAST OF WEBSTER AVE. SOUTH OF NANCE ST.
P6	OLC 1 / DPR 12-10-0005	High-Cube Warehouse	1,455,000	TSF	WEST OF WEBSTER AVE. NORTH OF RAMONA Exwy.
P7	OLC2 / DPR 14-01-0015	High-Cube Warehouse	1,037,000	TSF	WEST OF WEBSTER AVE. NORTH OF MARKHAM ST.
P8	Markham East / DPR 05-0477	High-Cube Warehouse	460,000	TSF	SWC OF REDLANDS AVE. & MARKHAM ST.
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. AND NANCE AVE.
P21	Duke Realty - Perris & Markham	High-Cube Warehouse	1,189,860	TSF	SEC OF PERRIS BL. AND MARKHAM ST.
P22	Canyon Steel	Manufacturing	28,124	TSF	NWC OF PATTERSON AVE. & CALIFORNIA AVE.
P23	Rider 2 and 4	High-Cube Warehouse	1,376,721	TSF	NWC OF REDLANDS AVE. AND RIDER ST.
City of Moreno Valley					
MV1	Kearney	High-Cube Warehouse	1,100,000	TSF	EAST OF PERRIS BLVD. AT SAN MICHEL RD.
MV2	IDS	High-Cube Warehouse	701,000	TSF	SEC OF HEACOCK ST. & SAN MICHELE RD.
MV3	First Industrial	High-Cube Warehouse	1,380,000	TSF	SWC OF INDIAN AVE. & NANDINA AVE.
MV4	Prologis 1	High-Cube Warehouse	1,000,000	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	Indian Street Commerce Center	High-Cube Warehouse	439,918	TSF	SWC OF INDIAN ST. & GROVEVIEW RD.
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.
MV13	PEN18-0042	SFDR	2	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV14	Tract 33024	SFDR	8	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV15	Tract 32716	SFDR	57	DU	NEC OF INDIAN ST. & MARIPOSA AVE.
MV16	Tract 31442	SFDR	63	DU	NWC OF PERRIS BLVD. & MARIPOSA AVE.
Riverside County					
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	PPT180025: Rider Commerce Center	Warehousing	204,330	TSF	NWC OF PATTERSON AVE. & RIDER ST.
RC4	Val Verde Logistics Center	High-Cube Warehouse	280,308	TSF	NWC OF HARVILLA AVE. & OLD CAJALCO RD.
RC5	Farmer Boys/Retail Shop	Retail	16,306	TSF	NEC OF HARVILL AVE. & CAJALCO RD.
RC6	PP26173	High-Cube Warehouse	423,665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC7	Majestic Freeway Business Center - Buildings 1, 3 & 4	Warehousing	48,930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
RC8	Majestic Freeway Business Center - Building 5	Warehousing	1195,740	TSF	NEC OF HARVILL AVE. & MESSENNIA LN.
RC9	Majestic Freeway Business Center - Building 6	Warehousing	40,000	TSF	NORTH OF MESSENNIA LN., EAST OF HARVILL AVE.
RC10	Majestic Freeway Business Center - Building 7	Warehousing	72,000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC11	Majestic Freeway Business Center - Building 8	Warehousing	80,000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC12	Majestic Freeway Business Center - Building 9	Warehousing	110,000	TSF	EAST OF MESSENNIA LN., NORTH OF HARVILL AVE.
RC13	Majestic Freeway Business Center - Building 10	Warehousing	45,000	TSF	SEC OF HARVILL AVE. & PERRY ST.
RC14	Seaton Commerce Center	High-Cube Warehouse	600,000	TSF	SEC OF SEATON AV. & PERRY ST.
RC15	Majestic Freeway Business Center - Building 12	Warehousing	210,800	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC16	Majestic Freeway Business Center - Building 15	Warehousing	154,751	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC17	Majestic Freeway Business Center - Building 19	Warehousing	90,279	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC18	Majestic Freeway Business Center - Building 20	Warehousing	364,560	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC19	Majestic Freeway Business Center - Building 21,22	Warehousing	425,830	TSF	NEC OF DECKER RD. & OLD OLEANDER AVE.
RC20	Knox Logistics Center	High-Cube Warehouse	241,059	TSF	NWC OF DECKER RD. & OLD OLEANDER AVE.
RC21	Oleander Business Park	High-Cube Warehouse	1259,410	TSF	NWC OF DECKER RD. & HARLEY KNOX BLVD.
RC22		High-Cube Warehouse	680,000	TSF	NWC OF DECKER RD. & HARLEY KNOX BLVD.

¹ SFDR = Single Family Detached Residential

² DU = Dwelling Units; TSF = Thousand Square Feet

(Urban Crossroads, 2019b, Table 4-4)

intersections as discussed above under “Background Traffic.” Cumulative only ADT and peak hour traffic volumes are shown on Exhibit 4-5 of the Project’s TIA (*Technical Appendix H*). (Urban Crossroads, 2019b, p. 50)

Near-Term Traffic Conditions

To provide a comprehensive assessment of the deficiencies, an analysis considered as “buildup” was performed in support of this work effort. The “buildup” method was used to approximate Existing Plus Project (E+P), Existing Plus Ambient Plus Project (EAP), and Existing Plus Ambient Plus Cumulative (EAPC) traffic conditions, and is intended to identify the near-term deficiencies on both the existing and planned near-term circulation system. The EAPC traffic condition includes background traffic, traffic generated by other cumulative development projects within the study area, and traffic generated by the proposed Project. (Urban Crossroads, 2019b, p. 55)

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2020) and EAPC (2020) traffic conditions. An ambient growth factor of 2.0% per year has been used to account for background (area-wide) traffic increases that occur over time up to the year 2020 from the year 2018 (2.0 percent per year growth rate, compounded over a 2-year period). Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2020 roadway networks are similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. (Urban Crossroads, 2019b, p. 55)

The near-term traffic analysis includes the following traffic conditions, with the various traffic components: (Urban Crossroads, 2019b, p. 55)

- Existing Plus Ambient Growth Plus Project (2020)
 - Existing 2018 counts
 - Ambient growth traffic (4.04%)
 - Project traffic

- Existing Plus Ambient Growth Plus Project Plus Cumulative (2020)
 - Existing 2018 counts
 - Ambient growth traffic (4.04%)
 - Cumulative Development traffic
 - Project traffic

Existing Plus Project (E+P) Conditions

This subsection discusses the traffic forecasts for Existing Plus Project (E+P) conditions and the resulting peak hour intersection operations and traffic signal warrant analyses. This analysis scenario has been provided for informational purposes only as Project impacts have been discerned from a comparison of Existing (2018) to EAP (2020) and EAPC (2020) traffic conditions, per the County’s Traffic Impact Analysis Preparation Guide (Riverside County, 2008). (Urban Crossroads, 2019b, p. 57)

Plot Plan No. 180034 (Building 11)

Roadway Improvements – E+P Traffic Conditions

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Figure 5-5, except that it is assumed that 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 (e.g., intersection and roadway improvements at the Project’s frontage and driveways). (Urban Crossroads, 2019b, p. 57)

E+P Traffic Volume Forecasts

This scenario includes Existing traffic volumes plus Project traffic. Exhibit 5-1 of the Project’s TIA (*Technical Appendix H*) shows the ADT and peak hour intersection turning movement volumes (in PCE) which can be expected for E+P traffic conditions. (Urban Crossroads, 2019b, p. 57)

Intersection Operations Analysis – E+P Traffic Conditions

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 of the Project’s TIA (*Technical Appendix H*). The intersection analysis results are summarized in Table 5-20, *Intersection Analysis for E+P Conditions*, which indicate that there are no study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic. Exhibit 5-12 of the Project’s TIA (*Technical Appendix H*) summarizes the weekday AM and PM peak hour study area intersection LOS under E+P traffic conditions, consistent with the summary provided in Table 5-20. The intersection operations analysis worksheets are included in Appendix 5.1 of the Project’s TIA. (Urban Crossroads, 2019b, p. 57)

Table 5-20 Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control ²	Existing (2018)				E+P			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Harvill Av. & Commerce Center Dr.	CSS	14.1	9.5	B	A	18.4	11.8	C	B
2	Harvill Av. & Driveway 1	CSS	Future Intersection				15.4	10.3	C	B
3	Harvill Av. & Perry St.	CSS	17.9	11.7	C	B	18.4	12.0	C	B
4	Driveway 2 & Commerce Center Dr.	CSS	Future Intersection				8.6	8.6	A	A
5	Driveway 3 & Perry St.	CSS	Future Intersection				8.4	8.4	A	A
6	Driveway 4 & Commerce Center Dr.	CSS	Future Intersection				0.0	0.0	A	A
7	Driveway 5/Messenia Ln. & Perry St.	CSS	Future Intersection				8.5	8.5	A	A

¹ 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.

² CSS = Cross-street Stop; CSS = Improvement
(Urban Crossroads, 2019b, Table 5-1)

Traffic Signal Warrants Analysis – E+P Traffic Conditions

With the addition of Project traffic, there are no intersections anticipated to meet planning level (ADT) or peak hour volume-based traffic signal warrants under E+P traffic conditions (see Appendix 5.2 of the Project's TIA, *Technical Appendix H*). (Urban Crossroads, 2019b, p. 57)

Existing Plus Ambient Plus Project (EAP) 2020 Traffic Analysis

This subsection discusses the methods used to develop EAP (2020) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses. (Urban Crossroads, 2019b, p. 61)

Roadway Improvements – EAP 2020 Conditions

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Figure 5-5, except that it is assumed that 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 (e.g., intersection and roadway improvements at the Project's frontage and driveways). (Urban Crossroads, 2019b, p. 61)

EAP (2020) Traffic Volume Forecasts

This scenario includes Existing (2018) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. Exhibit 6-1 of the Project's TIA (*Technical Appendix H*) shows the weekday ADT volumes and the peak hour volumes which can be expected for EAP (2020) traffic conditions (in PCE). (Urban Crossroads, 2019b, p. 61)

Intersection Operations Analysis – EAP 2020 Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAP (2020) conditions with existing roadway and intersection geometrics consistent with those described above under "Roadway Improvements – EAP 2020 Conditions." As shown in Table 5-21, *Intersection Analysis for EAP 2020 Conditions*, and as illustrated on Exhibit 6-2 of the Project's TIA (*Technical Appendix H*), there are no study area intersections anticipated to operate at an unacceptable LOS under EAP (2020) traffic conditions. The intersection operations analysis worksheets for EAP (2020) conditions are included in Appendix 6.1 of the Project's TIA. (Urban Crossroads, 2019b, p. 61)

Table 5-21 Intersection Analysis for EAP 2020 Conditions

#	Intersection	Traffic Control ²	Existing (2018)				EAP (2020)			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Harvill Av. & Commerce Center Dr.	CSS	14.1	9.5	B	A	19.1	12.0	C	B
2	Harvill Av. & Driveway 1	CSS	Future Intersection				15.8	10.4	C	B
3	Harvill Av. & Perry St.	CSS	17.9	11.7	C	B	19.1	12.2	C	B
4	Driveway 2 & Commerce Center Dr.	CSS	Future Intersection				8.6	8.6	A	A
5	Driveway 3 & Perry St.	CSS	Future Intersection				8.4	8.4	A	A
6	Driveway 4 & Commerce Center Dr.	CSS	Future Intersection				0.0	0.0	A	A
7	Driveway 5/Messenia Ln. & Perry St.	CSS	Future Intersection				8.5	8.5	A	A

¹ 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.

² CSS = Cross-street Stop; CSS = Improvement (Urban Crossroads, 2019b, Table 6-1)

Traffic Signal Warrants Analysis – EAP 2020 Conditions

Traffic signal warrants have been performed (based on the California Manual on Uniform Traffic Control Devices [MUTCD]) for EAP (2020) traffic conditions based on daily volumes. There are no study area intersections anticipated to meet planning level (ADT and peak hour) volume-based traffic signal warrants under EAP (2020) traffic conditions. (Urban Crossroads, 2019b, p. 61)

Existing Plus Ambient Plus Cumulative Plus Project (EAPC) 2020 Traffic Analysis

This subsection discusses the methods used to develop EAPC (2020) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses. (Urban Crossroads, 2019b, p. 65)

Roadway Improvements – EAPC 2020 Conditions

The lane configurations and traffic controls assumed to be in place for EAPC (2020) conditions are consistent with those shown previously on Figure 5-5, with the exception of the following: (Urban Crossroads, 2019b, p. 65)

- 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 along the Project’s frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2020) conditions (e.g., intersection and roadway improvements along the cumulative developments’ frontages).

EAPC (2020) Traffic Volume Forecasts

To account for background traffic, other known cumulative development projects in the study area were included in addition to 4.04% of ambient growth for EAPC (2020) traffic conditions in conjunction with traffic associated with the proposed Project. Exhibit 7-1 of the Project's TIA (*Technical Appendix H*) shows the peak hour volumes which can be expected for EAPC (2020) traffic conditions (in PCE). (Urban Crossroads, 2019b, p. 65)

Intersection Operations Analysis – EAPC 2020 Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAPC (2020) conditions with existing roadway and intersection geometrics consistent with those described above under "Roadway Improvements – EAPC 2020 Conditions." As shown in Table 5-22, *Intersection Analysis for EAPC (2020) Conditions*, and illustrated on Exhibit 7-2 of the Project's TIA (*Technical Appendix H*), there are no intersections within the Project study area that are anticipated to operate at an unacceptable LOS under EAPC (2020) conditions. The intersection operations analysis worksheets for EAPC (2020) conditions included in Appendix 7.1 of the Project's TIA. (Urban Crossroads, 2019b, p. 65)

Table 5-22 Intersection Analysis for EAPC (2020) Conditions

#	Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Harvill Av. & Commerce Center Dr.	CSS	23.5	18.1	C	C
2	Harvill Av. & Driveway 1	<u>CSS</u>	18.5	13.4	C	B
3	Harvill Av. & Perry St.	CSS	26.5	19.2	D	C
4	Driveway 2 & Commerce Center Dr.	<u>CSS</u>	8.6	8.6	A	A
5	Driveway 3 & Perry St.	<u>CSS</u>	8.4	8.4	A	A
6	Driveway 4 & Commerce Center Dr.	<u>CSS</u>	8.3	8.4	A	A
7	Driveway 5/Messenia Ln. & Perry St.	<u>CSS</u>	8.5	8.5	A	A

¹ 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.

² CSS = Cross-street Stop; CSS = Improvement
(Urban Crossroads, 2019b, Table 7-1)

Traffic Signal Warrants Analysis – EAPC 2020 Conditions

Traffic signal warrants have been performed (based on CA MUTCD) for EAPC (2020) traffic conditions based on daily or peak hour volumes. There are no intersections within the study area that are anticipated to planning level (ADT and peak hour) volume-based traffic signal warrants under EAPC (2020) traffic conditions. Refer to Appendix 7.2 to the Project's TIA (*Technical Appendix H*). (Urban Crossroads, 2019b, p. 65)

Conclusion – Traffic Impacts

Consistent with the conclusion reached by EIR No. 466 and as indicated in the preceding analysis, the Project-related traffic impacts would be less than significant. Moreover, the traffic generated by the proposed Project would be significantly less than the traffic generation assumed by and analyzed in EIR No. 466 for the Project site. Thus, Project impacts to study area facilities would be reduced in comparison to the Project evaluated in EIR No. 466. Furthermore, although EIR No. 466 did not evaluate impacts to freeway mainlines, queuing locations, or merge/diverge locations, it is concluded that the Project's impacts to freeway facilities would be reduced in comparison to the project evaluated by EIR No. 466 due to the reduction in traffic associated with the Project. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) **Would the proposed 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?**

EIR No. 466 Finding: Although EIR No. 466 did not evaluate this threshold, EIR No. 466 did disclose impacts to circulation facilities that would occur with buildout of the MFBCSP, including impacts to facilities that are identified in the Riverside County Congestion Management Plan (CMP). EIR No. 466 concluded that with implementation of mitigation measures, all impacts to study area intersections, including CMP intersections, would be reduced to less-than-significant levels. (Webb, 2005, IV-191 through IV-214)

No Substantial Change from Previous Analysis: EIR No. 466 did not evaluate impacts to Congestion Management Program (CMP) facilities, such as freeways. As discussed under the analysis of Threshold 37.a), and as shown previously on Table 5-17, the proposed Project would generate 1,842 fewer PCE trip-ends per day, 107 fewer PCE AM peak hour trips, and 113 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site by EIR No. 466. As such, the Project's potential to impact CMP facilities would be reduced as compared to what was evaluated for the Project site by EIR No. 466. Additionally, none of the Project's study area intersections are identified as CMP facilities in the Riverside County CMP. This Project would contribute fewer than 50 peak hour trips to CMP facilities and the Project would have no potential to 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; thus, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (Urban Crossroads, 2019b, p. 4)

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that roads for the MFBCSP had already been completed and did not have design feature hazards such as sharp curves. The IS/NOP further found that incompatible uses such as farm equipment on roadways would not be introduced as part of the

MFBCSP. As such, the IS/NOP concluded that impacts would be less than significant, and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 44)

No Substantial Change from Previous Analysis: The Project Applicant proposes to implement a portion of MFBCSP Planning Area 5. Project improvements would be limited to frontage improvements and no additional improvements would need to be made for the current and future intersections. Improvements proposed by the Project Applicant are fully consistent with the circulation plan included in the MFBCSP and evaluated by EIR No. 466. Additionally, and consistent with the findings of the IS/NOP, the proposed Project would be compatible in transportation design with the existing land uses and roadway network in the surrounding area, and the Project would not create a transportation hazard as a result of an incompatible use. The Project's proposed driveways for truck trailers would connect directly to Commerce Center Drive and Perry Street and would convey truck traffic to Harvill Avenue, and away from residential uses located generally west of Seaton Avenue. 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. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that potential impacts to road maintenance from project-related traffic would be offset by fee mechanisms established and required by the Riverside County Transportation Department. Impacts were found to be less than significant, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 44-45)

No Substantial Change from Previous Analysis: The Project as proposed is fully consistent with the MFBCSP, and buildout of the Project site with light industrial uses was evaluated as part of EIR No. 466 and its associated IS/NOP. Consistent with the finding of the IS/NOP, the Project would cause an effect on and increase the need for maintenance of roadways in the local area. However, as compared to the Project evaluated in EIR No. 466 and as shown in Table 5-17, the Project would generate approximately 1,842 fewer ADT (in PCE) than was assumed by EIR No. 466, indicating that Project impacts due to the need for roadway maintenance would be less than was disclosed by and analyzed in EIR No. 466. Moreover, there are no new roadways proposed by the Project Applicant requiring maintenance, although the Project would dedicate ROW along the site's frontage with Harvill Avenue and small areas of ROW for construction or proposed cul-de-sacs at the eastern terminuses of Perry Street and Commerce Center Drive. Consistent with the finding of the IS/NOP, although the Project would result in an incremental increase in the need for new or altered maintenance of roads, such impacts would be off-set by applicable County fees as well as from property taxes. Additionally, there are no components of the Project that would inhibit the County's ability to continue to maintain roadways in the local area. As such, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

e) Would the proposed Project cause an effect upon circulation during the project's construction?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that due to the temporary nature of construction activity, the nature of traffic circulation in the MFBCSP area, and established County requirements for traffic control on public roadways during construction, impacts to circulation during construction would be less than significant. As such, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: As noted by the IS/NOP prepared for EIR No. 466, the Project Applicant would be required to implement traffic control measures during proposed frontage improvements to Harvill Avenue, Perry Street, and Commerce Center Drive. Additionally, it is anticipated that surrounding roadways have sufficient capacity to accommodate construction vehicle traffic traveling to and from the site because construction-related traffic would not exceed traffic volumes anticipated upon buildout of the Project. Accordingly, impacts to the circulation network during construction would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that roadways to access the MFBCSP area were already constructed, thereby facilitating greater emergency access to the MFBCSP area through the provision of a north/south road between Oleander and Cajalco Road. The IS/NOP further found that the MFBCSP would be developed in accordance with County ordinances, standard conditions of approval, and permits related to emergency access. Thus, the IS/NOP concluded that no impact would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, major roadway facilities needed to serve buildout of the Project site, as proposed by the Project Applicant, already are in place. The Project Applicant would be required to implement traffic control measures to preclude impacts to operations of roadways abutting the Project site during the construction of improvements. Additionally, the proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Additionally, the proposed Project would not affect any roadways that provide emergency access under existing conditions. With required adherence to County requirements for emergency access, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
38. Bike Trails				
a. Include the construction or expansion of a bike system or bike lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 noted that the General Plan identified a Class I Bike Path/Regional Trail along Cajalco Expressway, which would connect to various Community Trails either existing or planned in the area. EIR No. 466 found that the provision of Class I Bike Paths was subject to the approval of the County Transportation Department. Additionally, EIR No. 466 disclosed that the precise location of regional trails is subject to the approval of the Riverside County Open-Space and Regional Park District. EIR No. 466 indicated that a determination as to the appropriateness of a Class I Bike Path/Regional Trail, immediately adjacent the MFBCSP site, would be made by these agencies during the approval process for implementing development projects adjacent to Cajalco Expressway. EIR No. 466 further noted that if the precise location of this bike path/regional trail is determined at that time to be on the north side of Cajalco Expressway, adjacent to the MFBCSP site, the implementing development project would be required to comply with this regulatory requirement and construct that portion of the trail adjacent to the MFBCSP site. Through compliance with this regulatory procedure and requirement, EIR No. 466 concluded that the MFBCSP’s impacts upon bike trails would be below the level of significance. (Webb, 2005, p. IV-215)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, Riverside County evaluated the MFBCSP area and determined that no dedicated bike lanes are required along the Project’s frontage with Harvill Avenue, Commerce Center Drive, or Perry Street. Commerce Center Drive and Perry Street will be used to accommodate trucks coming and going from the project site which could result in potentially unsafe conditions. Harvill Avenue is anticipated to serve truck traffic associated with buildout of the industrial/commercial uses allowed by the MFBCSP as well as other lands in the area that are designated for light industrial use. As such, a bike trail along Harvill Avenue would result in potentially unsafe conditions and is therefore not proposed or required. As such, no impacts due to the construction or expansion of bike system or lanes would occur because no bike facilities are proposed by or required for the proposed Project. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 identified several mitigation measures to address traffic impacts. These measures are listed below. It should be noted that several of the mitigation measures have since been implemented, while

other mitigation measures would be implemented by future developments within the MFBCSP. Specifically, the Project would be subject to Mitigation Measure MM Trans 1 the Project accommodates additional right-of-way dedications along Harvill Avenue. The Project site does not abut Nandina Avenue, Oleander Avenue, Old Oleander Avenue, Markham Street, Martin Street, Seaton Avenue, or Cajalco Expressway; thus, Mitigation Measures MM Trans 2 through MM Trans 8 do not apply to the proposed Project. The improvements required by MM Trans 9 have been previously constructed, therefore, this mitigation measure would not apply to this Project. The improvements identified by Mitigation Measure MM Trans 10 are anticipated to be implemented as part of the construction of MFBCSP Buildings 12 and 15, and therefore does not apply to the proposed Project and is not needed to achieve acceptable LOS at the Project's study area intersections. The improvements required by Mitigation Measure MM Trans 11 already have been partially constructed at the intersection of Harvill Avenue and Martin Street, and the remaining improvements required by this measure, including a traffic signal, are no longer warranted as this intersection is no longer proposed with an eastern leg; thus, Mitigation Measure MM Trans 11 is not applicable to the Project. The improvements listed by Mitigation Measures MM Trans 12 and MM Trans 13 are anticipated to occur in conjunction with buildout of MFBCSP Planning Area 2, whereas the proposed Project occurs within MFBCSP Planning Area 5; thus, Mitigation Measures MM Trans 12 and MM Trans 13 are not applicable to the proposed Project. Additionally, the County's standard conditions of approval require the payment of DIF and TUMF fees shall apply, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. As noted above, Project impacts to study area facilities would be less than significant; thus, payment of DIF and TUMF fees, implementation Project design features, and the Project's conditions of approval would further reduce the Project's traffic-related impacts under all analysis scenarios.

- MM Trans 1:** Construct full width improvements of Harvill Avenue at its ultimate cross-section as a major highway (118' right-of-way) through the project.
- MM Trans 2:** Construct partial width improvements of southerly side of Nandina Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.
- MM Trans 3:** Construct partial width improvements of Oleander Avenue at its ultimate cross-section as an urban arterial (152' right-of-way) fronting the project boundary line.
- MM Trans 4:** Construct partial width improvements of Old Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.
- MM Trans 5:** Construct full width improvements of Markham Street at its ultimate cross-section as a secondary highway (100' right-of-way) through the project.
- MM Trans 6:** Construct partial width improvements of Martin Street at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.

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MM Trans 7: Construct partial width improvements of easterly side of Seaton Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.

MM Trans 8: Construct partial width improvements of northerly side of Cajalco Expressway at its ultimate cross-section as an Expressway (184' right-of-way) fronting the project boundary line.

MM Trans 9: Install Traffic Signal at intersection of Harvill Avenue and Oleander Avenue using the following geometrics:

Northbound: One free right turn lane. One shared through and left turn lane. One left turn lane.

Southbound: One shared through and right turn lane. One left turn lane.

Eastbound: One shared through and right turn lane. Two through lanes. One left turn lane

Westbound: One shared through and right turn lane. Two through lanes. Two left turn lanes.

MM Trans 10: Install Traffic Signal at intersection of Harvill Avenue and Markham Street using the following geometrics:

Northbound: One right turn lane. Two through lanes. One left turn lane.

Southbound: One right turn lane. Two through lanes. One left turn lane.

Eastbound: One right turn lane. Two through lanes. One left turn lane.

Westbound: One right turn lane. Two through lanes. One left turn lane.

MM Trans 11: Install Traffic Signal at intersection of Harvill Avenue and Martin Street using the following geometrics:

Northbound: One shared through and right turn lane. One through lane. One left turn lane.

Southbound: One shared through and right turn lane. One through lane. One left turn lane.

Eastbound: One right turn lane. One shared left turn and through lane.

Westbound: One shared left, through, and right turn lane.

MM Trans 12: Install Traffic Signal at intersection of Seaton Avenue and Cajalco Expressway using the following geometrics:

Northbound: One left turn lane. Two through lanes. One right turn lane.

Southbound: One left turn lane. Two through lanes. One right turn lane.

Eastbound: One left turn lane. Two through lanes. One right turn lane.

Westbound: Two left turn lanes. Two through lanes. One right turn lane.

MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Cajalco Expressway using the following geometrics:

Northbound: One left turn lane. Two through lanes. One free right turn lane.

Southbound: Two left turn lanes. Two through lanes. One right turn lane.

Eastbound: One left turn lane. Two through lanes. One right turn lane.

Westbound: Two left turn lanes. Two through lanes. One right turn lane.

Project Specific Conditions of Approval

The following standard conditions of approval shall apply to the proposed Project:

- The Project Applicant shall contribute appropriate Development Impact Fees pursuant to Riverside County Ordinance No. 659.
- The Project Applicant shall contribute appropriate Transportation Uniform Mitigation Fees pursuant to Riverside County Ordinance No. 824.

5.1.19 Tribal Cultural Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
39. Tribal Cultural Resources				
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defines 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:</i>				
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 for the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
resource to a California Native American tribe.)				

- a) **Would the proposed 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 defines 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 proposed 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 defines 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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)**

EIR No. 466 Finding: Assembly Bill 52 (AB 52) was signed into law in 2014 and added the above-listed thresholds to Appendix G of the CEQA Guidelines. Thus, at the time EIR No. 466 was certified in 2005, AB 52 was not in place and EIR No. 466 did not evaluate these thresholds. Notwithstanding, EIR No. 466 included an extensive analysis of potential impacts to cultural resources. As previously indicated herein in subsection 5.1.5, 15 archaeological sites were identified within the MFBCSP boundaries, none of which were determined to be significant pursuant to CEQA. Additionally, EIR No. 466 found that prehistoric resources may be identified in buried context and impacted during buildout of the MFBCSP. This was disclosed as a potentially significant impact, which would be reduced to less-than-significant levels with the incorporation of mitigation measures. (Webb, 2005, pp. IV-134 through IV-137)

No Substantial Change from Previous Analysis: The above-listed thresholds were added to Appendix G to the CEQA Guidelines pursuant to AB 52. As noted above, AB 52 was signed into law in 2014 while EIR No. 466 was certified on August 23, 2005. AB 52 requires tribal consultation for certain development projects and applies only to projects that have a notice of preparation or notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. As demonstrated by the analysis herein, the proposed Project is fully within the scope of analysis of EIR No. 466, and the Project would not trigger any of the conditions described in § 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR. As such, an Addendum to EIR No. 466 has been prepared for the Project pursuant to § 15164 of the CEQA Guidelines, and the Project would not require a notice of preparation or notice of negative

declaration or mitigated negative declaration. Therefore, the provisions of AB 52 are not applicable to the Project.

Although AB 52 is not applicable to the proposed Project, the Project would not result in significant impacts to tribal cultural resources. Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure and rough grading of building pads. Additionally, the southeastern corner of the project site was used as a construction staging area during the development of a warehouse on the property directly south of the Project site. Thus, it is unlikely that any tribal cultural resources occur within the Project site. Notwithstanding, and consistent with the findings of EIR No. 466, in the unlikely circumstance that archaeological resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply. Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified. As such, and consistent with the finding of EIR No. 466, the Project's impacts to tribal cultural resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures MM Cultural 1 and MM Cultural 2, identified above in subsection 5.1.5, shall apply.

5.1.20 Utilities and Service Systems

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
40. Water				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
future development during normal, dry, and multiple dry years?				

- a) **Would the proposed 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?**

EIR No. 466 Finding: EIR No. 466 disclosed that water and sewer lines already were constructed in the MFBCSP area in the early 1990s. EIR No. 466 noted that only minor connections within the MFBCSP site would be needed to provide potable water service to the site and that some additional sewer lines would be constructed within and adjacent to the MFBCSP boundaries to provide sewer service throughout the MFBCSP areas. Furthermore, the IS/NOP noted that the storm drain system to serve the MFBCSP was already constructed as part of Community Facilities District No. 88-8 improvements. The IS/NOP found that these facilities were sized to handle the storm water requirements of ultimate build out within the MFBCSP.

EIR No. 466 also indicated that the MFBCSP’s demand for potable water would be 0.236 million gallons per day (mgd), which represented 2.4% of the Perris Water Filtration Plant’s capacity. EIR No. 466 disclosed that this percentage is not considered significant, and therefore concluded the MFBCSP would not result in or require significant upgrades to existing water treatment facilities.

Additionally, EIR No. 466 indicated that wastewater from the MFBCSP site would be treated at EMWD’s Perris Valley Regional Water Reclamation Facility (PVRWRF) located in the City of Perris. The MFBCSP was estimated by EIR No. 466 to generate 0.5525 mgd of wastewater upon buildout. EIR No. 466 found that this amounted to 5.0% of the PVRWRF’s capacity at the time, and only 0.55% of its planned capacity. EIR No. 466 found that although the total amount of wastewater generated by the MFBCSP would be well within the capacity of the PVRWRF by the time that development of the MFBCSP was projected to be completed, there was still the potential that prior to the expansion of the facility’s capacity at the end of 2010 that EMWD would be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, EIR No. 466 found that because EMWD’s wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. EIR No. 466 determined that there was sufficient capacity in EMWD’s other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EIR No. 466 found that the EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim phases and after full build out. Therefore, EIR No. 466 concluded that no significant impact upon EMWD’s ability to treat wastewater would occur. EIR No. 466 further determined that because the expansion of the PVRWRF was already planned and scheduled by EMWD, in and of itself the wastewater generated by the MFBCSP would not require the

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construction of new or expanded wastewater treatment facilities, and impacts were disclosed as less than significant. (Webb, 2005, pp. IV-233 and IV-234)

The IS/NOP for EIR No. 466 noted that storm water drainage within the MFBCSP would not require the expansion of existing County Flood Control facilities, nor require new facilities, and concluded that potential impacts related to the construction of storm water facilities would be considered less than significant. The IS/NOP indicated that water quality impacts associated with storm water would be addressed in the Hydrology/Water Quality section of EIR No. 466, although no discussion or analysis was conducted in EIR No. 466 related to the construction and need for storm water facilities. (Webb, 2005, Appendix A, p. 49)

As such, impacts due to the relocation or construction of water, wastewater treatment, and stormwater drainage systems were determined to be less than significant. (Webb, 2005, p. IV-230)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, a system of water, sewer, and storm water drainage facilities were constructed within the MFBCSP area pursuant to CFD No 88-8 in the early 1990s. All water, wastewater, and drainage facilities needed to accommodate the Project are currently in place or would be installed on or adjacent to the Project site as part of site development, as described in detail in subsection 3.1.1.G. Impacts associated with the Project's water, sewer, and drainage facilities are inherent to the Project's construction phase and have been evaluated throughout this EIR Addendum accordingly. As demonstrated herein, the Project's construction-related impacts would be within the scope of analysis of EIR No. 466. There are no new or more severe impacts that would result from the Project's proposed water, sewer, and/or drainage infrastructure that have not already been evaluated herein.

As disclosed by EIR No. 466 and the WSA prepared for the MFBCSP (contained as Appendix F to EIR No. 466), buildout of the MFBCSP would result in a demand for 0.236 million gallons per day (mgd), or 264 acre feet per year (AF/yr), which EIR No. 466 noted represented only 2.4% of the capacity at the Perris Valley Water Filtration Plant. Based on the findings of the WSA, EIR No. 466 determined that this level of water demand was not considered significant, and concluded that buildout of the MFBCSP would not require significant upgrades to existing water treatment facilities. EIR No. 466 assumed that the MFBCSP would be developed with approximately 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 ($6,215,500 \text{ s.f.} \div 12,163,258.8 \text{ s.f.} [279.23 \text{ acres}] = 0.51$). The Project Applicant proposes to develop the site with a total of 391,045 s.f. of light industrial uses on a 20.5-acre site, resulting in an overall FAR of 0.44 ($391,045 \text{ s.f.} \div 892,980 \text{ s.f.} [20.5 \text{ acres}] = 0.44$). Thus, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466. Accordingly, adequate capacity exists at the Perris Valley Water Filtration Plant to serve the Project's projected demand and construction of additional water treatment facilities would not be required.

Consistent with the finding of EIR No. 466, wastewater generated by the proposed Project would be treated at the PVRWRF. At the time EIR No. 466 was certified, the PVRWRF had a capacity of 11 million gallons per day (gpd) (Webb, 2005, p. IV-225). However, according to current information available from

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the EMWD, 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. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 36,261 gpd (20.5 acres x 1,700 gpd/acre = 34,850 gpd). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.4% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand and construction of additional wastewater treatment facilities would not be required.

Based on the foregoing analysis, and consistent with the conclusions reached by EIR No. 466, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could result in significant environmental effects. Impacts associated with the construction of site improvements related to water, wastewater treatment, and storm water drainage have been evaluated throughout this EIR Addendum, which concludes that impacts would be less than significant or would be reduced to less-than-significant levels with implementation of mitigation measures or standards regulatory requirements. There are no components of the proposed Project's water, wastewater, or storm water drainage connections that would result in environmental effects not already addressed herein. Accordingly, impacts due to construction of water, waste water treatment, and stormwater drainage facilities would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The Water Supply Assessment (WSA) prepared for EIR No. 466 (see Appendix F to EIR No. 466), EMWD determined that the water demand for the MFBCSP is estimated to be 264.4 acre-feet per year (AF/yr) or 0.236 mgd at build-out. EIR No. 466 indicated that the total demand for MFBCSP as set forth in the water supply assessment was within the limits of projected demand in the then-current Urban Water Management Plan (UWMP) and EMWD indicated that the MFBCSP would be included in the update to the UWMP in 2005. Therefore, EIR No. 466 concluded that based on the water supply assessment prepared for the project by EMWD, the MFBCSP would have less-than-significant impacts to water supplies. (Webb, 2005, p. IV-233)

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No Substantial Change from Previous Analysis: As disclosed by EIR No. 466 and the WSA prepared for the MFBCSP (contained as Appendix F to EIR No. 466), buildout of the MFBCSP would result in a demand for 0.236 million gallons per day (mgd), or 264 acre-feet per year (AF/yr), which EIR No. 466 noted represented only 2.4% of the capacity at the Perris Valley Water Filtration Plant. Based on the findings of the WSA, EIR No. 466 determined that this level of water demand was not considered significant, and concluded that buildout of the MFBCSP would not require significant upgrades to existing water treatment facilities. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 ($6,215,500 \text{ s.f.} \div 12,163,258.8 \text{ s.f. [279.23 acres]} = 0.51$). The Project Applicant proposes to develop the site with a total of 391,045 s.f. of light industrial uses on a 20.5-acre site, resulting in an overall FAR of 0.44 ($391,045 \text{ s.f.} \div 892,980 \text{ s.f. [20.5 acres]} = 0.44$). Thus, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466.

Moreover, since EIR No. 466 was certified in 2005, there have been a number of regulations and requirements implemented to reduce water demands associated with new developments. Specifically, Riverside County Ordinance No. 859 establishes provisions for water management practices and water waste prevention and creates a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new and rehabilitated projects. Adopted to implement the requirements of the 2006 California Water Conservation in Landscaping Act and California Code of Regulations (CCR) Title 23, Division 2, Chapter 2.7, Ordinance No. 859 generally requires new development landscaping to not exceed a maximum water demand of 70% (or lower as may be required by state legislation). Additionally, future development on site would be subject to compliance with the 2016 California Green Building Standards Code (GBSC), which imposes a series of regulations to reduce water consumption both within buildings and in landscaping areas outside of buildings. Mandatory compliance with applicable regulations adopted since 2005 would ensure that the Project's water consumption would be less than was evaluated in EIR No. 466.

Furthermore, the Project site is located within the service area of the EMWD. The EMWD has prepared an Urban Water Management Plan (UWMP) dated June 2016, which provides an updated and detailed account of current and projected EMWD water supplies and demands under a variety of climactic conditions, and demonstrates that the EMWD would be able to meet its long-term commitments to supply potable water to existing and planned developments. The supply and demand projections in the UWMP are based on buildout of the Riverside County General Plan and the general plans of cities within EMWD's service area (EMWD, 2016a, p. 4-1). As noted previously, the Project site is designated by the General Plan, MVAP, and MFBCSP for light industrial land uses. The proposed Project is fully consistent with the site's underlying General Plan and MFBCSP land use designations, and would result in less building area than was assumed by EIR No. 466. Thus, the Project is fully consistent with the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.

Based on the foregoing, because the Project is consistent with the General Plan, MVAP, and MFBCSP, the Project would be within the demand projections of the EMWD's UWMP, which demonstrates the EMWD's

ability to provide water service within its district during various climactic conditions; thus, the EMWD would have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded resources would be required to serve the proposed Project. Accordingly, impacts to water supply would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
41. Sewer				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed 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?**

EIR No. 466 Finding: EIR No. 466 disclosed that sewer lines were constructed on the MFBCSP site by Community Facilities District No. 88-8 in the early 1990's. EIR No. 466 noted some additional sewer lines would be constructed within and adjacent to the MFBCSP boundaries to provide sewer service throughout the MFBCSP areas. Additionally, EIR No. 466 indicated that wastewater from the MFBCSP site would be treated at EMWD's PVRWRF located in the City of Perris. The MFBCSP was estimated by EIR No. 466 to generate 0.5525 mgd of wastewater upon buildout. EIR No. 466 found that this amounted to 5.0% of the PVRWRF's capacity at the time, and only 0.55% of its planned capacity. EIR No. 466 found that although the total amount of wastewater generated by the MFBCSP would be well within the capacity of the PVRWRF by the time that development of the MFBCSP was projected to be completed, there was still the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD would be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, EIR No. 466 found that because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. EIR No. 466 determined that there was sufficient

capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EIR No. 466 found that the EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim phases and after full build out. Therefore, EIR No. 466 concluded that no significant impact upon EMWD's ability to treat wastewater would occur. EIR No. 466 further determined that because the expansion of the PVRWRF was already planned and scheduled by EMWD, in and of itself the wastewater generated by the MFBCSP would not require the construction of new or expanded wastewater treatment facilities, and impacts were disclosed as less than significant. (Webb, 2005, pp. IV-233 and IV-234)

No Substantial Change from Previous Analysis: The Project entails the buildout of a portion of MFBCSP Planning Area 5 with up to 391,045 s.f. of high-cube transload short-term warehouse uses. Land uses proposed by the Project Applicant are consistent with the MFBCSP and the land uses anticipated for the Project site by EIR No. 466. As discussed in subsection 3.1.1, the Project Applicant proposes sewer lines on site that would connect to existing sewer facilities in Commerce Center Drive and Perry Street. The installation of sewer lines on site as proposed by the Project Applicant would result in physical impacts to the surface and subsurface of infrastructure alignments. However, the Project's proposed sewer plan is consistent with the MFBCSP Section III.5, *Conceptual Water and Sewer Plans*, which indicates that future buildings within the MFBCSP would connect to the existing sewer infrastructure constructed as part of CFD No. 88-8 in the early 1980s. Additionally, impacts related to the Project's proposed sewer connections are considered to be part of the Project's construction phase and are evaluated throughout this Addendum to EIR No. 466 accordingly. The construction of water lines as 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 Addendum. As such, impacts would be less than significant.

Consistent with the finding of EIR No. 466, wastewater generated by the proposed Project would be treated at the PVRWRF. At the time EIR No. 466 was certified, the PVRWRF had a capacity of 11 million gallons per day (gpd) (Webb, 2005, p. IV-225). However, according to current information available from the EMWD the PVRWRF was since upgraded. 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. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 34,850 gpd (20.5 acres x 1,700 gpd/acre = 34,850 gpd). (EMWD, 2006, Table 1) Because the Project would develop the same acreage as assumed for the site by EIR No. 466, the Project would result in the same amount of wastewater generation as was assumed by EIR No. 466, based on EMWD's wastewater generation factor. The Project's daily generation of wastewater represents 0.4% of the

current available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be 8.2 million gpd. Accordingly, and consistent with the findings of EIR No. 466, adequate capacity exists at the PVRWRF still to serve the Project's projected demand in addition to the EMWD's existing commitments.

Based on the foregoing analysis and consistent with the findings of EIR No. 466, the Project would not 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, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed 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?

EIR No. 466 Finding: EIR No. 466 disclosed that wastewater from the MFBCSP area would be treated at EMWD's PVRWRF located in the City of Perris. EIR No. 466 noted that according to EMWD, the MFBCSP was expected to generate 0.5525 mgd of wastewater. EIR No. 466 determined that the wastewater generated by the MFBCSP when added to the current daily amount of wastewater treated at the PVRWRF equaled approximately 8.2525 mgd, which would be well below the facility capacity at the time of 11 mgd and well below the ultimate facility capacity which is planned to be 100 mgd. Overall, EIR No. 466 found that EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim development phases and after full buildout. EIR No. 466 concluded that this amount of wastewater was not a considered significant demand on EMWD's then-existing commitments to treat wastewater, and that impacts would be less than significant. (Webb, 2005, pp. IV-233 and IV-234)

No Substantial Change from Previous Analysis: As indicated above under the discussion of Threshold a), wastewater generated by the proposed Project would be treated at the PVRWRF, as assumed by EIR No. 466. At the time EIR No. 466 was certified, the PVRWRF had a capacity of 11 million gallons per day (gpd) (Webb, 2005, p. IV-225). However, according to current information available from the EMWD the PVRWRF was since upgraded. 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. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 34,850 gpd (20.5 acres x 1,700 gpd/acre = 34,850 gpd). (EMWD, 2006, Table 1) Because the Project would develop the same acreage as assumed for the site by EIR No. 466, the Project would result in the same amount of

wastewater generation as was assumed by EIR No. 466, based on EMWD’s wastewater generation factor. The Project’s daily generation of wastewater represents 0.4% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project’s projected demand in addition to the EMWD’s existing commitments and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
42. Solid Waste				
a. Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed 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?**

EIR No. 466 Finding: EIR No. 466 found that given the limited contribution of construction-related solid waste anticipated to be generated by the MFBCSP over its estimated five-year construction period (approximately 0.033 to 0.039 percent of the annual landfill capacity), development of the MFBCSP would not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Additionally, EIR No. 466 noted that considering the MFBCSP’s participation in the source reduction programs required by the County, the solid waste stream generated by construction of the MFBCSP would be reduced over time. As such, EIR No. 466 concluded that impacts would be less than significant. (Webb, 2005, pp. IV-234 and IV-235)

With respect to operational-related landfill impacts, EIR No. 466 found that the majority of the waste generated (35-40% for warehousing and retail operations) was expected to be paper products that can be recycled. Additionally, EIR No. 466 noted that the California Integrated Waste Management Board (CIWMB) indicates that 51 percent of the overall waste stream for unincorporated portions of Riverside

County was diverted away from landfills. Therefore, EIR No. 466 found that the MFBCSP's anticipated solid waste disposal totals would comprise approximately 49 percent of the total solid waste that would be generated by the MFBCSP. EIR No. 466 further indicated that the remaining 51 percent of the solid waste (approximately 12,608.5 to 16,764.4 tons per year) generated by the MFBCSP would consist of recycled material and green waste. EIR No. 466 determined that given the limited contribution of solid waste anticipated to be generated by the MFBCSP (approximately 0.195 to 0.259 percent of the annual landfill capacity), development of the MFBCSP would not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Also, EIR No. 466 indicated that considering the MFBCSP's mandatory participation in the source reduction programs required by the County, the solid waste stream generated by the MFBCSP may be reduced over time. EIR No. 466 concluded that impacts to landfills would be below the level of significance. EIR No. 466 also determined that compliance with the Riverside County Integrated Waste Management Plan (CIWMP) would further reduce impacts to landfills. (Webb, 2005, pp. IV-236 and IV-237)

No Substantial Change from Previous Analysis: The MFBCSP allows for development with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 ($6,215,500 \text{ s.f.} \div 12,163,258.8 \text{ s.f. [279.23 acres]} = 0.51$). The Project Applicant proposes to develop the site with a total of 391,045 s.f. of light industrial uses on a 20.5-acre site, resulting in an overall FAR of 0.44 ($391,045 \text{ s.f.} \div 892,980 \text{ s.f. [20.5 acres]} = 0.44$). According to EIR No. 521, which was prepared for the County's 2015 General Plan Update, industrial uses generate approximately 10.8 tons of solid waste per year for each 1,000 s.f. of building area. Thus, because the Project Applicant proposes less building area than assumed by EIR No. 466, the Project would generate less solid waste as compared to the project evaluated by EIR No. 466. Based on the square footage of the proposed building, the Project would generate approximately 4,223 tons per year (tpy) of solid waste ($[391,045 \text{ s.f.} \times 10.8 \text{ tons}] / 1,000 \text{ s.f.} = 4,223 \text{ tpy}$), or approximately 11.6 tons per day (tpd). (Riverside County, 2015c, Table 4.17-N)

Solid waste generated by the Project ultimately would be disposed of at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. Table 5-23, *Permitted and Remaining Capacity of Project-Related Landfills*, depicts the maximum daily capacity and total remaining capacity for these landfills. As shown, the 11.6 tpd that would be generated by the Project would represent 0.07% of the daily capacity of the El Sobrante Landfill, 0.23% of the daily capacity at the Lamb Canyon Landfill, and 0.24% of the daily capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, the Project's impacts due to solid waste would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Table 5-23 Permitted and Remaining Capacity of Project-Related Landfills

Landfill	Maximum Daily Capacity (Tons/Day)	Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
El Sobrante	16,054	184,930,000	145,530,000 ¹
Lamb Canyon	5,000	38,935,653	19,242,950 ²
Badlands	4,800	34,400,000	15,748,799 ³
Totals:	25,854	258,265,653	180,521,749

1. Remaining capacity as of April 6, 2009, which is the most recent information reported by CalRecycle.

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

3. Remaining capacity as of January 1, 2015, which is the most recent information reported by CalRecycle. (CalRecycle, 2018)

- c) **Does the proposed 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)?**

EIR No. 466 Finding: EIR No. 466 did not identify any impacts due to a conflict with federal, state, and local statutes and regulations related to solid wastes including the CIWMP.

No Substantial Change from Previous Analysis: As with the project evaluated in EIR No. 466, the Project would be required to comply with County waste reduction programs pursuant to the State's Integrated Waste Management Act (IWMA) and the Riverside County CIWMP. Project-generated solid waste would be conveyed to the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. These landfills are required to comply with federal, State, and local statutes and regulations related to solid waste. Mandatory compliance with federal, State, and local statutes also would reduce the amount of solid waste generated by the proposed Project and diverted to landfills, which in turn will aid in the extension of the life of the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill.

In order to assist the County of Riverside in achieving the mandated goals of the IWMA, the Project Applicant 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 Act of 1991 (Cal Pub Res. Code § 42911), which also was in effect when EIR No. 466 was certified, the Project would provide adequate areas for collecting and loading of 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. Additionally, the Riverside County Department of Waste Resources (DWR) requires development projects to prepare a Waste Recycling Plan (WRP) that identifies the materials (i.e., concrete, asphalt, wood, etc.) that would be generated by construction and development; the projected amounts; the measures/methods that would be taken to recycle, reuse, and/or reduce the amount of materials; the facilities and/or haulers that would be utilized; and the amount of solid waste generated by the Project. Mandatory compliance with the WRP would aid in the extension of the life of affected disposal sites. As such, the Project would comply with the mandates of applicable solid waste statutes and regulations.

Based on the foregoing analysis, the Project would comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP and would not result in any related impacts. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
43. Utilities				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a. Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the proposed 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?**

- 1) Electricity
- 2) Natural Gas?
- 3) Communication Systems?
- 4) Street Lighting?
- 5) Maintenance of Public Facilities?
- 6) Other Governmental Services?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 made the following findings with respect to Utilities and Service Systems:

- Electricity. The IS/NOP indicated that the MFBCSP would use existing electricity service provided by Southern California Edison. The IS/NOP noted that extensions would have to be made to the proposed structures within the MFBCSP. Since service already existed for the MFBCSP site, the IS/NOP concluded that the provision of extending electricity service to the MFBCSP site would be

considered a less-than-significant impact and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)

- Natural Gas. The IS/NOP noted that the MFBCSP would use existing natural gas service provided by Southern California Gas Company, and that extensions would have to be made to the proposed MFBCSP structures. Because service existed within the MFBCSP site, the IS/NOP concluded that extending natural gas service to individual developments be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)
- Communication Systems. The IS/NOP noted that the MFBCSP would use existing communications service provided by Pacific Bell. The IS/NOP indicated that extensions would have to be made to the individual structures within the MFBCSP. However, since service existed within the project area, the IS/NOP concluded that extending communications service to developments within the MFBCSP would be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)
- Street Lighting. The IS/NOP indicated that the MFBCSP would require new street lighting along the site's frontage and along internal streets. However, the IS/NOP noted that the amount of new street lighting construction needed would be considered environmentally insignificant. Therefore, the IS/NOP concluded that street lighting construction for the MFBCSP would be a less-than-significant impact and therefore this issue was not evaluated in EIR No. 466. The IS/NOP did, however, indicate that light and glare issues and potential impacts upon the Mt. Palomar Observatory resulting from the street lights would be addressed in the Aesthetics section of EIR No. 466 (as discussed above in subsection 5.1.1). (Webb, 2005, Appendix A, p. 49)
- Maintenance of Public Facilities. Although the IS/NOP indicated that impacts resulting in the need for increased road maintenance from increased traffic would be potentially significant and would be evaluated in EIR No. 466 under the analysis of transportation and traffic, the introductory paragraph in the Transportation/Traffic section of EIR No. 466 erroneously indicated that the IS/NOP determined that impacts associated with maintenance of roads would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 49 and 50; Webb, 2005, p. IV-177)

No Substantial Change from Previous Analysis: Consistent with the project evaluated in EIR No. 466 and its associated IS/NOP, implementation of the proposed Project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines, communication systems (telephone/cable), and street lighting. Consistent with the conditions that existed when EIR No. 466 was certified, all facilities needed to serve the Project are available in the immediate area, and the Project would implement improvements on site that would connect to existing facilities available within or adjacent to the Project site. Although the telecommunication provider in the local area is now Time Warner Cable, the Project would be served by the same telecommunications facilities as was assumed by EIR No. 466; thus, the change in service provider does not constitute new information of substantial importance, as no increased physical impacts to the environment would occur

beyond what was assumed by EIR No. 466. Impacts associated with the construction of facilities needed to serve the proposed Project are the same as was evaluated by EIR No. 466, and such improvements are inherent to the Project's construction phase and have been evaluated throughout this EIR Addendum accordingly. As concluded herein, the Project's construction-related impacts would be less than significant or could be mitigated to less-than-significant levels with standard regulatory compliance and implementation of the mitigation measures identified by EIR No. 466. There are no components of the proposed Project or its demand for utility services that could result in significant environmental effects not otherwise addressed herein. In addition, although the Project would generate traffic that would result in the need for increased roadway maintenance in the local area, it is expected that any such increase in road maintenance costs would be off-set by property taxes generated by the Project. As such, the increased road maintenance would not affect the County's ability to fund existing programs established to protect the environment. Additionally, there would be no discernable environmental impacts associated with such increased need for maintenance. Accordingly, impacts due to the construction and expansion of utilities as needed to serve the Project and increased roadway maintenance would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address impacts to utilities and service systems. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. Mitigation Measure MM Utilities 1 has been revised to reflect the change in name from the "Waste Management Department" to the "Department of Waste Resources."

MM Utilities 1: The applicant shall submit a Recyclables Collection and Loading Area plot plan to the Riverside County ~~Waste Management Department~~ Department of Waste Resources (DWR) for each implementing development. The plans are required to conform to the ~~Waste Management Department's~~ DWR's Design Guidelines for Recyclables Collection and Loading Areas.

Prior to final building inspection, the applicant is required to construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County ~~Waste Management Department~~ DWR, and verified by the Riverside County Building and Safety Department through site inspection.

MM Utilities 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and cardboard.

MM Utilities 3: The project development will recycle construction and demolition (C&D) waste generated during construction activities.

MM Utilities 4: The property owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream.

MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.

5.1.21 Wildfire

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

a) **Would the proposed Project substantially impair an adopted emergency response plan or an emergency evacuation plan?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. The IS/NOP noted that the MFBCSP would include adequate access for emergency response vehicles and personnel, as developed in consultation with County Fire personnel, and that the

MFBCSP site is bounded on the north and south by freeway on-ramps. The IS/NOP concluded that no impacts would occur, and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 24)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project would include adequate access for emergency response vehicles and personnel. Additionally, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. 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. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in detail in EIR No. 466, EIR No. 466 nonetheless contained enough information about the MFBCSP's potential impacts associated with wildfires that that with the exercise of reasonable diligence, information about the MFBCSP's potential effect on wildfire risks and associated pollutants was readily available to the public.

No Substantial Change from Previous Analysis: The Project site is located within a developed portion of Riverside County. Land uses surrounding the Project site include commercial and industrial lands, and to the north and northeast are lands that are planned for light industrial development and that are routinely subject to discing for fire abatement purposes (Google Earth, 2018). Additionally, the Project site is completely surrounded by improved roadways. Moreover, the Project area is not subject to wildfire hazards. The nearest area subject to wildland fire hazards occurs approximately 1.0 mile south of the Project site. (Riverside County, 2015b, Figure 12) Additionally, the areas surrounding the Project site do not contain any steep slopes, and manufactured slopes proposed by the Project Applicant would be landscaped and irrigated, thereby precluding the potential for wildfire hazards. As such, the Project would not result in any components that could exacerbate wildfire risks, and the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- 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?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 466, EIR No. 466 indicated that the MFBCSP would not involve infrastructure that could exacerbate fire risks or infrastructure that could result in temporary or ongoing impacts to the environment, including fuel breaks.

No Substantial Change from Previous Analysis: The Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.0 mile south of the Project site (Riverside County, 2015b, Figure 12). As such, the Project would not require fuel breaks or emergency water sources that could have temporary or ongoing impacts to the environment. All utility connections required of the Project are available in the immediate area, and there are no components of the Project's utility connections that could result in or exacerbate fire hazards. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- 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?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 466, EIR No. 466 nonetheless contained enough information about potential flooding and landslide risks that with the exercise of reasonable diligence, information about the MFBCSP's potential risks associated with wildfire hazards, including downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes, was readily available to the public. Specifically, EIR No. 466 Section IV, *Public Services*, disclosed that the MFBCSP was not within an area susceptible to wildfire hazards, thereby indicating that buildout of the MFBCSP area also would result in fire-related hazards, such as fire-related downstream flooding, landslides, slope instability, or drainage changes (Webb, 2005, p. IV-174). Additionally, EIR No. 466 Section IV, *Hydrology and Water Quality*, disclosed that the MFBCSP area is not subject to flood hazards, and also included a discussion demonstrating that runoff from the MFBCSP site would be controlled by existing and planned drainage facilities in order to preclude substantial on- and off-site soil erosion, downstream flooding, and downstream landslides (Webb, 2005, pp. IV-139 through IV-151). Moreover, and consistent with existing conditions, the MFBCSP area does not contain and is not surrounded by areas of steep slopes that could be subject to landslides as a result of fire activity (Webb, 2005, p. IV-27). As such, the information provided in EIR No. 466 was sufficient to demonstrate that the MFBCSP would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

No Substantial Change from Previous Analysis: The Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.0 mile south of the Project site. (Riverside County, 2015b, Figure 12) Additionally, the Project site occurs in a portion of Riverside County that does not contain prominent hill forms or other topographic features that could subject the Project site or surrounding areas to risks associated with flooding or landslides caused by wildfires. There are no components of the Project that could contribute to or cause significant risks to people or structures as a result of fire-related flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

e) Would the proposed Project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was not located within a designated hazardous fire area. The IS/NOP disclosed that the MFBCSP site was bounded on the east by Interstate 215 freeway, residential development to the south and west, and the MARB Wastewater Treatment Plant and the Riverside National Cemetery to the north. The IS/NOP noted that in the event of a fire, these properties do not present a significant wildland fire threat to the MFBCSP site; therefore, the IS/NOP concluded that risks associated with hazardous fire areas would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 25 and 26)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.0 mile south of the Project site. (Riverside County, 2015b, Figure 12) Additionally, the Project site is located adjacent to land uses that do not pose a high fire risk, including undeveloped lands to the west; industrial development to the south; I-215 to the east; and industrial lands and lands that are routinely subject to discing for fire abatement purposes to the north and northwest (Google Earth, 2018). As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.22 Mandatory Findings of Significance

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
45. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
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?				

No Substantial Change from Previous Analysis: As indicated throughout the analysis in this EIR Addendum, assuming incorporation of the mitigation measures specified in EIR No. 466 (as modified/supplemented herein), implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habit of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
46. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Substantial Change from Previous Analysis: Cumulative effects that would result from implementation of the Project have been evaluated throughout this EIR Addendum, which concludes that such impacts would not occur, would be less than significant, or would be reduced to the maximum feasible extent with implementation of the mitigation measures specified by EIR No. 466 (as modified/supplemented herein). Additionally, this EIR Addendum concludes that the Project as proposed would not result in any new or more severe cumulative effects beyond what was already evaluated and disclosed by EIR No. 466. All applicable mitigation measures identified as part of EIR No. 466 and that were imposed to address cumulatively-considerable effects would continue to apply to the proposed Project as revised, except as modified or supplemented by this Addendum to EIR No. 466. The analysis throughout this EIR

Addendum demonstrates that all Project impacts would be less than significant, or would be reduced in comparison to the analysis and conclusions of EIR No. 466. Additionally, the analysis herein demonstrates that physical impacts associated with the Project (e.g., biological resources, cultural resources, geology/soils, etc.) would not substantially change or increase compared to the analysis presented in EIR No. 466. Therefore, because the Project would have similar or reduced cumulative impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466, the Project would not result in any new or increased impacts to the environment beyond what was evaluated, disclosed, and mitigated for by EIR No. 466. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
47. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Substantial Change from Previous Analysis: The Project’s potential to result in substantial adverse effects on human beings has been evaluated throughout this EIR Addendum (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures from EIR No. 466 have been imposed, as modified or supplemented by this EIR Addendum to EIR No. 466, to reduce these adverse effects to the maximum feasible extent. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this EIR Addendum and/or by EIR No. 466. Accordingly, no additional impacts would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.2 EARLIER ANALYSES

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

Earlier Analyses Used, if any:

- General Plan Amendment No. 960, Draft EIR No. 521 (SCH No. 2009041065), dated February 2015.
- Majestic Freeway Business Center Specific Plan (Specific Plan No. 341) and EIR No. 466 (SCH No. 2004051085), dated August 23, 2005.

Plot Plan No. 180034 (Building 11)

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505
<http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>

5.3 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.

6.0 References

The following documents were referred to as information sources during the preparation of this document.

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ALUC, 2011	Riverside County Airport Land Use Commission, 2011. <i>Compatibility Plan for the Perris Valley Airport</i> . March 2011. Accessed November 6, 2018. Available online: http://www.rcaluc.org/Portals/0/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183
ALUC, 2014	Riverside County Airport Land Use Commission, 2014. <i>March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan</i> . November 13, 2014. Accessed November 6, 2018. Available online: http://www.rcaluc.org/Portals/0/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700
AQMD, n.d.	South Coast Air Quality Management District, n.d. <i>Highest (Most Conservative) EMFAC2007 (version 2.3) Emission Factors for On-Road Passenger Vehicles & Delivery Trucks</i> . n.d. Accessed April 12, 2019. Available online: http://www.aqmd.gov/docs/default-source/ceqa/handbook/emission-factors/on-road-vehicles-(scenario-years-2007-2026).xls?sfvrsn=2
BAAQMD, 2010	Bay Area Air Quality Management District (BAAQMD), 2010. <i>California Environmental Quality Act Air Quality Guidelines</i> . May 2010. Accessed April 12, 2019. Available online: http://www.baaqmd.gov/~/_media/Files/Planning%20and%20Research/CEQA/Draft-BAAQMD-CEQA-Guidelines-May-2010-Final.ashx/
CalRecycle, 2018	CalRecycle, 2018. <i>Solid Waste Information System (SWIS) Facility/Site Search (web site)</i> . 2018. Accessed November 6, 2011. Available online: https://www2.calrecycle.ca.gov/swfacilities/directory

<u>Cited As:</u>	<u>Source:</u>
Caltrans, 2011	Caltrans, 2011. <i>California Scenic Highway Mapping System (website)</i> . September 7, 2011. Accessed November 6, 2018. Available online: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/
CARB, 2005	California Air Resources Board, 2005. <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> . April 2005. Accessed April 12, 2019. Available online: https://www.arb.ca.gov/ch/handbook.pdf
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CARB, 2014	California Air Resources Board, 2014. <i>Assembly Bill 32 Overview (website)</i> . August 5, 2014. Accessed December 12, 2018. Available online: https://www.arb.ca.gov/cc/ab32/ab32.htm
CARB, 2017	California Air Resources Board, 2017. <i>California's 2017 Climate Change Scoping Plan</i> . November 2017. Accessed June 24, 2019. Available online: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf
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CGS, 2008	California Geological Survey, 2008. <i>Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California</i> . 2008. Accessed November 6, 2018. Available online: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_206/SR206_Plate1.pdf
DTSC, 2018	Department of Toxic Substances Control, 2018. <i>EnviroStor (website)</i> . 2018. Accessed November 6, 2018. Available online:

Plot Plan No. 180034 (Building 11)

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7.0 Mitigation Monitoring Program

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.1: Aesthetics	Due to the project's design, and through compliance with standard regulatory requirements, the proposed project's potential impacts will be below the level of significance. Impacts to agriculture and forest resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	Because the Project would be fully consistent with the MFBCSP, impacts to aesthetics would be less than significant.	No mitigation is required.	NOT APPLICABLE TO PP No. 180034		180034	RR: The Project shall be designed to comply with Riverside County Ordinance Nos. 655 and 915.	Less than significant
5.1.2: Agriculture and Forest Resources		The Project would not result in any direct or indirect impacts to agricultural or forest resources.	No mitigation is required.	NOT APPLICABLE TO PP No. 180034			Not applicable.	Less than significant
5.1.3: Air Quality (Construction-Related Emissions)	The project will exceed the SCAQMD recommended daily thresholds for VOC and NO _x in all years for all development scenarios, and CO in all years under the light industrial only and warehouse/ distribution only scenarios, but exceeded only in Years 2, 6, and 7 of the light industrial plus commercial and warehouse/ distribution plus commercial scenarios. However, emissions of SO ₂ and PM ₁₀ for all scenarios for all years will be below the SCAQMD thresholds.	Project construction characteristics would be similar to what was evaluated by EIR No. 466. Additionally, due to more stringent regulations and advancements in technology since 2005, it is likely that Project-related construction activities would result in reduced emissions in comparison to what was evaluated by EIR No. 466. Additionally, it is highly unlikely that Project construction activities would exceed the SCAQMD thresholds for CO.	MM Air 1: During construction, mobile construction equipment will be properly maintained and engines. Equipment maintenance proper tuning and timing of records and equipment design specification data sheets shall be kept on-site during construction. MM Air 2: Legible, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting beek all vehicles from idling in excess of thirty minutes beek on-site and off-site. Prior to the issuance of an occupancy permit, the	Review and approval of monthly inspection reports of grading operations.	Building and Safety Department.	Applicable.	RR: CARR's Large Spark-Ignition (LSI) Rule shall apply, which requires in-use fleets to achieve specific hydrocarbon (HC) + NO _x fleet average emission level (FAEL) standards that become more stringent over time. Operators are required to label, maintain records, and report each piece of equipment subject to FAEL. The lowest FAEL for large and medium fleets with 25 horsepower or more (greater than 19 kilowatts for 2005 and later model year engines) was to be achieved in 2013. Beginning June 30, 2017, and until June 30, 2023, operators must maintain records, report, and label each piece of equipment subject to a FAEL standard. RR: CARR's In-Use Off-Road Diesel Rule shall apply, which Reduces NO _x and PM emissions by imposing limits on idling, requiring reporting, restricting addition of older vehicles, and requiring the retirement/replacement/ repowering of older engines by fleet size category (small, medium, and large).	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.3: Air Quality (Operational-Related Emissions)	Daily operations of the project will exceed the daily thresholds set by SCAQMD for all the criteria pollutants except SO _x .	The Project would result in substantially less traffic than was evaluated in EIR No. 466, and thus the Project's impacts due to mobile source air quality emissions would be reduced in comparison to what was disclosed by EIR No. 466. Additionally, due to more stringent regulations and advancements in technology since 2005, air quality emissions associated with Project traffic would be less than was assumed in EIR No. 466. Furthermore, the Project would not result in or contribute to a CO "hot spot."	County of Riverside shall conduct a site inspection to ensure that the signs are in place. <u>MM Air 3: To comply with the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025 "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling,"</u> legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) Instructions for truck drivers to shut off engines when not in use; 2) Instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped; the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site	Set forth as Condition of Approval on all development prior to implementing development application approval.	Planning Department.	Applicable.	Performance Requirements to meet fleet averages or comply with BACT are 2014 for Large Fleets, 2017 for medium fleets, and 2019 for smaller fleets. <u>RR: CARB's Diesel-Fueled Commercial Motor Vehicle Idling Regulation shall apply, which requires heavy-duty diesel truck operators (GVWR>10,000 lbs.) to turn off engines after 5 minutes of idling. 2008 and newer MY engines with GVWR>14,000 lbs. are required to be equipped with 5-minute automatic engine shutdown system.</u>	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMIP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>inspection to ensure that the signs are in place. Prohibit all diesel trucks from idling in excess of ten minutes, both on-site and off-site.</p> <p>MM Air 4: Wherever practicable, main truck entries will not be located near existing residences.</p> <p>MM Air 5: As required by Plot Plan No. 190003, legible, durable, weather-proof signage shall be installed at the intersections of Seaton Avenue at Commerce Center Drive and Markham Street at Seaton Avenue. seeking stalling that heavy-duty trucks shall not use Seaton Avenue to identify truck routes that avoid residential areas within vicinity of the Project site.</p> <p>MM Air 6: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls that accommodate TRUs in order to allow TRUs with electric standby capabilities to use them.</p> <p>MM Air 7: As part of lease agreements, the proposed Project owner shall educate drivers/tenants on alternative clean fuels.</p> <p>MM Air 8: Provide preferential parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access</p>	<p>Implementing development design reviewed for compliance.</p> <p>Set forth as Condition of Approval on all development prior to implementing development application approval.</p> <p>Set forth as Condition of Approval on all development prior to implementing development application approval.</p> <p>Set forth as Condition of Approval on all development prior to implementing development application approval.</p> <p>Set forth as Condition of Approval on all development prior to implementing development application approval.</p> <p>Set forth as Condition of Approval on all development prior to implementing development application approval.</p>	<p>Planning Department.</p> <p>Planning Department.</p> <p>Planning Department.</p> <p>Planning Department.</p> <p>Planning Department.</p>	<p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p>	<p>PDF: The Project does not propose any truck access from Seaton Avenue, and signs will be posted prohibiting truck access on Seaton Avenue.</p> <p>The Project site is not located adjacent to residential uses, and truck traffic generated by the Project would utilize Harvill Avenue to access I-215. As such, Mitigation Measure MM Air 5 is not applicable to the proposed Project.</p> <p>PDF: The Project does not propose refrigerated space, and thus would not attract any TRUs.</p> <p>None.</p> <p>RR: The 2016 Cal Green Code § 5.106.5.2 requires that new projects or additions or alterations that add 10 vehicles or more vehicular parking</p>	<p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>shall have a minimum 7'2" vertical clearance.</p> <p>MM Air 9: Local transit agencies shall be contacted to determine the feasibility of bus routing in the project area that can accommodate bus stops at the project access points. The project or the transit agency shall provide bus stop signage at the agreed upon bus stop locations.</p> <p>MM Air 10: Prior to grading permit and building permit issuance, the County of Riverside shall verify that the following applicable notes are included on the grading plans and building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</p> <p>a) All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.</p> <p>b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARR Tier 3 Certified or better.</p>	<p>to implementing development application approval.</p> <p>Local transit agency to be contacted during implementing development application review.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>spaces provide designated parking for any combination of low-emitting fuel-efficient and carpool/van pool vehicles.</p> <p>None.</p>	<p>Significant direct and cumulative impacts.</p>
			<p>Although not specified by EIR No. 466, Mitigation Measure MM Air 10 shall be implemented prior to grading permit issuance and throughout the duration of construction activities.</p>	<p>Although not specified by EIR No. 466, Mitigation Measure MM Air 10 shall be implemented prior to grading permit issuance and throughout the duration of construction activities.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>None.</p>	<p>Significant direct and cumulative impacts.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION	
			<p>c) Construction contractors shall notify their workers about Riverside County's Rideshare Program.</p> <p>d) Construction activities shall be suspended during Stage 2 Smog Alerts issued by the South Coast Air Quality Management District (SCAQMD).</p> <p>e) Construction activities shall comply with South Coast Air Quality Management District (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 equipment travel on unpaved roads.</p> <p>f) Architectural coating work shall comply with SCAQMD Rule 1113, "Architectural Coatings." Rule 1113 places limits on grams of VOC per liter of coating material and colorants (paint).</p> <p>g) Street sweepers shall be certified by the SCAQMD as meeting SCAQMD Rule 1186.1, "Less Polluting Street Sweepers" sweeper certification procedures.</p> <p>MM Air 11: The minimum</p>						Significant

Plot Plan No. 180034 (Building 11)

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. In addition, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed. 1) At Shell building permit, an electrical room(s) and/or exterior areas) where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.</p>	<p>specified by EIR No. 466, Mitigation Measure MM/ Air 11 shall be implemented prior to issuance of Shell and Tenant improvement building permits and prior to final building inspection.</p>	<p>Department.</p>			<p>direct and cumulative impacts.</p>
			<p>MM/ Air 12: All owner users and future tenants shall participate in</p>	<p>Although not specified by EIR</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>None.</p>	<p>Significant direct and</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.3: Air Quality (Health Risks)	In the warehouse/distribution only, and the warehouse/distribution plus commercial scenarios, the cancer risk threshold of ten excess cancer cases per million set by SCAQMD is exceeded and thereby considered significant. This threshold is not exceeded in the light industrial only and	The analysis provided in the Project's Health Risk Assessment (EIR Addendum Technical Appendix A) demonstrates that the Project would not exceed the SCAQMD thresholds of significance for cancer or non-cancer health risks.	Riverside County's Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this County condition of approval. MM Air 13: Developer and all successors shall include information in building sale and lease agreements that inform owner users and tenants about (1) the air quality benefits associated with water-based or low volatile organic compounds (VOC) cleaning products, and (2) the benefits of becoming SmartWay Shippers and SmartWay Carriers, which is a federal EPA program that advances supply chain sustainability. Implementation of the above-listed MM Air 3 through MM Air 6 will reduce potential impacts due to diesel exhaust, however, this impact will not be reduced to below the level of significance and a Statement of Overriding Consideration would be required prior to project approval.	No. 466, Mitigation Measure MM Air 12 shall occur throughout the life of the proposed building.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.
								Significant direct and cumulative effects

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.4: Biological Resources (Nesting Birds)	<p>the light industrial plus commercial scenarios and therefore the impacts of these two scenarios are less than significant.</p> <p>Sensitive bird species that were directly observed on site, or those that have a moderate or high potential to occur on-site are protected under the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. If prior to project construction any of these species establishes an active nest on the project site loss of that nest during construction could result in a conflict with these regulations.</p>	<p>Consistent with the finding of EIR No. 466, the Project has the potential to result in impacts to nesting birds during construction.</p>	<p>MM Bio 1: In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (February 1 to August 31/September 15) of potentially occurring native and migratory bird species.</p> <p>If site-preparation activities are to occur during the nesting/breeding season (February 1 through July 31/September 15), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code are present in the construction zone or within a buffer of 500 feet. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within 500 feet of an active</p>	<p>Construction Start.</p> <p>Prior to issuance of grading permit.</p>	<p>Project construction manager(s).</p> <p>Planning Department.</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM Bio 1 (as revised) shall apply.</p>	<p>Less than Significant</p>

IMPACT CATEGORY	EIR NO. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 180034 FINDING	EIR NO. 466 MITIGATION MEASURE	EIR NO. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR NO. 466 MITIGATION TO PLOT PLAN NO. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180034	EIR NO. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.4: Biological Resources (Burrowing Owl)	Due to the migratory nature of the burrowing owl, it is possible that burrowing owls could occupy the site prior to commencement of project grading and construction. Because it will be a number of months before construction begins and because construction is phased, owls could colonize a portion of the site in the intervening months or years and would then be adversely impacted by the proposed project construction.	Because the Project site contains suitable habitat for the burrowing owl, a pre-construction burrowing owl survey is required by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code to avoid harming burrowing owls if any were to be present immediately prior to construction.	<p>listed species or raptor nest, 300 feet of another sensitive or protected (under MBTA or California Fish and Game Code) bird's nest (non-listed), or within 100 feet of sensitive or protected songbird nests until the end of the nesting/breeding season; unless a qualified biologist conducts a subsequent field survey and determines that these restrictions are no longer required for protection of nesting/breeding activities at previously identified active nests and authorizes grading and heavy equipment activity to proceed.</p> <p>MM Bio 2: A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist 30 days prior to commencement of grading and construction activities. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the requirements of the MSHCP. If active nests are located, they shall be avoided and outside of the breeding season the owls may be passively relocated. To adequately avoid active nests during the breeding season (February 1 through August 31), no grading or heavy equipment activity shall take place within</p>	Prior to grading permit.	Planning Department.	Applicable.	None; Mitigation Measure MM Bio 2 shall apply.	Less than significant.

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5.1.4: Biological Resources (Sensitive Habitats and Jurisdictional Waters)	EIR No. 466 acknowledged the potential for impacts to non-wetland jurisdictional waters, including riparian habitats.	The proposed Project would avoid sensitive habitats and jurisdictional waters on site. Impacts would be less than significant.	<p>250 feet of an active nest.</p> <p>If burrowing owls occupy the site and cannot be avoided, passive relocation shall be used to exclude owls from their burrows, as required by the Riverside County Environmental Programs Department. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.</p> <p>No mitigation is required.</p>	N/A	N/A	N/A	N/A	Less than Significant

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5.1.5: Cultural Resources (Historical and Archaeological Resources)	Historic, and/or archaeological resources may be accidentally discovered during grading and construction activities on the project site.	Due to past disturbance on site, any historical or archaeological resources that may have been present on the site have since been destroyed or removed from the site. Notwithstanding, there is a remote chance that historical or archaeological resources may be uncovered during Project grading activities.	<p>MM Cultural 1: If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work ground disturbance within 100 feet of the discovered cultural resources in that area should be halted or diverted. The Project Applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the Project Applicant, the Project with a qualified Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss and evaluate the nature and significance of the finds. 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 resources. Resource evaluations shall be limited to non-destructive analysis. Further ground-disturbing activities shall not resume within the area of the discovery until the appropriate treatment has been accomplished. for the find</p>	During construction.	Project construction manager(s), County Archaeologist, Project Archaeologist, and Native American Tribal Representative.	Applicable.	None; Mitigation Measure MM Cultural 1 (as revised to reflect current County requirements) shall apply.	Less than significant.

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5.1.6: Energy	Impacts to energy were determined by the IS/NOP	With mandatory compliance with Title 24	<p>determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines); avoidance or other appropriate measures shall be implemented.</p> <p>MM Cultural 2: In the event of the accidental discovery or recognition of any human remains during excavation/construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been contacted and any required investigation or required Native American consultation has been completed.</p> <p>MM Cultural 3: A qualified archeologist and a tribal monitor from the Pechanga Tribe shall be present during all grading activities in that portion of the Project site located east of Harvill Avenue and north of Markham Street (i.e., Planning Area 6 and Planning Area 7) involving the initial ground disturbance and excavation of this portion of the project site.</p> <p>No mitigation is required.</p>	During construction.	Project construction manager(s).	Applicable.	<p>COA: If human remains are found on this site, the developer/permit holder or any successor of interest shall comply with State Health and Safety Code Section 7050.5.</p> <p>In addition, Mitigation Measure MM Cultural 2 shall apply.</p>	Less than significant.
				NOT APPLICABLE TO PP No. 180034			<p>Mitigation Measure MM Cultural 3 does not apply to the proposed Project because the Project is located within Planning Area 5 of the Majestic Freeway Business Center-Specific Plan.</p>	Less than significant.
				NOT APPLICABLE TO PP No. 180034			None.	Less than significant.

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S.1.7: Geology and Soils	<p>for EIR No. 466 to be less than significant.</p> <p>Impacts to geology and soils were determined by the IS/NOP for EIR No. 466 to be less than significant.</p>	<p>Building Energy Efficiency Standards, Project impacts due to energy would be less than significant.</p> <p>With mandatory compliance with the CBC, Project-specific geotechnical study, and future soils reports required as part of future grading permit applications, Project impacts due to geology and soils would be less than significant.</p>	<p>No mitigation is required.</p>	<p>NOT APPLICABLE TO PP No. 180034</p>		<p>NOT APPLICABLE TO PP No. 180034</p>	<p>None.</p>	<p>Less than significant.</p>
5.1.8: Greenhouse Gas Emissions	<p>The issue of Greenhouse Gas (GHG) emissions was not evaluated in EIR No. 466.</p>	<p>The Project Applicant would be required to demonstrate as part of future building permit applications that the Project will achieve a minimum of 100 points per the Riverside County Climate Action Plan (CAP) and will implement CAP Measure R2-CE1.</p>	<p>EIR No. 466 did not identify any measures to address GHGs; however, Mitigation Measures MM Air 1, MM Air 2, MM Air 3, MM Air 8, and MM Air 9 would apply and would serve to reduce the Project's GHG emissions.</p>	<p>NOT APPLICABLE TO PP No. 180034</p>		<p>NOT APPLICABLE TO PP No. 180034</p>	<p>COA: Prior to building permit issuance, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix F to the 2019 Riverside County Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in the Project's Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities (EIR Addendum Technical Appendix D). The conceptual measures may be replaced with other measures as listed in Technical Appendix D, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix F to the Riverside County Climate Action Plan Update.</p> <p>COA: Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan Update, the</p>	<p>Less than significant.</p>

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5.1.9: Hazards and Hazardous Materials (Hazardous Materials, evacuation plans, and fire hazards)	Impacts due to hazards and hazardous materials were determined by the IS/NOP for EIR No. 466 to be less than significant (with exception of airports, as discussed below).	The Project would not result in significant impacts due to the transportation, use, or storage of hazardous materials, and the Project site is not identified as having any Recognized Environmental Concerns (RECs). Additionally, the Project site does not serve as an evacuation route and is not located within or adjacent to a high fire hazard zone.	No mitigation is required.	None.	None.	None.	proposed Project shall be required to offset its energy demand by 20 percent of the energy demand. This is anticipated to be accommodated through solar panels mounted on the building rooftops. 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.	Less than significant
5.1.9: Hazards and Hazardous Materials (Airports)	Due to the project site's proximity to March Air Reserve Base, the project site is subject to potential	On February 14, 2019, the ALUC found the proposed Project would be consistent with the 2014	MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or	Review of electrical plan, prior to the issuance of building permits.	Department of Building and Safety	Applicable.	COA: Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor	Less than significant.

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	<p>noise impacts due to high single-event noise levels from airplanes flying over the project site. However, industrial, warehouse and distribution, and commercial/ retail land uses are not considered to be sensitive receivers and the impacts from these single-event noise levels are below the level of significance. The project site is subject to Part 77 height limitations and use restrictions that have been incorporated into the proposed project. Outdoor lighting could adversely affect pilots utilizing March Air Reserve Base at night.</p>	<p>March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions would be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs). With mandatory compliance with the ALUC COAs, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in a safety hazards for people working in the Project area, and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact analyzed in EIR No. 466.</p>	<p>reflection into the sky or above the horizontal plane.</p>	<p>Review of street improvement plans prior to issuance of building permits.</p>	<p>Transportation Department</p>	<p>lighting shall be downward facing.</p> <p>COA: 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> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>COA: The following uses/activities are specifically prohibited at this location:</p>		

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							<p>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.</p> <p>COA: 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.</p> <p>COA: The following notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice:</p> <p><i>"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</i></p>	

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							<p><i>you complete your purchase and determine whether they are acceptable to you. See Business and Professions Code Section 11010(b)(1.3)(A)."</i></p> <p>COA: 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>COA: 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>COA: 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.</p> <p>COA: This Project has been evaluated for 373,368 square feet of</p>	

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							<p>manufacturing area. Any increase in building area or change in use other than for warehouse, office, and manufacturing use will require an amended review by the Airport Land Use Commission.</p> <p>COA: 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.</p> <p>COA: The Federal Aviation Administration has conducted an aeronautical study of the proposed Project (Aeronautical Study Nos. 2018-AWP-18290-0E) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1.L Change 2 and shall be maintained in accordance therewith for the life of the project.</p> <p>COA: The proposed building shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,572 feet above mean sea level.</p> <p>COA: The maximum height and top</p>	

Plot Plan No. 180034 (Building 11)

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5.1.10: Hydrology and Water Quality (Construction Water Quality)	Construction-related impacts to water quality would be potentially significant prior to mitigation.	Mandatory compliance with the NPDES, including the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), would ensure that impacts to water quality would be less than	<p>MM Hydro 1: In order to mitigate impacts related to water quality resulting from construction of the Majestic Freeway Business Center, the project proponent or their developer shall obtain coverage under the appropriate NPDES Construction Permit for Activities</p>	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	<p>point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.</p> <p>COA: Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,572 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.</p> <p>COA: Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part 11), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://ceaaa.faa.gov for instructions.) This requirement is also applicable in the event the Project is abandoned or a decision is made not to construct the applicable structure(s).</p>	Less than significant.

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		significant.	in the San Jacinto watershed through the Santa Ana Regional Water Quality Control Board prior to obtaining the grading permit. Each development within the project area will warrant its own coverage under the Construction Permit, unless otherwise determined by the Santa Ana Regional Water Quality Control Board.					
5.1.10: Hydrology and Water Quality (Operational Water Quality)	Operational-related impacts to water quality would be potentially significant prior to mitigation.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basins, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	MM Hydro 2: In order to mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from Specific Plan implementation, individual project proponents shall develop and implement a Water Quality Management Plan (WQMP). The WQMP will contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the County's approved WQMP developed in compliance with their MSA permit.	Draft WQMP to be submitted prior to approval of each implementing development application. Final WQMP to be submitted prior to issuance of grading permits.	Department of Building and Safety	Applicable.	PDF: A Project-specific WQMP was prepared for Plot Plan No. 180034. Additionally, Mitigation Measure MM Hydro 2 shall apply.	Less than significant.
5.1.10: Hydrology and Water Quality (Operational Water Quality)	Pollutants such as oil and grease, heavy metals, sediment, fertilizers and pesticides can be expected to be present in surface water runoff once project development occurs.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basins, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	MM Hydro 3: To mitigate impacts related to water quality following development, individual project proponents will determine if coverage under the State's General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the	Prior to the issuance of grading permits. Prior to October 1 of each year following issuance of occupancy permits.	Department of Building and Safety. Regional Water Quality Control Board	Applicable.	None; Mitigation Measure MM Hydro 3 shall apply.	Less than significant.

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5.1.10: Hydrology and Water Quality (Storm Drain Capacity)	Impacts due to increased runoff that has the potential to exceed the capacity of downstream drainage facilities would be potentially significant prior to mitigation.	Due to drainage infrastructure constructed as part of the "Oakwood Business Park" (CFD 88-8) and with implementation of the Project's proposed drainage plan, including the proposed detention/water quality basins, impacts would be less than significant.	General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations. MM Hydro 4: To mitigate impacts related to exceedance of capacity of storm drain facilities, individual project proponents will be conditioned to construct a "fair share" of on-site storm drain infrastructure or to demonstrate that existing on-site facilities can effectively accommodate storm flows for the 100-year event.	Prior to the approval of implementing development applications.	Flood Control District	Applicable.	PDF: A Project-specific hydrology study was prepared for the Project and reviewed by the Riverside County Flood Control and Water Conservation District (RCFCWCD), which demonstrates that Plot Plan No. 180034 would not exceed the capacity of existing or planned storm drains with installation of the proposed detention/water quality basins.	Less than significant.
5.1.11: Land Use and Planning	The IS/NOP prepared for EIR No. 466 determined that impacts to land use and planning would be less than significant.	The Project would not result in any direct or indirect impacts to land use and planning.	No mitigation is required.	NOT APPLICABLE TO PP No. 180034	NOT APPLICABLE TO PP No. 180034	NOT APPLICABLE TO PP No. 180034	Not applicable.	Less than significant.
5.1.12: Mineral Resources	The IS/NOP prepared for EIR No. 466 determined that impacts to mineral resources would be less than significant.	The Project would not result in any direct or indirect impacts to mineral resources.	No mitigation is required.	NOT APPLICABLE TO PP No. 180034	NOT APPLICABLE TO PP No. 180034	NOT APPLICABLE TO PP No. 180034	Not applicable.	No impact.
5.1.13: Noise	The increased traffic on roadways surrounding the project site will contribute to an overall increase in ambient noise levels in	Project traffic-related noise impacts would be less than significant with implementation of the proposed Project.	No mitigation measures are proposed to reduce or eliminate this impact and a Statement of Overriding Consideration would be required prior to project	NOT APPLICABLE TO PP No. 180034	NOT APPLICABLE TO PP No. 180034	NOT APPLICABLE TO PP No. 180034	Traffic-related noise impacts associated with Plot Plan No. 180034 would be less than significant requiring no mitigation.	Significant direct and cumulative effects

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>excess of 5dB (the increase in dB that is audible to the human ear) which is considered significant</p> <p>Construction of the project will result in a temporary significant increase in noise levels. Noise generated from the use of trucks, graders, bulldozers, concrete mixers, portable generators, etc. can increase ambient noise levels to 75 to 105 dBA. Residents located to the west of the project site may be affected by construction noise. Construction and operation of the proposed project may result in increased noise levels that exceed Riverside County General Plan (RCIP) standards related to operational activities and Riverside County Ordinance No. 457 standards relative to construction noise.</p>	<p>Construction-related noise was determined to be less than 85 dBA and thus were concluded to be less than significant.</p> <p>With respect to operational noise, noise levels affecting nearby sensitive receptors was determined to be less than significant during both daytime and nighttime operations.</p>	<p>approval.</p> <p>MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.</p> <p>MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.</p> <p>MM Noise 3: Construction staging areas shall not be located close to any occupied residence.</p> <p>MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</p> <p>MM Noise 5: The following sound barriers shall be constructed along the project's perimeter at the locations and the heights indicated.</p> <ul style="list-style-type: none"> An 8-foot high separation wall between project parcels adjacent to any existing residential uses, if daytime trucking activity occurs within 200 feet of the property line. 	<p>During project construction.</p> <p>During project construction.</p> <p>During project construction.</p> <p>During project construction.</p>	<p>Building and Safety Department.</p> <p>Building and Safety Department.</p> <p>Building and Safety Department.</p> <p>Building and Safety Department.</p>	<p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p> <p>Applicable, unless it can be demonstrated noise impacts would be less than significant.</p>	<p>None; Mitigation Measure MM Noise 1 shall apply.</p> <p>None; Mitigation Measure MM Noise 2 shall apply.</p> <p>None; Mitigation Measure MM Noise 3 shall apply.</p> <p>The Project site is located more than 500 feet from the nearest residence; thus, Mitigation Measure MM Noise 4 is not applicable to the proposed Project.</p> <p>The Project site is located more than 600 feet of the nearest residence. Thus, Mitigation Measure MM Noise 5 is not applicable to the proposed Project.</p>	<p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p>

**NOT APPLICABLE
TO PP No. 180034**

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 WIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.14: Paleontological Resources	Impacts to paleontological resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	Due to past disturbances on site, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past grading on site. Notwithstanding, the Project would be subject to the County's standard conditions of approval for	<ul style="list-style-type: none"> A 12-foot perimeter barrier shall be required if nighttime (10:00 p.m. to 7:00 a.m.) loading dock materials handling activities are conducted within 300 feet of any residence. If nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing home. <p>These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.</p> <p>MM Noise 6: No nighttime loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m.</p> <p>No mitigation is required.</p>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>NOT APPLICABLE TO PP No. 180034</p> </div>			<p>The Project site is located more than 200 feet of the nearest residence. Thus, Mitigation Measure MM Noise 6 is not applicable to the proposed Project.</p>	Less than significant.
							<p>COA: Prior to the issuance of grading permits, 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</p>	Less than significant.

Plot Plan No. 180034 (Building 11)

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
		projects located in areas with "High" paleontological sensitivity.					<p>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"> 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 	

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMIP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
							<p>vertebrates.</p> <p>8. Procedures and protocol for collecting and processing of samples and specimens.</p> <p>9. Fossil identification and curation procedures to be employed.</p> <p>10. Identification of the permanent repository to receive any recovered fossil material. (Pursuant to 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.</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 PRIMIP 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.</p>	

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMIP)	PLOT PLAN NO. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN NO. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.15: Population and Housing	Impacts to population and housing were determined by the IS/NOP for EIR No. 466 to be less than significant.	The proposed Project would not displace substantial numbers of people or housing; would not create a substantial demand for additional housing; would not adversely affect a County Redevelopment Project Area; would not exceed regional or local population projections; and would not induce substantial population growth. Impacts to population and housing would be less than significant.	No mitigation is required.				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.	Less than significant
5.1.16: Public Services	The construction of the project could necessitate the provision of new, expanded, or physically-altered sheriff and fire	Consistent with the findings of EIR No. 466, although the Project has the potential to result in impacts to fire protection	No mitigation is required.			<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>NOT APPLICABLE TO PP No. 180034</p> </div>	<p>RR: The Project Applicant shall pay appropriate fees pursuant to Riverside County Ordinance No. 659 prior to occupancy permits.</p>	Less than significant

Plot Plan No. 180034 (Building 11)

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>services and the need for new fire facilities, which may have a significant impact on the environment, in order to maintain acceptable service ratios, response times, or other performance objectives.</p> <p>Since the precise location of the fire station has not been determined, an evaluation of the potential environmental impacts related to fire station construction would be too speculative and therefore the potential physical and environmental impacts of the new fire station were not evaluated by EIR No. 466. Nevertheless, the potential impacts resulting from the construction of this fire station will be determined through a separate environmental review pursuant to the provisions of the California Environmental Quality Act once a site has been chosen.</p> <p>The project proponent will be required to pay fair share fees pursuant to Riverside County Ordinance No. 659.6 which mitigate the costs associated with the project's impact on public services (including fire and sheriff services) relative to</p>	<p>services, police protection services, schools, libraries, and health services, impacts would be less than significant with mandatory payment of DIF fees and SB 18 fees.</p>					<p>RR: The Project Applicant shall pay appropriate fees to the Val Verde Unified School District pursuant to Senate Bill 50 and the school impact fees adopted at the time of occupancy permits.</p>	

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.17: Recreation	<p>the project's size and expected demand on said services. Payment of these fees will reduce the project's impact on public services to below the level of significance.</p> <p>Impacts to recreation were determined by the IS/NOP for EIR No. 466 to be less than significant.</p>	<p>No recreational facilities are proposed by or required for the proposed Project.</p>	<p>No mitigation is required.</p>	<p>NOT APPLICABLE TO PP No. 180034</p>			None.	Less than significant
5.1.18: Transportation	<p>The proposed project will cause Level of Service (LOS) thresholds on area roadways to be exceeded.</p>	<p>The proposed Project would result in less-than-significant impacts to study area facilities.</p>	<p>MM Trans 1: Construct full width improvements of Harvill Avenue at its ultimate cross-section as a major highway (118' right-of-way) through the project.</p>	<p>Road improvement plans for each implementing project to be submitted prior to the issuance of that project's grading permits.</p> <p>Road improvements for each implementing project to be completed prior to the issuance of a certificate of occupancy for that project.</p>	<p>Transportation Department</p> <p>Transportation Department</p>	<p>Applicable.</p>	<p>PDF: The Project Applicant proposes to dedicate an additional 9 feet along the Project's frontage, providing for 59 feet of ROW along the eastern edge of Harvill Avenue. Thus, the Project would implement its portion of Mitigation Measure MM Trans 1.</p>	Less than significant.
			<p>MM Trans 2: Construct partial width improvements of southerly side of Nardina Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.</p> <p>MM Trans 3: Construct partial</p>	<p>NOT APPLICABLE TO PP No. 180034</p>			<p>The Project site does not front along Nardina Avenue, which is located approximately 0.9 mile north of the Project site. Thus, Mitigation Measure MM Trans 2 is not applicable to the proposed Project.</p>	Less than significant.
				<p>NOT APPLICABLE TO PP No. 180034</p>			<p>The Project site does not front along</p>	Less than significant.

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IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			width improvements of Oleander Avenue at its ultimate cross-section as an urban arterial (152' right-of-way) fronting the project boundary line.				Oleander Avenue (now named Harley Knox Boulevard), which is located approximately 0.7 mile north of the Project site. Thus, Mitigation Measure MM Trans 3 is not applicable to the proposed Project.	significant.
			MM Trans 4: Construct partial width improvements of Old Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.	NOT APPLICABLE TO PP No. 180034			The Project site does not front along Old Oleander Avenue, which is located approximately 0.4 mile north of the Project site. Thus, Mitigation Measure MM Trans 4 is not applicable to the proposed Project.	Less than significant.
			MM Trans 5: Construct full width improvements of Markham Street at its ultimate cross-section as a secondary highway (100' right-of-way) through the project.	NOT APPLICABLE TO PP No. 180034			The Project site does not front along Markham Street, which is located approximately 0.1 mile north of the Project site. Additionally, these improvements have been constructed. Thus, Mitigation Measure MM Trans 5 is not applicable to the proposed Project.	Less than significant.
			MM Trans 6: Construct partial width improvements of Martin Street at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.	NOT APPLICABLE TO PP No. 180034			The Project site does not front along Martin Street, which is located approximately 0.3 mile south of the Project site. These improvements have been partially constructed, while the remaining portions would be improved in conjunction with buildout of MFBOSP Planning Area 3. Thus, Mitigation Measure MM Trans 6 is not applicable to the proposed Project.	Less than significant.
			MM Trans 7: Construct partial width improvements of easterly side of Seaton Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.	Road improvement plans for each implementing project to be submitted prior to the issuance of that project's grading permits. Road	Transportation Department	Applicable.	The Project site does not front along Seaton Avenue, which is located approximately 0.2 mile west of the Project site. ROW dedication is anticipated in conjunction with buildout of MFBOSP Planning Area 2. Thus, Mitigation Measure MM Trans 7 is not applicable to the proposed Project.	Less than significant.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
				Improvements for each implementing development project to be completed prior to the issuance of a certificate of occupancy for that project.	Department			
			MM Trans 8: Construct partial width improvements of northerly side of Cajalco Expressway at its ultimate cross-section as an Expressway (184' right-of-way) fronting the project boundary line.	Road improvement plans for each implementing development project to be submitted prior to the issuance of that project's grading permits.	Transportation Department	Applicable.	The Project site does not front along Cajalco Expressway, which is located approximately 0.4 mile south of the Project site. Improvements to Cajalco Expressway would occur in conjunction with buildout of MFBCSP Planning Area 2. Thus, Mitigation Measure MM Trans 8 is not applicable to the proposed Project.	Less than significant.
			MM Trans 9: Install Traffic Signal at intersection of Harvill Avenue and Oleander Avenue using the following geometrics: Northbound: One free right turn lane. One shared through and left turn lane. One left turn lane. Southbound: One shared through and right turn lane. One left turn lane.	Road improvements for each implementing development project to be completed prior to the issuance of a certificate of occupancy for that project.	Transportation Department		The required improvements to the intersection of Harvill Avenue and Oleander Avenue (Harley Knox Boulevard) have been constructed, and the Project would not result in any impacts to this intersection. Accordingly, Mitigation Measure MM Trans 9 is not applicable to the proposed Project.	Less than significant.
				NOT APPLICABLE TO PP No. 180034				

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IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>Eastbound: One shared through and right turn lane. Two through lanes. One left turn lane</p> <p>Westbound: One shared through and right turn lane. Two through lanes. Two left turn lanes.</p> <p>MM Trans 10: Install Traffic Signal at intersection of Harvill Avenue and Markham Street using the following geometrics:</p> <p>Northbound: One right turn lane. Two through lanes. One left turn lane.</p> <p>Southbound: One right turn lane. Two through lanes. One left turn lane.</p> <p>Eastbound: One right turn lane. Two through lanes. One left turn lane.</p> <p>Westbound: One right turn lane. Two through lanes. One left turn lane.</p>	Prior to issuance of certificate of occupancy.	Transportation Department	Applicable	The Project would not result in any impacts to the intersection of Harvill Avenue at Markham Street. Improvements required by this measure are anticipated to be completed with development of the remaining portions of MFBCSP Planning Area 5. Thus, Mitigation Measure MM Trans 10 is not applicable to the proposed Project.	Less than significant.
			<p>MM Trans 11: Install Traffic Signal at intersection of Harvill Avenue and Martin Street using the following geometrics:</p> <p>Northbound: One shared through and right turn lane. One through lane. One left turn lane.</p> <p>Southbound: One shared through and right turn lane. One through lane. One left turn lane.</p>	Prior to issuance of certificate of occupancy.	Transportation Department	Applicable.	With exception of the traffic signal, the improvements required by Mitigation Measure MM Trans 11 have been completed. Because this intersection is no longer planned to have an eastern leg, a traffic signal is no longer necessary. Thus, the remaining portions of Mitigation Measure MM Trans 11 are not applicable to the proposed Project.	Less than significant.

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IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>Eastbound: One right turn lane. One shared left turn and through lane. Westbound: One shared left, through, and right turn lane</p> <p>MM Trans 12: Install Traffic Signal at intersection of Seaton Avenue and Cajalco Expressway using the following geometrics:</p> <p>Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.</p> <p>MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Cajalco Expressway using the following geometrics:</p> <p>Northbound: One left turn lane. Two through lanes. One free right turn lane. Southbound: Two left turn lanes. Two through lanes. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.</p>	<p>Prior to issuance of certificate of occupancy.</p> <p>Prior to issuance of certificate of occupancy.</p>	<p>Transportation Department</p> <p>Transportation Department</p>	<p>Applicable.</p> <p>Applicable.</p>	<p>The Project is not located near the intersection of Seaton Avenue and Cajalco Expressway and would result in no impacts to this intersection. Improvements required by Mitigation Measure MM Trans 12 are anticipated to be implemented in conjunction with buildout of MFBCSP Planning Area 2. Accordingly, Mitigation Measure MM Trans 12 is not applicable to the proposed Project.</p> <p>The Project site is not proximate to the intersection of Harvill Avenue at Cajalco Expressway, and would result in no impacts to this intersection. With exception of the northbound approach, which will be improved in the future by abutting property owners, it is anticipated that improvements to this intersection will be completed as part of buildout of MFBCSP Planning Area 2. Thus, Mitigation Measure MM Trans 13 is not applicable to the proposed Project.</p>	<p>Less than significant.</p> <p>Less than significant.</p>
			N/A	N/A	N/A	-	The following regulatory requirements/	N/A

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							<p>conditions of approval related the transportation and traffic shall apply to the Proposed Project, and would address the Project's cumulatively-considerable impacts to traffic:</p> <p>RR: The Project Applicant shall contribute Development Impact Fees (DIF) pursuant to Riverside County Ordinance No. 659.</p> <p>RR: The Project Applicant shall contribute fees towards the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program pursuant to Riverside County Ordinance No. 824.</p>	
	<p>According to the RCIP Circulation Element there are plans to construct a Class I Bike trail along the ultimate buildout of Cajalco Expressway. However, because there are no details on exactly where the trail will be located, it cannot be determined at this time if the project proponent will be required to construct the bike trail.</p>	<p>There are no public transit, bikeways, or pedestrian facilities planned in the Project area, and the Project would not decrease the performance of any facilities promoting transit, bikeways, or pedestrian facilities.</p>	<p>No mitigation is required.</p>			<p>NOT APPLICABLE TO PP No. 180034</p>		<p>Less than significant.</p>
5.1.19: Tribal Cultural Resources	<p>EIR No. 466 did not specifically evaluate impacts to Tribal Cultural Resources, although impacts to Cultural Resources as disclosed by EIR No. 466 are addressed above.</p>	<p>Due to past disturbance on site, any tribal cultural resources that may have been present on the site have since been destroyed or removed from the site. Notwithstanding, there is a remote chance that historical or archaeological resources may be uncovered during</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>--</p>	<p>Mitigation Measures MM Cultural 1 and MM Cultural 2 shall apply (as presented above).</p>	<p>N/A</p>

Plot Plan No. 180034 (Building 11)

IMPACT CATEGORY	EIR NO. 466 IMPACT (PER THE EIR NO. 466 MIMP)	PLOT PLAN NO. 180034 FINDING	EIR NO. 466 MITIGATION MEASURE	EIR NO. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR NO. 466 MITIGATION TO PLOT PLAN NO. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180034	EIR NO. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.20: Utilities and Service Systems	<p>The proposed project is expected to consume 0.236 million gallons of water per day (mgd) which is 2.4% of Perris Water Filtration plant and not considered significant.</p>	<p>Project grading activities. Aside from minor connections to existing facilities in surrounding roadways, the Project would not require extensive off-site improvements for water service. Additionally, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466. Moreover, mandatory compliance with applicable regulations adopted since 2005 would ensure that the Project's water consumption would be less than was evaluated in EIR No. 466. Furthermore, the Project is fully within the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.</p>	<p>No mitigation is required.</p>	<p>None.</p>	<p>None.</p>	<p>None.</p>	<p>None.</p>	<p>Less than significant</p>
<p>NOT APPLICABLE TO PP No. 180034</p>								
<p>NOT APPLICABLE TO PP No. 180034</p>								

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>0.5525 mgd of wastewater. The project will contribute 5.0% of Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility (PVRWRF) daily capacity and 0.55% of its planned capacity. The proposed project will not necessitate the construction or expansion of sewage treatment facilities in and of itself. Therefore, the project's impact is considered less than significant.</p> <p>Wastewater from the proposed project will not exceed the sewage capacity of Eastern Municipal Water District current sewer facilities considering other projected demands and commitments. When the project's 0.5525 mgd is added to existing demand, the total will be 8.2525 mgd of the plant's current capacity of 11 mgd (which will be expanded to 22 mgd at the end of 2010).</p> <p>Although the total amount of wastewater generated by the proposed project will be well within the capacity of the PVRWRF by the time that development of the proposed project is completed, there is the potential that prior to the expansion of the facility's capacity at the end of 2010</p>	<p>facilities in surrounding roadways, the Project would not require extensive off-site improvements for sewer service. Adequate capacity exists at the PVRWRF to serve the Project's projected demand. In addition to the EMWD's existing commitments.</p>	<p>No mitigation is required.</p>			<p>NOT APPLICABLE TO PP No. 180034</p>		<p>Less than significant</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>that EMWD will be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. There is sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EMWD has sufficient capacity to treat all wastewater generated by the proposed project, both during project phasing and after project build out. Therefore, no significant impact upon EMWD's ability to treat wastewater will occur.</p>	<p>PVRWRF to serve the Project's projected demand in addition to the EMWD's existing commitments.</p>						
	<p>Construct-related solid waste is estimated to constitute approximately 0.033-0.039% of annual capacity of county landfills and is therefore not considered significant. Operational-generated solid waste is expected to constitute approximately 0.195-0.259% of annual county landfill capacity. Therefore, impacts related</p>	<p>The 11.6 bpd that would be generated by the Project would represent 0.07% of the daily capacity of the El Sobrante Landfill, 0.23% of the daily capacity at the Lamb Canyon Landfill, and 0.24% of the daily capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of</p>	<p>MM Utilities 1: The applicant shall submit a Recyclables Collection and Loading Area plan to the Riverside County Waste-Management-Department of Waste Resources (DWR) for each implementing development. The plans are required to conform to the Waste Management-Department's DWR's Design Guidelines for Recyclables Collection and Loading Areas.</p>	<p>Prior to the issuance of building permits.</p>	<p>Waste Management Department of Waste Resources.</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM Utilities 1 shall apply.</p>	<p>Less than significant.</p>

IMPACT CATEGORY	EIR NO. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 180034 FINDING	EIR NO. 466 MITIGATION MEASURE	EIR NO. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR NO. 466 MITIGATION TO PLOT PLAN NO. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180034	EIR NO. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	to landfill capacity are considered less than significant. However, the mitigation measures listed will further reduce the project's impact on county solid waste facilities.	solid waste per day as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, the Project's impacts due to solid waste would be less than significant.	Prior to final building inspection, the applicant is required to construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department <u>DWR</u> , and verified by the Riverside County Building and Safety Department through site inspection. MM Utilities 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and cardboard. MM Utilities 3: The project development will recycle construction and demolition (C&D) waste generated during construction activities. MM Utilities 4: The property owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream. MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.	Prior to the issuance of certificate of occupancy.	Waste Management Department of <u>Waste Resources</u> .	Applicable.	None; Mitigation Measure MM Utilities 2 shall apply.	Less than significant.
			MM Utilities 3: The project development will recycle construction and demolition (C&D) waste generated during construction activities. MM Utilities 4: The property owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream. MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.	Prior to the issuance of certificate of occupancy.	Waste Management Department of <u>Waste Resources</u> .	Applicable.	None; Mitigation Measure MM Utilities 3 shall apply.	Less than significant.
			MM Utilities 4: The property owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream. MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.	Prior to the issuance of certificate of occupancy.	Waste Management Department of <u>Waste Resources</u> .	Applicable.	None; Mitigation Measure MM Utilities 4 shall apply.	Less than significant.
			MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.	Prior to the issuance of certificate of occupancy.	Waste Management Department of <u>Waste Resources</u> .	Applicable.	None; Mitigation Measure MM Utilities 5 shall apply.	Less than significant.
5.1.21: Wildfire	Impacts due to wildfire were determined by the IS/NOP for EIR No. 466 to be less than significant.	The Project site is not identified as being susceptible to wildfires and is not located	No mitigation is required.				None.	Less than significant.

**NOT APPLICABLE
TO PP No. 180034**

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180034 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 180034	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180034	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
		adjacent to land use that pose a high fire risk, Project impacts due to wildfire would be less than significant.						



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



05/12/20, 9:42 am

PPT180034

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT180034. 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 (PPT180034) 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. 180028 is a proposal for the construction and operation of a 373,368 square foot warehouse/distribution/manufacturing development on 18.35-acres (gross). No refrigerated warehouse space is proposed as part of this project.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. Specific Plan Design Guidelines

Advisory Notification. 4 AND - EIR Mitigation Measures

Mitigation Measures from EIR No. 466 and the Project Initial Study/Addendum 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 EIR No. 466 and the Project Initial Study/Addendum.

Advisory Notification. 5 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Exhibit A (Site Plan), Sheets 1-11, dated 1/9/20.

Exhibit B (Elevations), Sheets 1-8, dated 1/9/20.

Exhibit C (Floor Plans), dated 1/9/20.

Exhibit L (Conceptual Landscaping and Irrigation Plans), Sheets 1-7, dated 1/9/20.

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance (cont.)

Advisory Notification. 6 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)
 - 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)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance (cont.)

- 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. 7 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 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 DOCUMENT

BS-Plan Check

BS-Plan Check. 1

Gen - Custom

NOTIFICATIONS:

Please include with the building plans, 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 requirements within the structure shall be reviewed during the building plan review.

E Health

E Health. 1

ECP COMMENT

Based on the information provided in the environmental assessment documents submitted for this project and a site visit conducted by RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) staff and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP 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 (development) 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 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

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 2 Increased Runoff Criteria (cont.)

Where possible and feasible, the on-site flows should be mitigated before combining with off-site flows to minimize the size of the detention facility required. If it is necessary to combine off-site and on-site flows into a detention facility two separate conditions should be evaluated for each duration/return period/before-after development combination studied; the first for the total tributary area (off-site plus on-site), and the second for the area to be developed alone (on-site). It must be clearly demonstrated that there is no increase in peak flow rates under either condition (total tributary area or on-site alone), for each of the return period/duration combinations required to be evaluated. A single plot showing the pre-developed, post-developed and routed hydrographs for each storm considered, shall be included with the submittal of the hydrology study.

No outlet pipe(s) shall be less than 18" in diameter. Where necessary an orifice plate may be used to restrict outflow rates. Appropriate trash racks shall be provided for all outlets less than 48" in diameter.

The basin(s) and outlet structure(s) must be capable of passing the 100-year storm without damage to the facility. Embankment shall be avoided in all cases unless site constraints or topography make embankment unavoidable in the judgment of the General Manager-Chief Engineer.

Mitigation basins should be designed for joint use and be incorporated into open space or park areas. Side slopes should be no steeper than 4:1 and depths should be minimized where public access is uncontrolled.

A viable maintenance mechanism, acceptable to both the County and the District, should be provided for detention facilities. Generally, this would mean a CSA, landscape district, parks agency or commercial property owners association. Residential homeowners associations are discouraged.

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.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1

ALUC General Conditions (cont.)

(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 373,368 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing 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

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 4 Existing R/R – CARB Large Spark-Ignition (cont.)

time. Operators are required to label, maintain records, and report each piece of equipment subject to FAEL. The lowest FAEL for large and medium fleets with 25 horsepower or more (greater than 19 kilowatts for 2005 and later model year engines) was to be achieved in 2013. Beginning June 30, 2017, and until June 30, 2023, operators must maintain records, report, and label each piece of equipment subject to a FAEL standard.

Planning. 5 Existing R/R – Idle Time

CARB's Diesel-Fueled Commercial Motor Vehicle Idling Regulation shall apply, which requires heavy-duty diesel truck operators (GVWR>10,000 lbs.) to turn off engines after 5 minutes of idling. 2008 and newer MY engines with GVWR>14,000 lbs. are required to be equipped with 5-minute automatic engine shutdown system.

Planning. 6 Existing R/R – In-Use Off-Road Diesel

CARB's In-Use Off-Road Diesel Rule shall apply, which Reduces NOX and PM emissions by imposing limits on idling, requiring reporting, restricting addition older vehicles, and requiring the retirement/replacement/ repowering of older engines by fleet size category (small, medium, and large). Performance Requirements to meet fleet averages or comply with BACT are 2014 for Large Fleets, 2017 for medium fleets, and 2019 for smaller fleets.

Planning. 7 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 TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 8 Industrial Occupant Change

Prior to initial occupancy, upon tenant/occupant change, or upon change in industrial use, the permit holder shall provide a letter from the Planning Department to Building & Safety verifying no need for further environmental, hazardous materials or air quality review as a result of the change.

Planning. 9 Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 GEO180048 ACCEPTED (cont.)

inches in maximum dimension) should be stripped and disposed outside the construction limits.

2. In order to provide uniform support for the proposed spread foundations and slab-on-grade floors, we recommend the site soils be overexcavated and replaced as engineered fill to a minimum depth of 3 feet from existing grade and at least 3 feet below the bottom of footings, whichever is greater.

3. Prior to scarification and recompaction of the soil, the excavation bottoms should have a minimum relative compaction of 85 percent based on the existing density presented on the boring logs.

4. The overexcavation should extend horizontally at least 5 feet beyond the edges of foundations and a distance equivalent to the thickness of the anticipated fill below the footing, whichever is greater.

5. Total static settlement for foundations designed in accordance with the recommendations presented herein is estimated to be less than 1 inch. Differential static settlement between similarly loaded columns is estimated to be less than ½ inch over 40 feet.

GEO No. 180048 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 180048 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County Of Riverside upon application for grading and/or building permits.

Transportation

Transportation. 1 RCTD - General

1. With respect to the conditions of approval for the referenced tentative exhibit, 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. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - General (cont.)

contained in the street right-of-way.

6. Ramps shall be reconstructed at 4-way intersections, Harvill Avenue and Commerce Center Drive and Harvill Avenue and Perry Street per draft Standard No. 403, sheets 1 through 7 of Ordinance 461, and as directed by the Director of Transportation.

7. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.

8. All corner cutbacks shall be applied per Standard 805, Ordinance 461.

9. If the existing right-of-way along Perry Street and Commerce Center Drive exceeds that which is required for this project (per Amend Exhibit No. 2, dated 10/24/2019), the developer may submit a request for the vacation of said excess right-of-way. Said procedure shall be as approved by the Board of Supervisors. If said excess or superseded right-of-way is also County-owned land, it may be necessary to enter into an agreement with the County for its purchase or exchange.

10. The Project shall obtain approval of street improvement plans from the Transportation Department.

Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.

11. Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955 6527.

Transportation. 2 RCTD - TS/General Conditions

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Harvill Avenue (NS) at:
 Commerce Center Drive (EW)
 Project Driveway (EW)

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 RCTD - TS/General Conditions (cont.)

Perry Street (EW)

West Project Driveway (NS) at:
Commerce Center Drive (EW)

East Project Driveway (NS) at:
Commerce Center Drive (EW)

West Project Driveway (NS) at:
Perry Street (EW)

East Project Driveway (NS) at:
Perry Street (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

Waste Resources

Waste Resources. 1 Waste - General

- Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

- AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:

www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

- Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

- AB 1826 (effective April 1, 2016) requires businesses that generate 8 cubic yards or more of organic

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1

Waste - General (cont.)

waste per week to arrange for organic waste recycling services. The threshold amount of organic waste generated requiring compliance by businesses is reduced in subsequent years. Businesses 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 Encroachment Permit Required Not Satisfied

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

060 - Flood. 2 Erosion Control After Rough Grading Not Satisfied

Temporary erosion control measures shall be implemented immediately following rough grading to prevent deposition of debris onto downstream properties or drainage facilities. Plans showing these measures shall be submitted to the District for review and approval.

060 - Flood. 3 Increased Runoff Mitigation Not Satisfied

This project must mitigate for the adverse impacts of increased runoff this development would generate. Calculations in the form of a hydraulic /hydrologic analysis to support the final design of the mitigation feature shall be submitted for review and approval prior to the issuance of any permits for the project.

060 - Flood. 4 Mitcharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development.

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60. Prior To Grading Permit Issuance

Flood

060 - Flood. 4 Mitcharge - Use (cont.) Not Satisfied

The charge is payable to the Flood Control District by cashier's check or money order only, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits.

060 - Flood. 5 Submit Plans Not Satisfied

A copy of the improvement plans, grading plans, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

Planning

060 - Planning. 1 ALUC - Detention Basins Not Satisfied

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.

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.

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes (cont.) Not Satisfied

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

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.

060 - Planning. 4 MM Air 1, 2, 10 – Grading Plan Notes Not Satisfied

Prior to grading permit issuance, the County of Riverside shall verify that the following applicable notes are included on the grading plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

MM Air 1: During construction, mobile construction equipment will be properly maintained at an offsite location before mobilization to the site, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.

MM Air 2: Prohibit all vehicles from idling in excess of thirty minutes, both on-site and off-site.

MM Air 10:

a) All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.

b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB compliant.

c) Construction contractors shall notify their workers about Riverside County's Rideshare Program.

d) Construction activities shall be suspended during Stage 2 Smog Alerts issued by the South Coast Air Quality Management District (SCAQMD).

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 4 MM Air 1, 2, 10 – Grading Plan Notes (cont.) Not Satisfied

e) Construction activities shall comply with South Coast Air Quality Management District (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 equipment travel on unpaved roads.

060 - Planning. 5 MM Noise 1-3 – Grading Plan Notes Not Satisfied

Prior to grading permit issuance, the County of Riverside shall verify that the following applicable notes are included on the grading plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.

MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

MM Noise 3: Construction staging areas shall not be located close to any occupied residence.

Planning-EPD

060 - Planning-EPD. 1 30-Day Preconstruction Burrowing Owl Surveys - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (February 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. A grading permit may be issued once the species has been relocated.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Melissa Manzo at melmanzo@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 Surveys - 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

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 2 MBTA Nesting Bird Surveys - EPD (cont.) Not Satisfied
survey must be conducted.

Prior to the issuance of a grading permit the project proponent must provide written proof to the Riverside County Planning Department, Environmental Programs Division (EPD) that a biologist who holds an MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from the Consulting Biologist confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading permit.

Prior to any ground disturbance the consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review.

Planning-PAL

060 - Planning-PAL. 1 PRIMP REQUIRED 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

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP REQUIRED (cont.) Not Satisfied

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.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Survey

060 - Survey. 1 RCTD - Prior to Road Construction Not Satisfied

Prior to road construction, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

Transportation

060 - Transportation. 1 0060-Transportation-USE – FINAL WQMP REQUIRED Not Satisfied

The project is located in the Santa Anawatershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at www.rcflood.org/npdes

060 - Transportation. 2 RCTD - File L&LMD Application Not Satisfied

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748.

060 - Transportation. 3 RCTD - Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 x 36) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 3 RCTD - Submit Grading Plans (cont.) Not Satisfied
proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

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

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

Prehistoric Resources- One of the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

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

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

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80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 2 ROUGH GRADE APPROVAL (cont.) Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage to stabilize the site 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.

Flood

080 - Flood. 1 Mitcharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. The charge is payable to the Flood Control District by cashier's check or money order only, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits.

080 - Flood. 2 Submit Plans Not Satisfied

A copy of the improvement plans, grading plans, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

Planning

080 - Planning. 1 ALUC - Detention Basins Not Satisfied

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.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 2 ALUC - FAA Max Height Not Satisfied

The proposed building shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,572 feet above mean sea level.

080 - Planning. 3 ALUC - Noise Attenuation Not Satisfied

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.

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 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 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 Addendum. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study/Addendum, 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. 6 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. 7 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. 8 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. At shell building permit, warehouse/distribution facilities shall install electrical rooms to hold sufficiently sized electrical panels and shall install conduit to facilitate the potential future installation of electrical connections from the electrical room to dock doors and/or a separate designated location

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 8 Logistics/Warehouse – Building Plan Design (cont.) Not Satisfied

where diesel engine trucks and/or trailers would park and connect to the electrical system. At issuance of shell building permit, these conduits shall be provided at a rate of no less than 20% of the dock doors for the facility. At issuance of a building permit for Tenant Improvements, the electrical panel shall be required to be installed and electrical wiring connections shall be made to the locations, if any, where diesel trucks and/or trailers would park and connect to the electrical system.

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. 9 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 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.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 9 Logistics/Warehouse – Building Plan Notes (cont.) Not Satisfied

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. 10 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. 11 MM Air 1, 2, 10 – Building Plan Notes Not Satisfied

Prior to building permit issuance, the County of Riverside shall verify that the following applicable notes are included on the building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

MM Air 1: During construction, mobile construction equipment will be properly maintained at an offsite location before mobilization to the site, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.

MM Air 2: Prohibit all vehicles from idling in excess of thirty minutes, both on-site and off-site.

MM Air 10:

a) All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.

b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB compliant.

c) Construction contractors shall notify their workers about Riverside County's Rideshare Program.

d) Construction activities shall be suspended during Stage 2 Smog Alerts issued by the South Coast Air Quality Management District (SCAQMD).

e) Construction activities shall comply with South Coast Air Quality Management District (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 equipment travel on unpaved roads.

f) Architectural coating work shall comply with SCAQMD Rule 1113, "Architectural Coatings." Rule 1113 places limits on grams of VOC per liter of coating material and colorants (paint).

g) Street sweepers shall be certified by the SCAQMD as meeting SCAQMD Rule 1186.1 "Less Polluting Street Sweepers" sweeper certification procedures.

080 - Planning. 12 MM Air 11 – EV Charging Stations Not Satisfied

The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. In addition, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed. 1) At Shell building permit, an electrical room(s) and/or exterior

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80. Prior To Building Permit Issuance

Planning

- 080 - Planning. 12 MM Air 11 – EV Charging Stations (cont.) Not Satisfied
area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.
- 080 - Planning. 13 MM Noise 1-3 – Building Plan Notes Not Satisfied
Prior to building permit issuance, the County of Riverside shall verify that the following applicable notes are included on the building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.
MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.
MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
MM Noise 3: Construction staging areas shall not be located close to any occupied residence.
- 080 - Planning. 14 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. 180034. The proposed parcel shall comply with all applicable development standards for the parcel's zone classification as provided in Ordinance No. 348.
- 080 - Planning. 15 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. 16 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. 17 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. 17 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. 18 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. 19 School Mitigation Not Satisfied

Impacts to the Val Verde Unified School District shall be mitigated in accordance with California State law.

080 - Planning. 20 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 B.

080 - Planning. 21 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.

Survey

080 - Survey. 1 RCTD - Right-of-Way Dedication Not Satisfied

Sufficient public street right-of-way along Harvill Avenue shall be conveyed for public use to provide for a 59 foot half-width dedicated right-of-way per County Standard No. 93, Ordinance 461.

Sufficient public street right-of-way along Commerce Center Drive shall be conveyed for public use to

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 1 RCTD - Right-of-Way Dedication (cont.) Not Satisfied
provide for a 56 foot-78 foot full-width dedicated right-of-way per modified County Standard No. 111, Ordinance 461 and Amended Exhibit No. 2, dated 10/24/2019 and/or as directed by the Director of Transportation.

Sufficient public street right-of-way along Perry Street shall be conveyed for public use to provide for a 78 foot full-width dedicated right-of-way per County Standard No. 800(A) and Standard No. 111, Ordinance 461.

080 - Survey. 2 RCTD - R-O-W Exceeds/Vacation Not Satisfied

The applicant, by his/her design, is requesting a vacation/abandonment of the exceeding dedicated rights-of-way along Perry Street and Commerce Center Drive. The project proponent shall have filed a separate application with the County Surveyor for a conditional vacation of said excess rights-of-ways, and the Board of Supervisors shall have approved the vacation request per Amend Exhibit No. 2, dated 10/24/2019. If the Board of Supervisors denies the vacation request, the project proponent may, however, redesign the site/grading plan utilizing the existing rights-of-way, and may then reprocess the site/grading plan after paying all appropriate fees and charges.

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.

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 Landscape Inspection Deposit Required Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 4 Landscape Plot Plan/Permit Required Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 Landscape Plot Plan/Permit Required (cont.) Not Satisfied
(Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24" x 36"), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect;
- 2) Weather-based controllers and necessary components to eliminate water waste;
- 3) A copy of the "stamped" approved grading plans; and,
- 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24" box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
- 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

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Transportation

080 - Transportation. 5 Landscape Project Specific Requirements Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

- Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
- Project proponent shall design overhead irrigation with a minimum 24" offset from non-permeable surfaces, even if that surface drains into a permeable area.
- Landscaping plans shall incorporate the use of specimen (24" box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
- Project shall prepare water use calculations as outlined in Ord 859.3.
- Trees shall be hydrozoned separately.
- Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
- The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a "low" or "very low" water use designation is strongly encouraged.
- All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lesser water use plant.
- Project shall use County standard details for which the application is available in County Standard Detail Format.
- Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
- Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
- Plant species shall meet ALUC requirements, if applicable.
- Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes.
- Project shall use 25% point source irrigation type regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
- The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
- Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.
- Project proponent shall provide 12" wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

080 - Transportation. 6 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

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 6 RCTD - Annexation into L&LMD or Other District (cont.) Not Satisfied
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) Streetlights.
- (3) Street sweeping.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) A Streetlight Authorization form from SCE or other electric provider.

080 - Transportation. 7 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 inches x 36 inches). Landscaping plans shall be with the street improvement plans.

080 - Transportation. 8 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 boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

080 - Transportation. 9 RCTD - USE - Commerce Center Drive Not Satisfied
Commerce Center drive shall be modified based on Exhibit A titled Commerce Center Drive Concept Striping prepared by Urban Crossroads dated 09/09/2019. The exhibit shows a tapered section reducing the width of Commerce Center Drive east of the project driveway and allowing for a modified cul-de-sac design.

or as approved by the Director of Transportation.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 9 RCTD - USE - Commerce Center Drive (cont.) Not Satisfied

080 - Transportation. 10 RCTD - Utility Plan Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification purposes.

Waste Resources

080 - Waste Resources. 1 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 (found at <http://www.rcwaste.org/business/planning/design>) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash and recyclable materials and have the adequate signage indicating the location of each bin in the trash enclosure.

The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

080 - Waste Resources. 2 Waste Recycling Plan Not Satisfied

Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 PRECISE GRADE APPROVAL Not Satisfied

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90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 PRECISE GRADE APPROVAL (cont.) 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 Soils Compaction 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.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

A minimum of 8 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 _____."

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 Addendum. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study/Addendum, 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

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90. Prior to Building Final Inspection

Planning

090 - Planning. 3 Curbs Along Planters (cont.) 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 – NOx Contribution Not Satisfied

Prior to Building Final Inspection, the project applicant shall submit to the County a contribution of \$104,277 to be used by the County towards projects to off-set air quality impacts in the Mead Valley Area. Funds shall be maintained separately and shall not be comingled with County General funds or spent on other County projects unrelated to Mead Valley. Funds shall be used solely for purposes of benefitting the Mead Valley Area. In-lieu of a cash contribution, a similar valued contribution may be made to the County as approved by the TLMA Director.

090 - Planning. 5 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. 6 MM Air 8 and Existing R/R – Carpool/Vanpool Not Satisfied

Prior to final inspection, the project shall provide preferential parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7'2" vertical clearance.

The 2016 Cal Green Code § 5.106.5.2 requires that new projects or additions or alterations that add 10 vehicles or more vehicular parking spaces provide designated parking for any combination of low-emitting fuel-efficient and carpool/van pool vehicles.

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90. Prior to Building Final Inspection

Planning

090 - Planning. 6 MM Air 8 and Existing R/R – Carpool/Vanpool (cont.) Not Satisfied

090 - Planning. 7 Parking Paving Material Not Satisfied

A minimum of 259 parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless 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. 8 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. 9 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. 10 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 Landscape Inspection and Drought Compliance Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2 Landscape Inspection and Drought Compliance (cont.) Not Satisfied
execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 3 RCTD - Complete Annexation into L&LMD or Other District Not Satisfied

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859.

A Streetlight Authorization form from SCE, or other electric provider required in order to complete the annexation process.

090 - Transportation. 4 RCTD - Coordination with Others Not Satisfied

Coordinate the required improvements with PPT180038.

090 - Transportation. 5 RCTD - Existing Curb and Gutter Not Satisfied

On existing curb and gutter, new driveway, closure of existing driveways, sidewalks, and/or drainage devices within County right-of-way, including sewer and water laterals, on Perry Street and Harvill Avenue shall be constructed within the 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. 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/tran s/General-Information/Pamphlets-Brochures>

If you have questions, please call the Plan Check Section at (951) 955-6527.

NOTE:

1. The driveways shall be constructed in accordance with County Standard No. 207A.
2. A 6-foot sidewalk along Perry Street shall be constructed adjacent to the curb line within the 11 foot parkway.
3. The proposed offset cul-de-sac (on Perry Street) shall be dedicated and constructed with County Standard No. 800(A), Ordinance 461.
4. Driveway on Harvill Avenue shall serve only for the passenger car only and "No Truck Access" sign shall be installed to restrict inbound and outbound Truck movements.
5. Before you prepare the street improvement plan(s), please review the Street Improvement Plan

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 RCTD - Existing Curb and Gutter (cont.) Not Satisfied
Policies and Guidelines from the Transportation Department Web site: <http://rctlma.org/trans/General-Information/Pamphlets-Brochures>.

090 - Transportation. 6 RCTD - Improvement Not Satisfied

Commerce Center Drive along project boundary is a paved County maintained road designated as INDUSTRIAL COLLECTOR STREET, and said road shall be reconstructed with 6 inch concrete curb and gutter (from the proposed bulb westerly to tapering to existing curb and gutter), sidewalks, and construct/resurface with 40 feet-56 feet full width AC pavement, and must match up with asphalt concrete paving, reconstruction, or resurfacing of existing paving as determined by the Director of Transportation within the 56 foot-78 foot full-width dedicated right-of-way per modified County Standard No. 111, Ordinance 461 and Amended Exhibit No. 2, dated 10/24/2019 and/or as directed by the Director of Transportation.

NOTES:

1. A 6 foot concrete sidewalk (project side) shall be constructed adjacent to the curb-line within the parkway.

2. The driveway shall be constructed in accordance with modified County Standard No. 207A, Ordinance 461. (Modified for 60' radii at the curb-return)

3. Access for Riverside County Flood Control facility (APN: 314-110-060), Riverside County Transportation Commission, and access to existing Freeway sign shall be provided as directed by the Director of Transportation.

4. The cul-de-sac shall be constructed per modified Standard No. 800(A), Ordinance 461, Amended Exhibit No. 2, dated 10/24/2019, and as directed by the Director of transportation.

5. "No Parking" signs to be installed on the north side of Commerce Center Drive.

090 - Transportation. 7 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, Commerce Center Drive, and Perry Street.

090 - Transportation. 8 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:

1. Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 9 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

Plan: PPT180034

Parcel: 314270001

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 9 RCTD - Streetlights Install (cont.) Not Satisfied
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. 10 RCTD - Utility Install Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets where the Project is seeking Building Final Inspection (Occupancy).

Waste Resources

090 - Waste Resources. 1 Waste - Mandatory Commercial and Organics Recycling Com Not Satisfied

Prior to final inspection, the applicant shall complete a Mandatory Commercial Recycling and Organics Recycling Compliance form (Form D). Form D requires applicants to identify programs or plans that address commercial and organics recycling, in compliance with State legislation/regulation. Once completed, Form D shall be submitted to the Recycling Section of the Department of Waste Resources for approval. For more information go to: www.rcwaste.org/business/planning/applications. To obtain Form D, please contact the Recycling Section at 951-486-3200, or email to: Waste-CompostingRecycling@rivco.org.

090 - Waste Resources. 2 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.

090 - Waste Resources. 3 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 an on-site inspection by the Riverside County Department of Waste Resources.



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: December 26, 2018

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. 180034 (PPT180034) – Applicant: Majestic Realty – 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 Commerce Center Drive, northerly of Perry Street, westerly of Interstate 215 – 18.37 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 373,368 square foot warehouse/distribution/manufacturing development on 18.37-acres (gross). – APNs: 314-100-008, 317-270-001 through -008, 314-290-001 through -022. Related Cases: SP00341, EIR0466 – **BBID: 143-300-420**

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 January 10, 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 / 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



March 21, 2019

Mr. John Hildebrand, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Steve Manos
Lake Elsinore

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

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1345MA18
Related File Nos.: PPT180034 (Plot Plan)
APNs: 314-270-001 thru -008, 314-290-001 thru -022

Dear Mr. Hildebrand:

On February 14, 2019, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. PPT180034 (Plot Plan), proposal to construct a 373,368 square foot industrial manufacturing building on 21.26 acres located southerly of Commerce Center Drive, easterly of Harvill Avenue, westerly of Messenia Lane, and northerly of Perry Street in the unincorporated community of Mead Valley, **CONDITIONALLY CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, pending Federal Aviation Administration (FAA) review, which has now been completed, subject to the following conditions, as amended to incorporate the provisions of the FAA's Determination of No Hazard to Air Navigation letter issued on March 14, 2019 (new conditions, as added pursuant to FAA letter subsequent to hearing, shown in **bold type**).

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 373,368 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing 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.

The following conditions were added subsequent to the February 14, 2019 ALUC hearing.

11. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2018-AWP-18290-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.**

12. **The proposed building shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,572 feet above mean sea level.**
13. **The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**
14. **Temporary construction equipment used during actual construction of the structure shall not exceed 50 feet in height and a maximum elevation of 1,572 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
15. **Within five (5) days after construction of the building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.**

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
Aeronautical Study Numbers 2018-AWP-18290-OE

cc: Majestic Freeway Business Center, LLC/Majestic Realty Co. (applicant/landowner)
T&B Planning, Inc. – Attn.: George Atalla (representative)
Gary Gosliga, March Inland Port Airport Authority
Daniel "Rock" Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1345MA18\ZAP1345MA18.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of a airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2018-AWP-18290-OE

Issued Date: 03/14/2019

John Semcken
 Majestic Realty Co.
 13191 Crossroads Parkway
 6th Floor
 City of Industry, CA 91746

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Majestic Freeway Business Center - Bldg 11
 Location: Riverside County, CA
 Latitude: 33-51-05.01N NAD 83
 Longitude: 117-15-22.69W
 Heights: 1522 feet site elevation (SE)
 50 feet above ground level (AGL)
 1572 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/14/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-18290-OE.

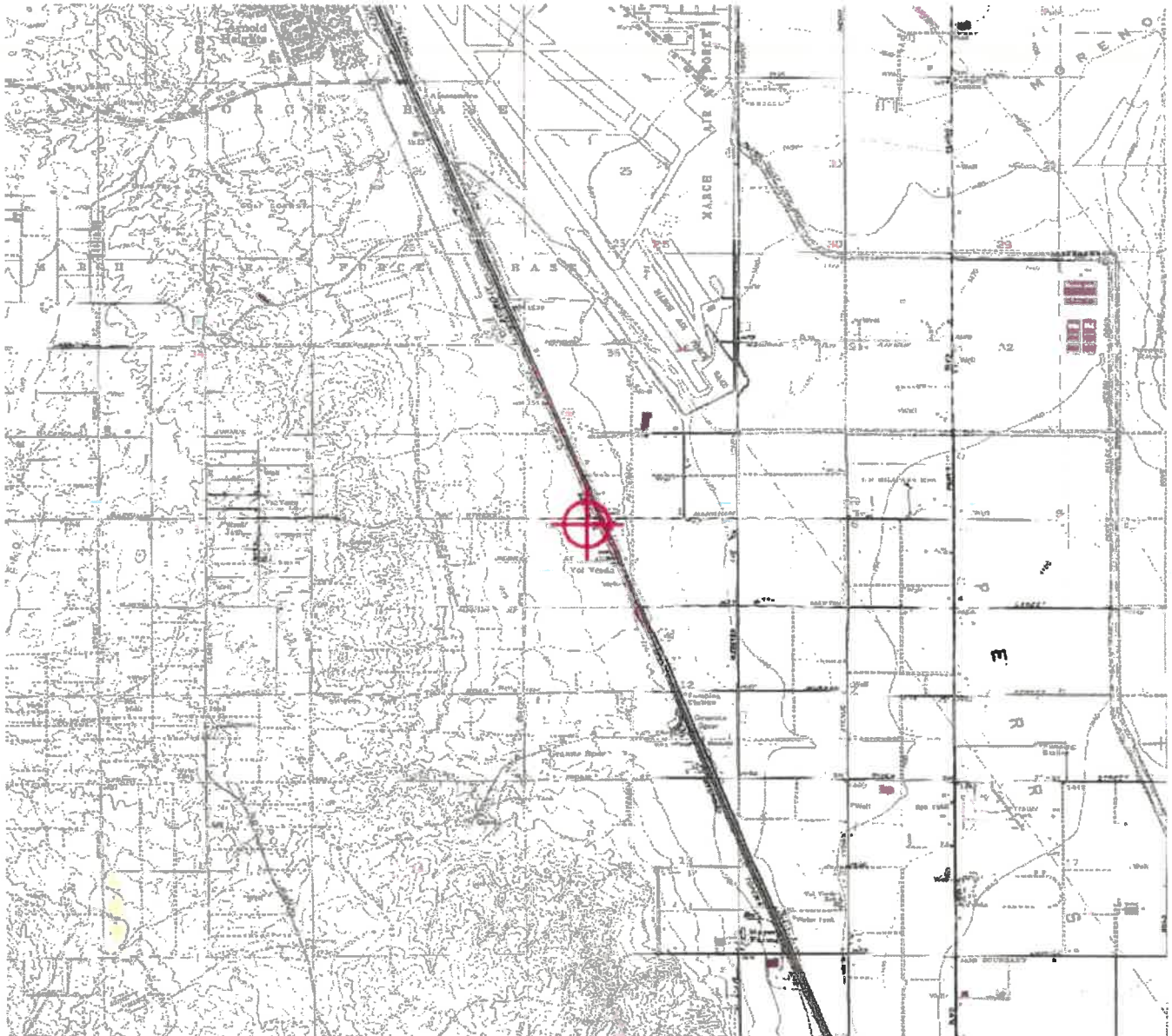
Signature Control No: 393165874-399774844

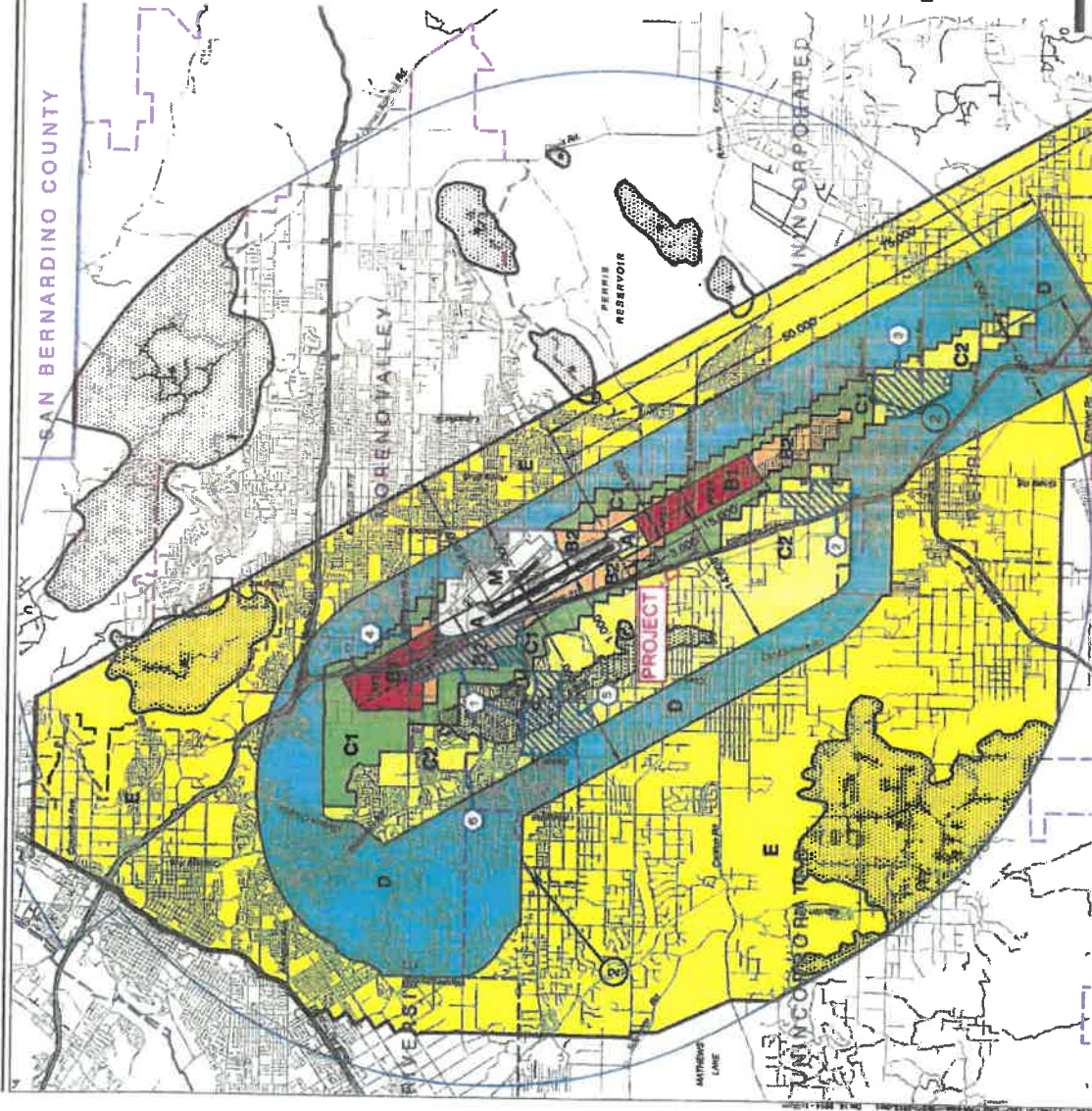
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-18290-OE





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

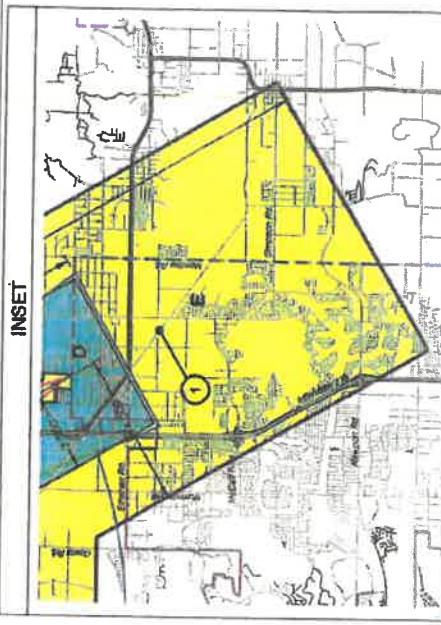
- ① Point at which aircraft on Runway 32 ILS approach descended below 500 feet above runway end. Airport Elevation is 7,835 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

Boundary Lines

March Air Reserve Base / Air Force Property
 March Joint Powers Authority
 Property Line
 County Boundary
 City Limits

Site-Specific 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



Note:
 All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

March Air Reserve Base

OLD OLEANDER AVE

OLD OLEANDER AVE

215

PATTERSON AVE

PERRIS

PROJECT SITE

MARKHAM ST

MARKHAM ST

COMMERCE CENTER DR

DERRY ST

FERRY ST

OSBORN RD

SEATON AVE

SEATON AVE

WYVINGTON AVE

MARTIN ST

RAMONA EXPY

RIVERSIDE COUNTY

Source(s): ESRI, RCTLMA (2018)

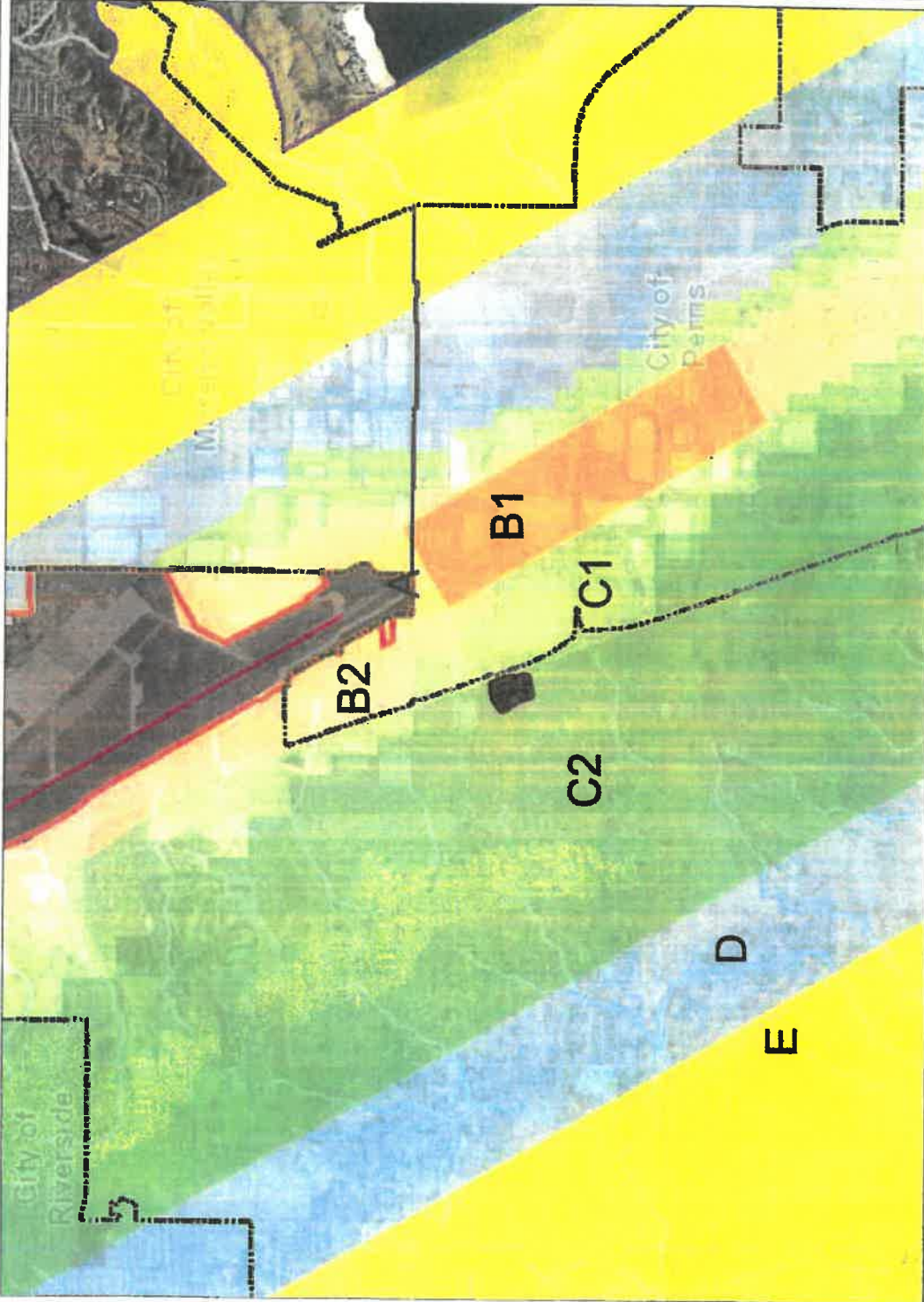
MAJESTIC FREEWAY BUSINESS CENTER - BUILDING 11

Date: December 2018



VICINITY MAP

Map My County Map



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-EXC8

Notes

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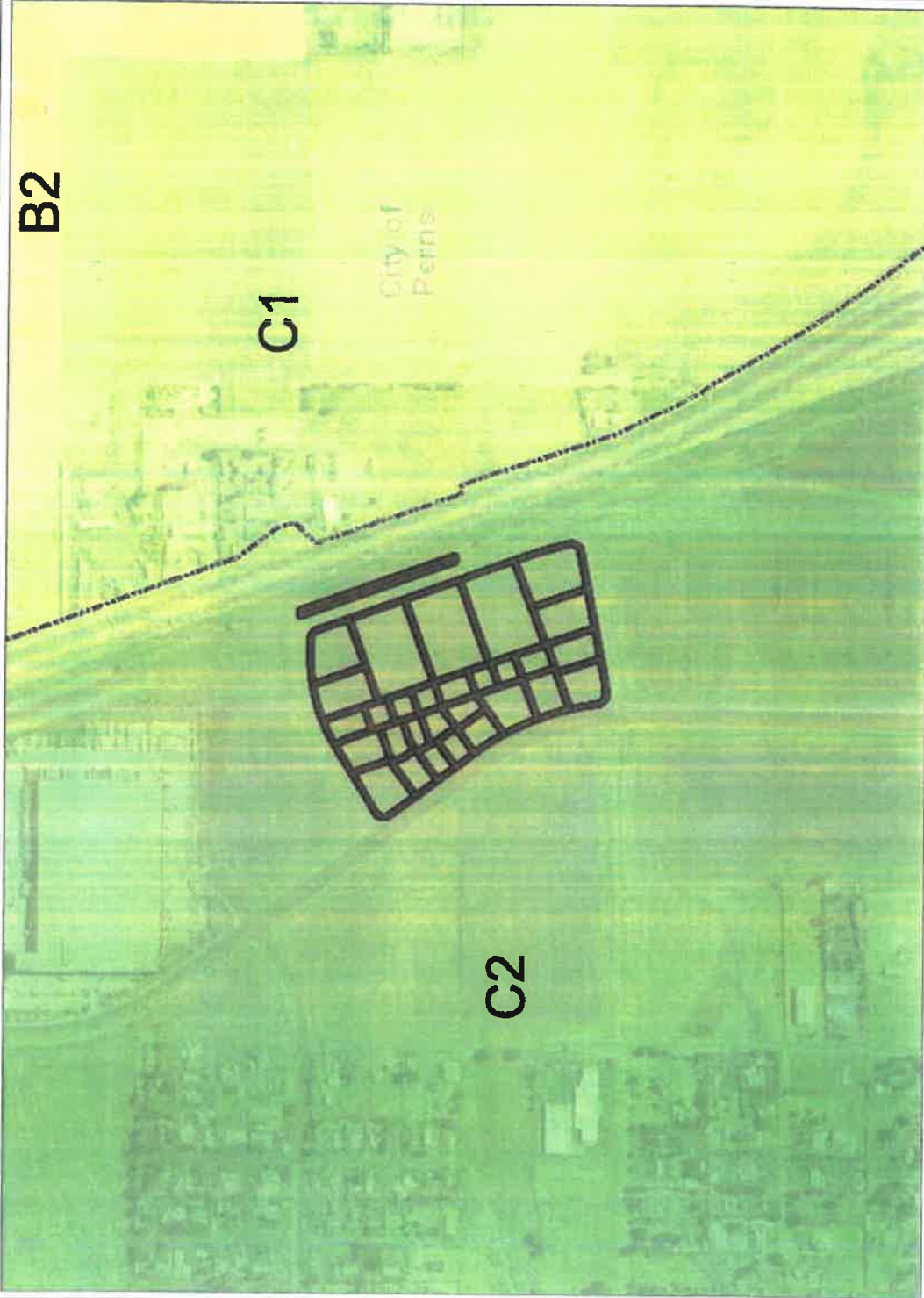
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0 6 12,127 Feet



Map My County Map



- 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**
- C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
- C2**
- C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC9

Notes

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Map My County Map



Legend

- City Areas
- World Street Map



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.

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Notes

Map My County Map



- Legend**
- Blue Line Streams
 - City Areas
 - World Street Map



0 6 12,127 Feet
064

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Notes

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



0 1 3.032 Feet
516

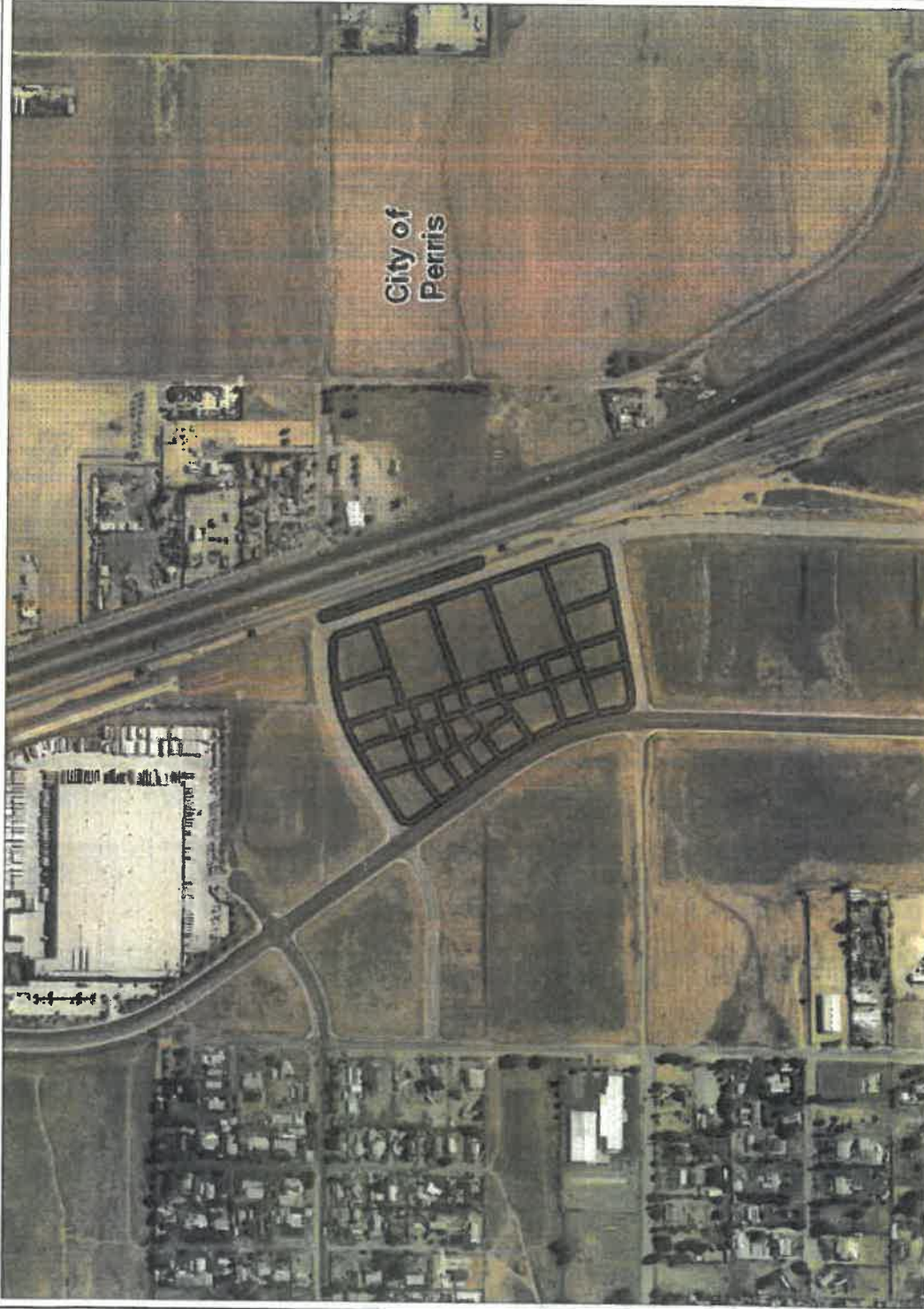
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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.

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Notes

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



0 758 1,516 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... 1/7/2019 1:34:36 PM

© Riverside County GIS

Notes

ZONING & LAND USE INFORMATION:
 BUILDING PERMITTED BY THE CITY OF RIVERSIDE, CALIFORNIA
 PERMIT NO. 11-03-05
 DATE: 11-03-05

Assessor Parcel Map's:
 1. 814-270-001
 2. 814-270-002
 3. 814-270-003
 4. 814-270-004
 5. 814-270-005
 6. 814-270-006
 7. 814-270-007
 8. 814-270-008
 9. 814-270-009
 10. 814-270-010
 11. 814-270-011
 12. 814-270-012

Legal Description:
 PARCELS 1-12 INCLUSIVE OF PLANS, MAP NO. 3-1110 AS RECORDED IN BK. 108, PAGE 11, TRACT 19 OF MAP, RECORDS OF RIVERSIDE COUNTY, CA.

Map Information:
 SCALE: 1" = 50'-0"
 NORTH ARROW

Project Information:
 PROJECT NO. 11-03-05
 SHEET NO. A.1.1

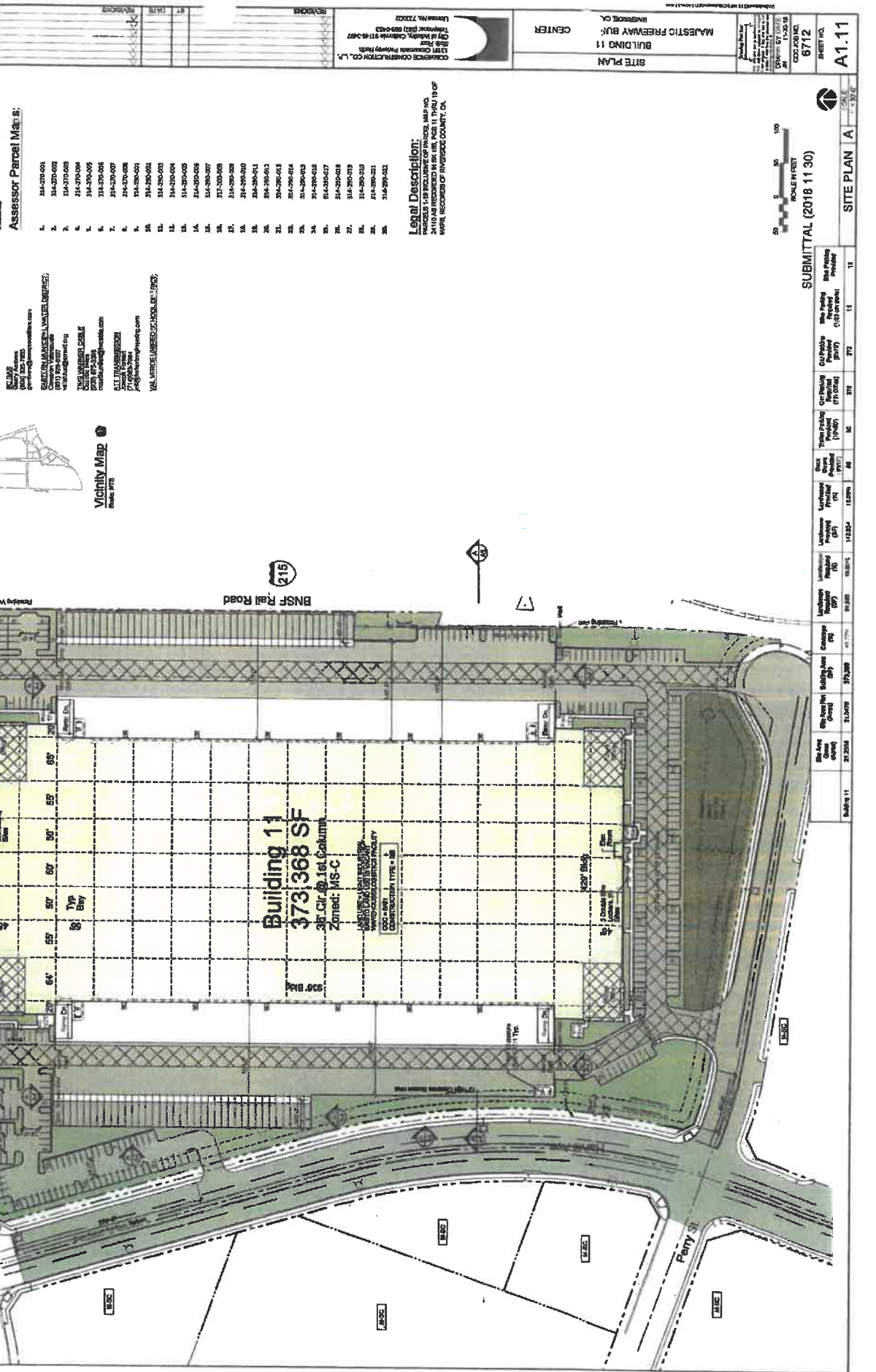
Client:
 COMMERCIAL CENTER LLC
 1181 CROSSROADS PKWY., SUITE 100
 CITY OF RIVERSIDE, CA 92507

Architect:
 MAJESTIC FREEMAN BURK
 1181 CROSSROADS PKWY., SUITE 100
 CITY OF RIVERSIDE, CA 92507

Engineer:
 CIVIL ENGINEERING
 1181 CROSSROADS PKWY., SUITE 100
 CITY OF RIVERSIDE, CA 92507

Contractor:
 COMMERCIAL CENTER LLC
 1181 CROSSROADS PKWY., SUITE 100
 CITY OF RIVERSIDE, CA 92507

Site Plan:
 Building 11
 373,368 SF
 381 Ct @ 1st Calumna
 Zoned: MS-C



APN	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)	Area (sq ft)
814-270-001	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-002	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-003	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-004	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-005	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-006	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-007	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-008	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-009	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-010	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-011	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
814-270-012	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000

MAJESTIC FREEMAN BURK
 BUILDING 11 CENTER
 RIVERSIDE, CA

COMMERCIAL CENTER LLC
 1181 CROSSROADS PKWY., SUITE 100
 CITY OF RIVERSIDE, CA 92507

DATE: 11-03-05
SHEET NO.: A.1.1
PROJECT NO.: 11-03-05

Scale: 1" = 50'-0"
North Arrow

Legend:
 1. 814-270-001
 2. 814-270-002
 3. 814-270-003
 4. 814-270-004
 5. 814-270-005
 6. 814-270-006
 7. 814-270-007
 8. 814-270-008
 9. 814-270-009
 10. 814-270-010
 11. 814-270-011
 12. 814-270-012

Legal Description:
 PARCELS 1-12 INCLUSIVE OF PLANS, MAP NO. 3-1110 AS RECORDED IN BK. 108, PAGE 11, TRACT 19 OF MAP, RECORDS OF RIVERSIDE COUNTY, CA.

Building 11
 373,368 SF
 381 Ct @ 1st Calumna
 Zoned: MS-C

Site Plan A
 SUBMITTAL (2018 11 30)

MAJESTIC FREEMWAY BUSI...
 REVISIONS
 REV DATE REVISIONS
 1 12/15/18

COMMERCE ENGINEERING CO., L.P.
 13181 Colton Road
 Suite 100
 Cypress, TX 77429
 License No. 72322

ENTER
 BUILDING 11
 REVERSE CA

MAJESTIC FREEMWAY BUSI...
 DRAWN BY: J. G. JAMES
 CHECKED BY: J. G. JAMES
 DATE: 12/15/18

SHEET NO. 8712
 SUBMITTAL (2018 11 30)

FLOOR PLAN A

Scale: 1/8" = 1'-0"

Area to be Designed to Support
 Floor Area Proportional to
 20% of the Building Area

Building 11
 373,368 SF
 38' Ctr @ 1st Column
 Zoned: MS-C
 LANGUAGE: LIGHT INDUSTRIAL
 USE: MANUFACTURING
 CODE: I-1
 CONSTRUCTION TYPE: II-B



Building 11
 373,368 SF
 38' Ctr @ 1st Column
 Zoned: MS-C
 LANGUAGE: LIGHT INDUSTRIAL
 USE: MANUFACTURING
 CODE: I-1
 CONSTRUCTION TYPE: II-B

Scale: 1/8" = 1'-0"

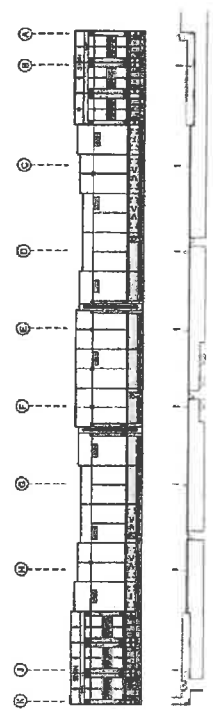
Area to be Designed to Support
 Floor Area Proportional to
 20% of the Building Area

Provide the following information of all A.C. Units on each floor of the building.

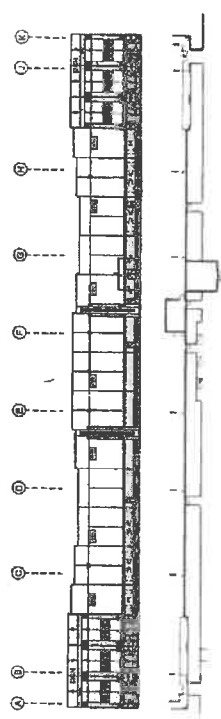
COLOR LEGEND

	BENJAMIN WILLIAMS R/W 2005
	PURE WHITE
	BENJAMIN WILLIAMS R/W 7003
	ARCHITECTURAL SILVER
	CUSTOM WILLIAMS R/W 1005
	WALL PRIMER
	GLAZING
	S&P COOL GRAY

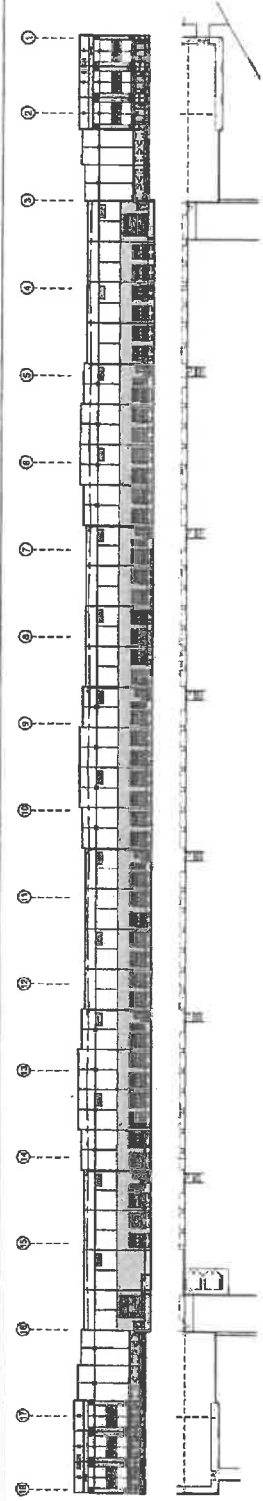
Building & Tr. Up-Corridor Primer



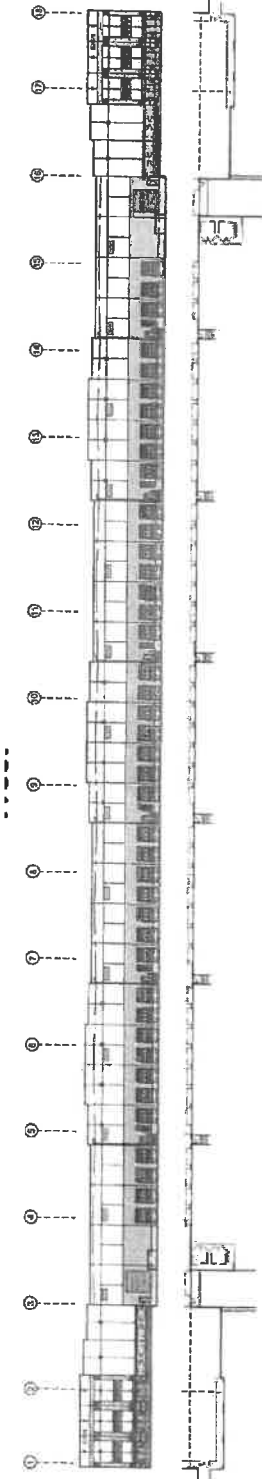
NORTH ELEVATION A
SCALE: 1" = 30'-0"



SOUTH ELEVATION B
SCALE: 1" = 30'-0"



WEST ELEVATION C
SCALE: 1" = 30'-0"



EAST ELEVATION D
SCALE: 1" = 30'-0"

ELEVATIONS
ENTER
MAJESTIC FREEMAN BUSI
REVERSO CA
BUILDING 11

COLLABORATIVE CONSTRUCTION CO., LP
1381 DOWNSIDE DRIVE, SUITE 100
CITY OF SAN JOSE, CALIFORNIA 95128-0000
Tel: 408.261.7200

DATE: 11/20/18
DRAWN BY: JN
CHECKED BY: JN
DATE: 11/20/18
PROJECT NO.: 6712
SHEET NO.: A3.11

SUBMITTAL (2018 11 30)
EAST ELEVATION D

REVISIONS	DATE	BY	CHK

DESCRIPTION	DATE	BY	CHK

COLOR LEGEND

[Color Swatch]	SHOWING WALLS
[Color Swatch]	PURE WHITE
[Color Swatch]	SHOWING WALLS
[Color Swatch]	SHOWING WALLS
[Color Swatch]	WALL STREET
[Color Swatch]	SOULAR COOL DRAY

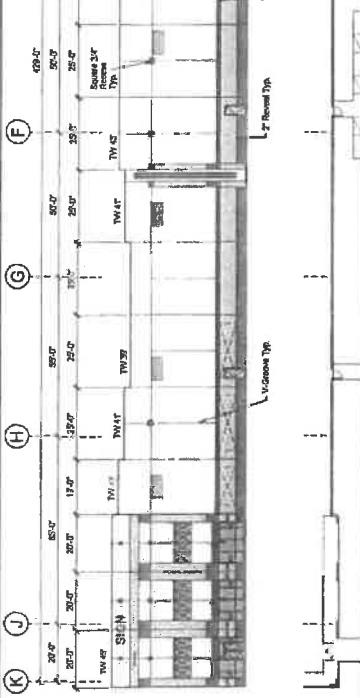
Building is 100% Concrete Panels

Provide 2" x 4" x 8" of 10 A.C. Units Per County of Sonoma Document.

SCALE IN FEET 0 10 20 30

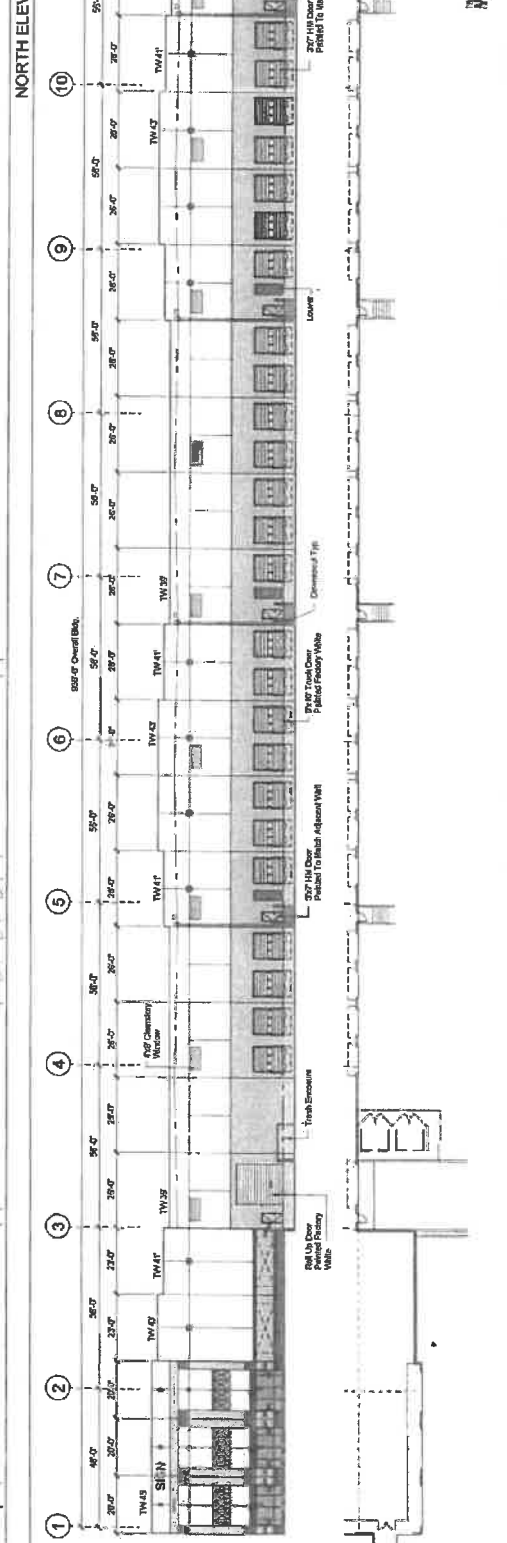
NORTH ELEVATION A

SCALE IN FEET 0 10 20 30



EAST ELEVATION B

SCALE IN FEET 0 10 20 30



COMFORCE CONSTRUCTION CO. LP
 13811 Comanche Parkway North
 Suite 100
 City of Sonoma, California 94965-3497
 Telephone: (707) 939-0133
 License No. 72200

MAJESTIC FREEMWAY BUS CENTER
 BUILDING 11
 INVERSO, CA

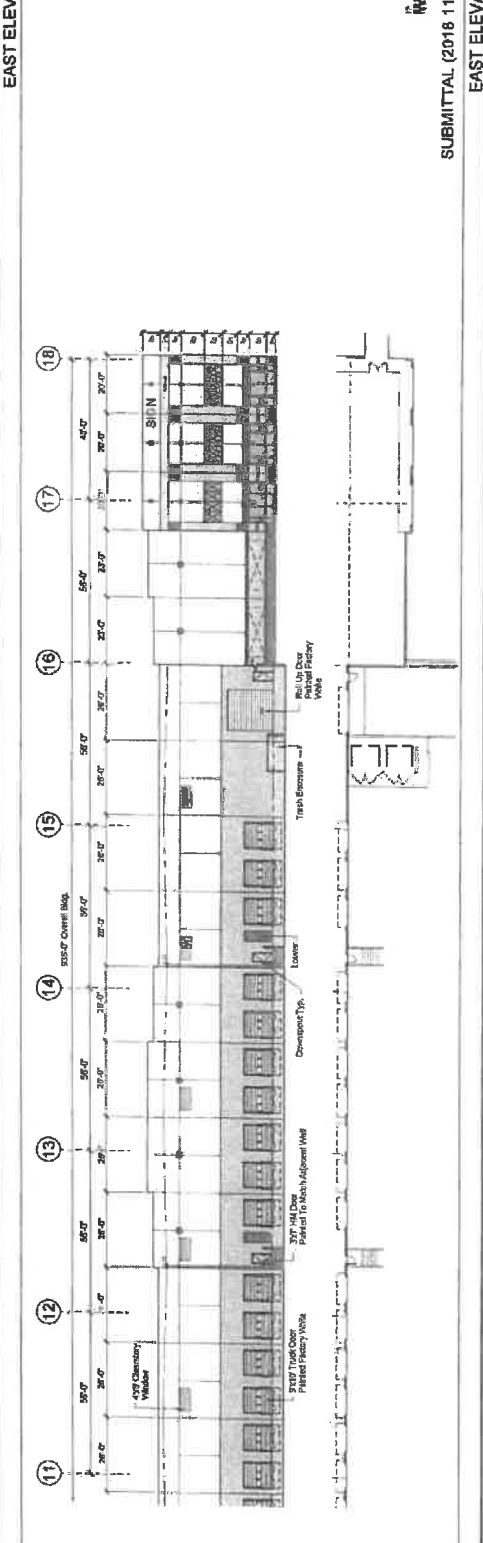
ELEVATIONS

DATE: 11/15/18
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 OCC. JOB NO.: 5712
 SHEET NO.: A3.11B

SCALE IN FEET 0 10 20 30

SUBMITTAL (2018 11 30)

EAST ELEVATION B



1. The information on this drawing is based on the information provided by the client and is not to be used for any other purpose without the written consent of the architect.

DATE	DESCRIPTION

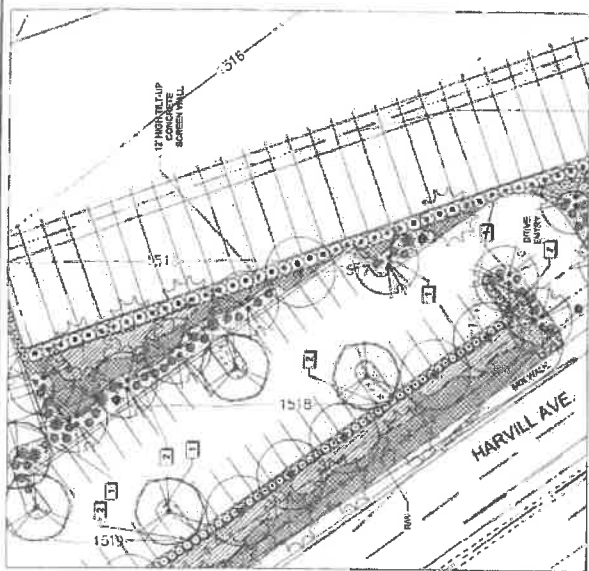


COMMERCE CONSTRUCTION CO., L.P.
 1515 Commerce Center Drive, Suite 100
 City of Redwood, California 95718-1000
 Telephone: (925) 941-1234

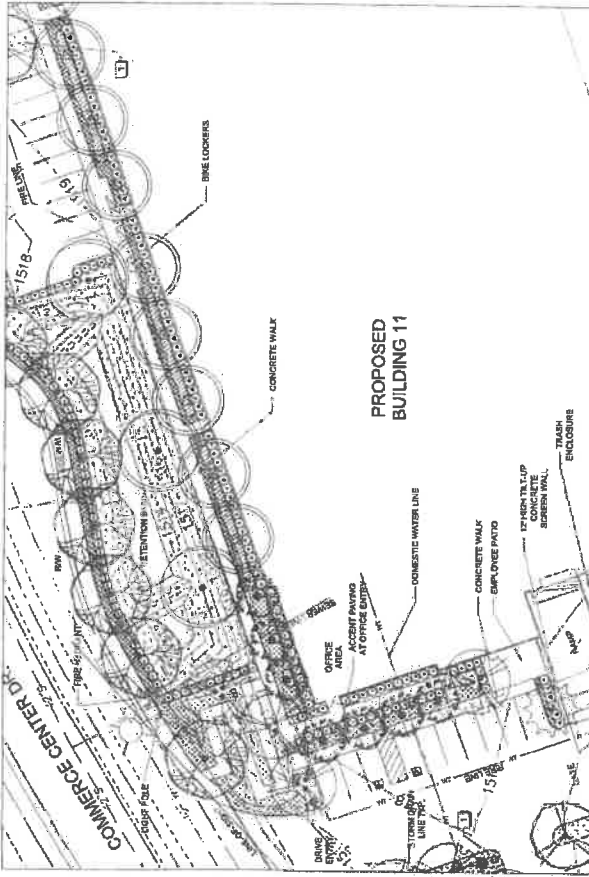
PROJECT TITLE: PRELIMINARY LANDSCAPE PLAN
 PROJECT LOCATION: MAJESTIC FREEWAY BUSINESS CENTER, REDWOOD CITY, CA
 SHEET NO.: BRP-120218
 CONCEPT
 L-3
 1" = 20' (SCALE)



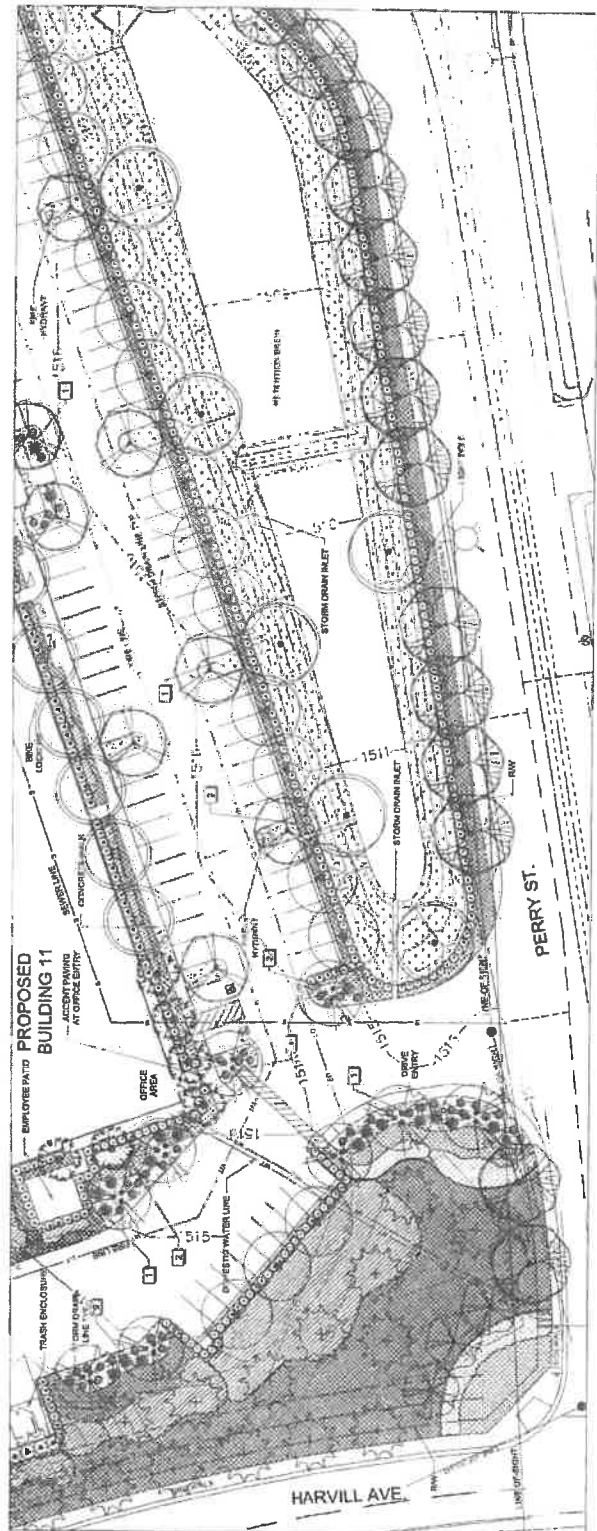
PROPOSED BUILDING 11



ENLARGEMENT "B"
 WEST SIDE OF PROPERTY
 (SCALE 1" = 20'-0")



ENLARGEMENT "A"
 NORTH WEST SIDE OF PROPERTY
 (SCALE 1" = 20'-0")



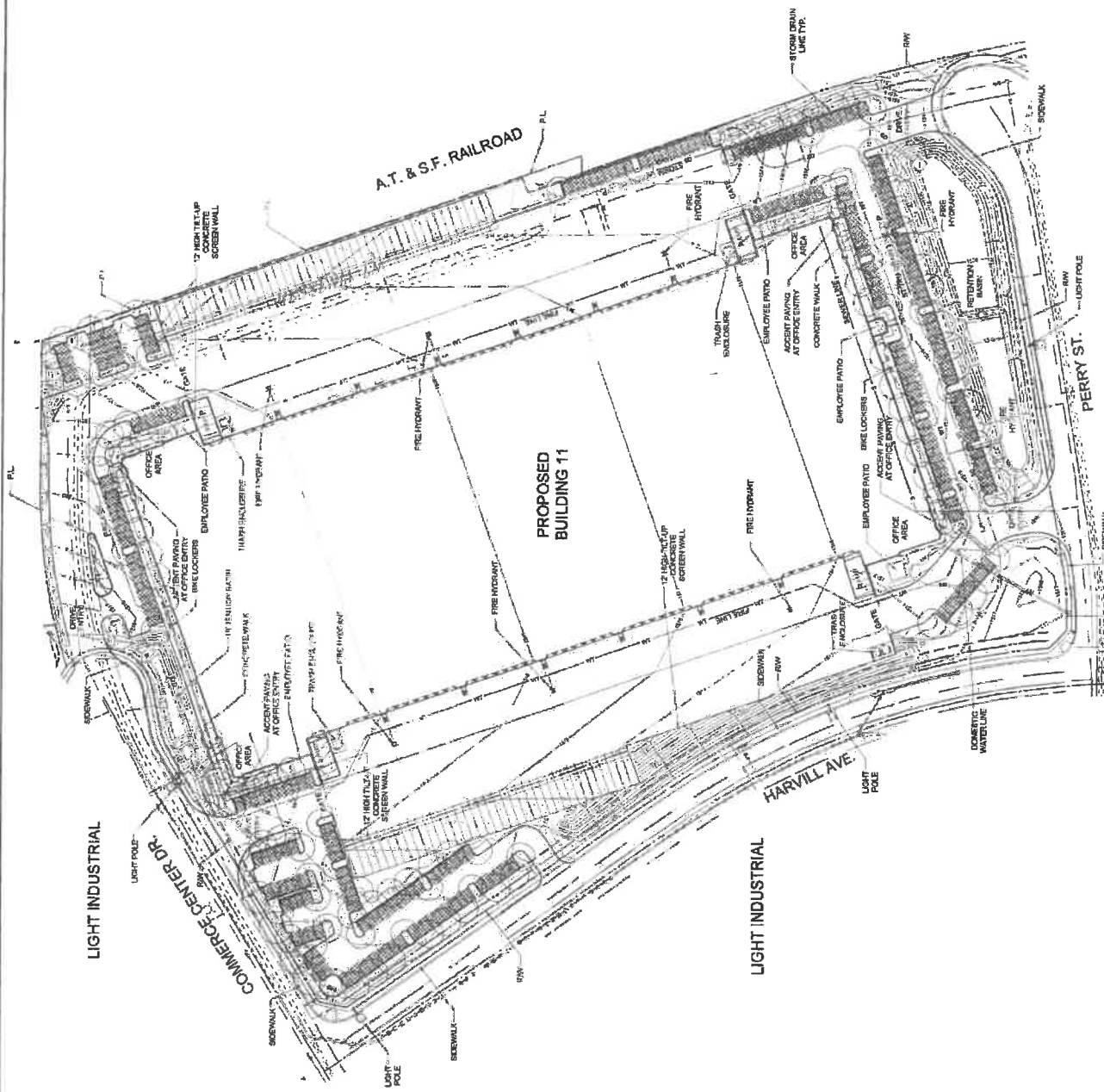
ENLARGEMENT "C"
 SOUTH WEST SIDE OF PROPERTY
 (SCALE 1" = 20'-0")

REFERENCE NOTES SCHEDULE

AREA	DESCRIPTION	SIZE
[Hatched Pattern]	PARKING LOT AREA	0.0000
[Stippled Pattern]	TREES	11.2000

BUILDING 11 - SHADE TABULATION

Parking area = 47,406 s.f.
 Shade provided = 28,001 s.f.
 by trees in parking area
 Percentage of parking area
 shaded by trees = 61%



CHALLENGE CONSTRUCTION CO., L.P.
 12411 Chabot Avenue, Suite 100
 San Ramon, California 94583-1117
 (925) 391-1117
 Fax: (925) 391-1118
 www.challengeconstruction.com



CHALLENGE CONSTRUCTION CO., L.P.
 12411 Chabot Avenue, Suite 100
 San Ramon, California 94583-1117
 (925) 391-1117
 Fax: (925) 391-1118
 www.challengeconstruction.com

PROJECT NO. 11-111
 CONTRACT NO. 11-111
 SHEET NO. 11-111
 BUILDING 11
 MAJESTIC FREEWAY BUSINESS CENTER
 RAYMUNDO, CA



CONTRACTOR'S RESPONSIBILITY: The Contractor shall be responsible for the accuracy of the information provided in this drawing. The Contractor shall be responsible for the accuracy of the information provided in this drawing. The Contractor shall be responsible for the accuracy of the information provided in this drawing.

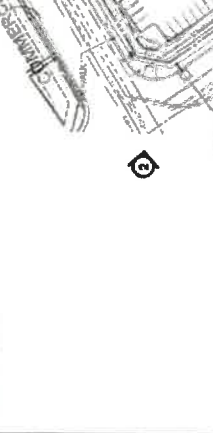
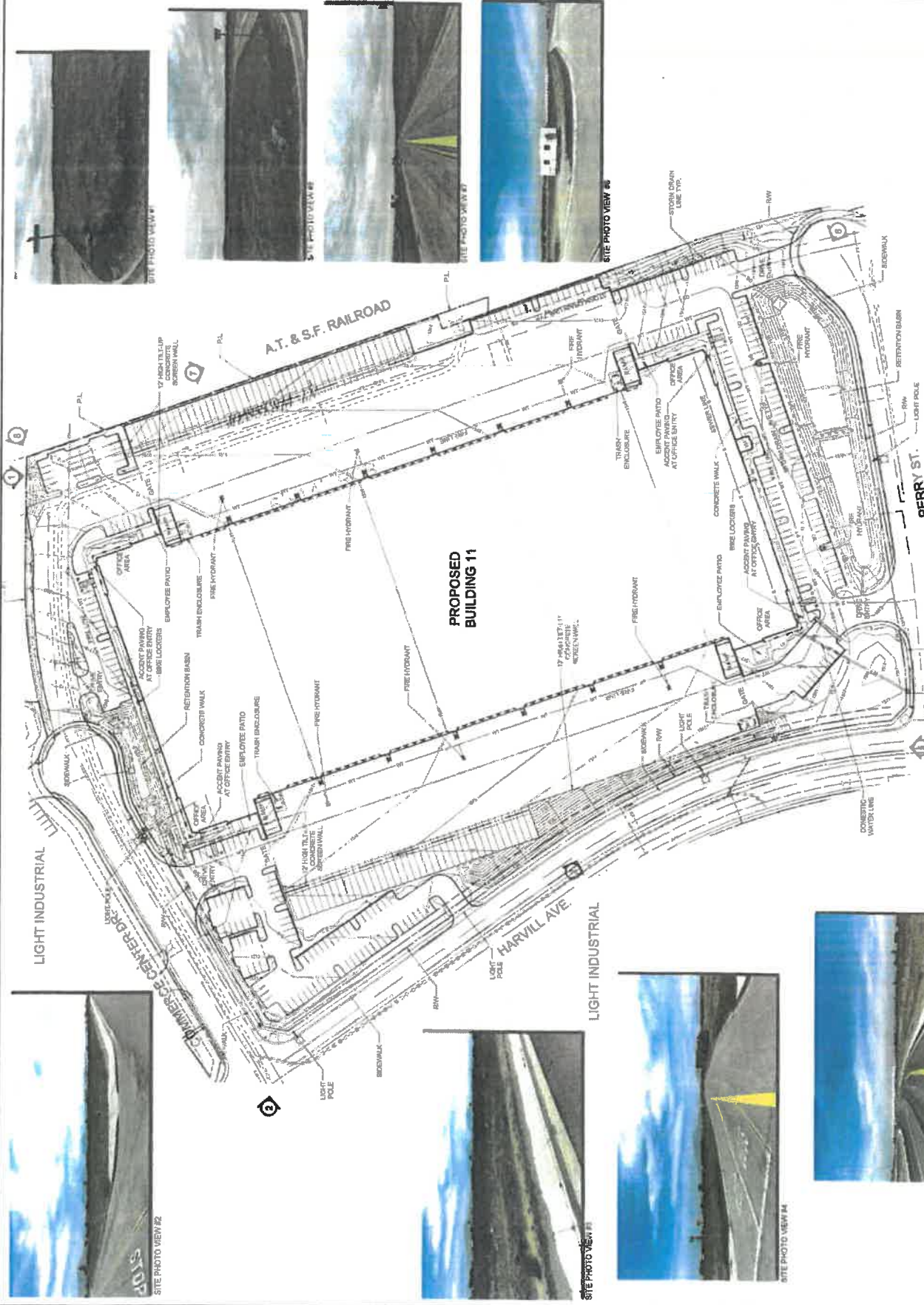
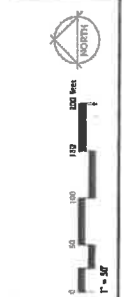
DATE	DESCRIPTION

Environics
 ENVIRONMENTAL CONSULTANTS
 12345 Main Street
 San Francisco, CA 94111
 Tel: (415) 555-1234

CONCRETE CONSTRUCTION CO., L.P.
 12345 Main Street
 San Francisco, CA 94111
 Tel: (415) 555-5678

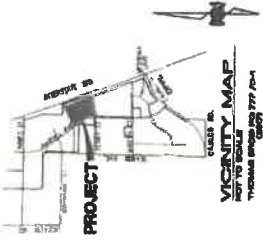
SITE PHOTOS
 BUILDING 11
 MERCANTILE FREEWAY BUSINESS CENTER
 RIVERSIDE, CA

DATE: 12/20/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1" = 50'



LIGHT INDUSTRIAL

LIGHT INDUSTRIAL



GENERAL SITE SURVEY DATA

DESCRIPTION	DATE	BY
1. SURVEY	10/10/00	THOMAS
2. STAKE	10/10/00	THOMAS
3. TOTAL AREA	1.88	THOMAS
4. TOTAL PERIMETER	1.81	THOMAS
5. TOTAL AREA	1.81	THOMAS
6. TOTAL PERIMETER	1.81	THOMAS
7. TOTAL AREA	1.81	THOMAS
8. TOTAL PERIMETER	1.81	THOMAS

GENERAL SITE SURVEY DATA

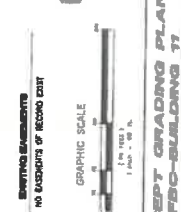
DESCRIPTION	DATE	BY
1. SURVEY	10/10/00	THOMAS
2. STAKE	10/10/00	THOMAS
3. TOTAL AREA	1.88	THOMAS
4. TOTAL PERIMETER	1.81	THOMAS
5. TOTAL AREA	1.81	THOMAS
6. TOTAL PERIMETER	1.81	THOMAS
7. TOTAL AREA	1.81	THOMAS
8. TOTAL PERIMETER	1.81	THOMAS

GENERAL SITE SURVEY DATA

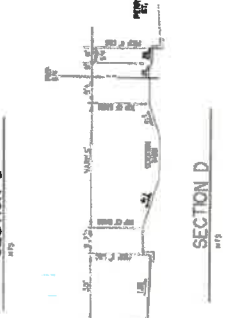
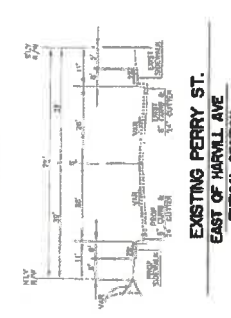
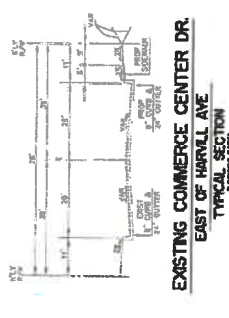
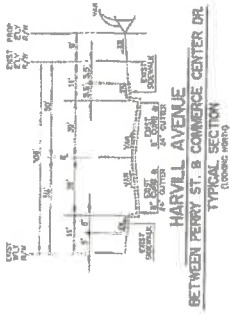
DESCRIPTION	DATE	BY
1. SURVEY	10/10/00	THOMAS
2. STAKE	10/10/00	THOMAS
3. TOTAL AREA	1.88	THOMAS
4. TOTAL PERIMETER	1.81	THOMAS
5. TOTAL AREA	1.81	THOMAS
6. TOTAL PERIMETER	1.81	THOMAS
7. TOTAL AREA	1.81	THOMAS
8. TOTAL PERIMETER	1.81	THOMAS

GENERAL SITE SURVEY DATA

DESCRIPTION	DATE	BY
1. SURVEY	10/10/00	THOMAS
2. STAKE	10/10/00	THOMAS
3. TOTAL AREA	1.88	THOMAS
4. TOTAL PERIMETER	1.81	THOMAS
5. TOTAL AREA	1.81	THOMAS
6. TOTAL PERIMETER	1.81	THOMAS
7. TOTAL AREA	1.81	THOMAS
8. TOTAL PERIMETER	1.81	THOMAS



CONCEPT GRADING PLAN
AFBC-BUILDING 77



NOTES: SEE IS NOT SUBJECT TO MODIFICATION OR ANY OTHER CHANGES AND IS NOT TO BE USED FOR ANY OTHER PROJECTS WITHOUT THE WRITTEN CONSENT OF THOMAS ENGINEERING, INC.

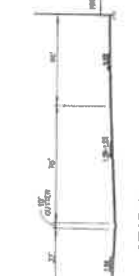
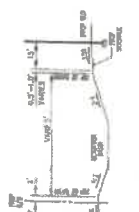
LOCAL JURISDICTIONS: HARVILL, MISSOURI; PERRY, MISSOURI; COMMERCE CENTER, MISSOURI.

APPROVED FOR: [Signature]

DATE: 10/10/00

PROJECT NO.: 777 P-1

SCALE: 1" = 10' HORIZ., 1" = 2' VERT.



DATE: 10/10/00

PROJECT NO.: 777 P-1

DATE: 10/10/00

PROJECT NO.: 777 P-1

DATE: 10/10/00

PROJECT NO.: 777 P-1



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: Majestic Realty Co.

Contact Person: John Semcken E-Mail: JSemcken@majesticrealty.com

Mailing Address: 13191 Crossroads Parkway, 6th Floor

<u>City of Industry</u>	<small>Street</small> <u>CA</u>	<u>91746</u>
<small>City</small>	<small>State</small>	<small>ZIP</small>

Daytime Phone No: (562) 948-4306 Fax No: (_____) _____

Engineer/Representative Name: T&B Planning, Inc.

Contact Person: Tracy Zinn E-Mail: tzinn@tbplanning.com

Mailing Address: 17542 E. 17th Street, Suite 100

<u>Tustin</u>	<small>Street</small> <u>CA</u>	<u>92780</u>
<small>City</small>	<small>State</small>	<small>ZIP</small>

Daytime Phone No: (714) 505-6360 ext. 350 Fax No: (714) 505-6361

Property Owner Name: Majestic Freeway Business Center, LLC

Contact Person: John Semcken E-Mail: JSemcken@majesticrealty.com

Mailing Address: 13191 Crossroads Parkway, 6th Floor

<u>City of Industry</u>	<small>Street</small> <u>CA</u>	<u>91746</u>
<small>City</small>	<small>State</small>	<small>ZIP</small>

Daytime Phone No: (562) 948-4306 Fax No: (_____) _____

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(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.)

Edward P. Roski, Jr (Majestic Freeway Business Center, LLC)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 314-270-001, -002, -003, -004, -005, -006, -007, -008; 314-290-001, -002, -003, -004, -006, -007, -008, -009, -010, -011, -012, -013, -014, -015, -016, -017, -018, -019, -020, -021, -022

Approximate Gross Acreage: 21.3 Acres 18.37ac

General location (nearby or cross streets): North of Perry Street, South of Commerce Center Drive, 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 Section 11a, Subsection 11.26.n (M-M)

Number of existing lots: 30

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	392,038*	45**	Whse: 1; Offices: 2	Warehouse w/ Office Spaces		
2						
3					*Square feet indicated is approximately 5% higher than shown on the Plot Plan exhibit to account for potential future fluctuations.	
4					**Building height is measured from the finished floor to the top of the highest architectural parapet	
5						
6						
7						
8						
9						
10						

PROPOSED Outdoor Uses/Areas: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
No.*	Square Feet	Use/Function
1		
2		
3		
4		
5		

APPLICATION FOR LAND USE AND DEVELOPMENT

6		
7		
8		
9		
10		

* Match to Buildings/Structures/Outdoor Uses/Areas identified on Exhibit "A".

Check this box if additional buildings/structures exist or are proposed, and attach additional page(s) to identify them.)

Related cases filed in conjunction with this application:

Application for Submittal of Planning Geological Report (GEO 3)

Are there previous development applications filed on the subject property: Yes No

If yes, provide Application No(s). Preliminary Application Review (PAR180044)
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) N/A EIR No. (if applicable): EIR No. 466

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 and Geotechnical Study

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: Majestic Realty Co.
Address: 13191 Crossroads Parkway 6th Floor, City of Industry, CA 91746
Phone number: (562) 948-4306
Address of site (street name and number if available, and ZIP Code): N/A
Local Agency: County of Riverside
Assessor's Book Page, and Parcel Number: Book 295 Page 31
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: Majestic Realty Co. Date 11/28/18

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) Edward P. Roski, Jr (Majestic Freeway Business Center, LLC) Date _____
Owner/Authorized Agent (2) _____ Date _____

APPLICATION FOR LAND USE AND DEVELOPMENT

This completed application form, together with all of the listed requirements provided on the Land Use and Development Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\Land Use and Development Condensed application.docx
Created: 04/29/2015 Revised: 08/03/2018



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.,
Assistant TLMA Director

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

The owner(s) of the property, at their own expense, agree to defend, indemnify and hold harmless the County of Riverside and its agents, officers, and employees from and against any lawsuit, claim, action, or proceeding (collectively referred to as "proceeding") brought against the County of Riverside, its agents, officers, attorneys and employees to attack, set aside, void, or annul the County's decision to approve any tentative map (tract or parcel), revised map, map minor change, reversion to acreage, conditional use permit, public use permit, surface mining permit, WECS permit, hazardous waste siting permit, temporary outdoor event permit, plot plan, substantial conformance, revised permit, variance, setback adjustment, general plan amendment, specific plan, specific plan amendment, specific plan substantial conformance, zoning amendments, and any associated environmental documents. This defense and indemnification obligation shall include, but not limited to, damages, fees and/or costs awarded against the County, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, property owner, the County, and/or the parties initiating or bringing such proceeding.

Property Owner(s) Signature(s) and Date

Edward P. Roski, Jr (Majestic Freeway Business Center, LLC)

Printed Name of Owner

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets of this page, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- *If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- *If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- *If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- *If the property owner is a trust, provide a copy of the trust certificate.*

Riverside Office • 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 • Fax (951) 955-1811

Desert Office • 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 • Fax (760) 863-7040

"Planning Our Future... Preserving Our Past"

NOTICE OF PUBLIC HEARING
and
INTENT TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT

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. 180034 (PPT180034) – Intent to Certify an Environmental Impact Report – EIR466 – Applicant: Majestic Realty – 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 Commerce Center Drive, northerly of Perry Street, and westerly of Interstate 215 – 18.35 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 373,368 sq. ft. warehouse/distribution/manufacturing development on 18.35 gross acres.

TIME OF HEARING:	9:00 a.m. or as soon as possible thereafter
DATE OF HEARING:	MAY 20, 2020
PLACE OF HEARING:	RIVERSIDE COUNTY ADMINISTRATIVE CENTER BOARD CHAMBERS, 1ST FLOOR 4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project please contact Project Planner Russell Brady at (951) 955-3025 or email at 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-described project has the potential to have a significant effect on the environment and has prepared an environmental impact report. Environmental Impact Report No. 500, which identifies all significant environmental effects, has been prepared in conjunction with the above referenced applications that constitute the proposed project. The Planning Commission will consider the proposed project, and the final environmental impact report, at the public hearing.

The case file for the proposed project is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. Please note that access to the meeting is limited. All comments received prior to the public hearing will be submitted to the Planning Commission for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Commission, and all correspondence received will be retained for the official record.

If this project is challenged in court, the issues may be limited to those 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 May 05, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PPT180034 for

Company or Individual's Name RCIT - GIS,

Distance buffered 1400'

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

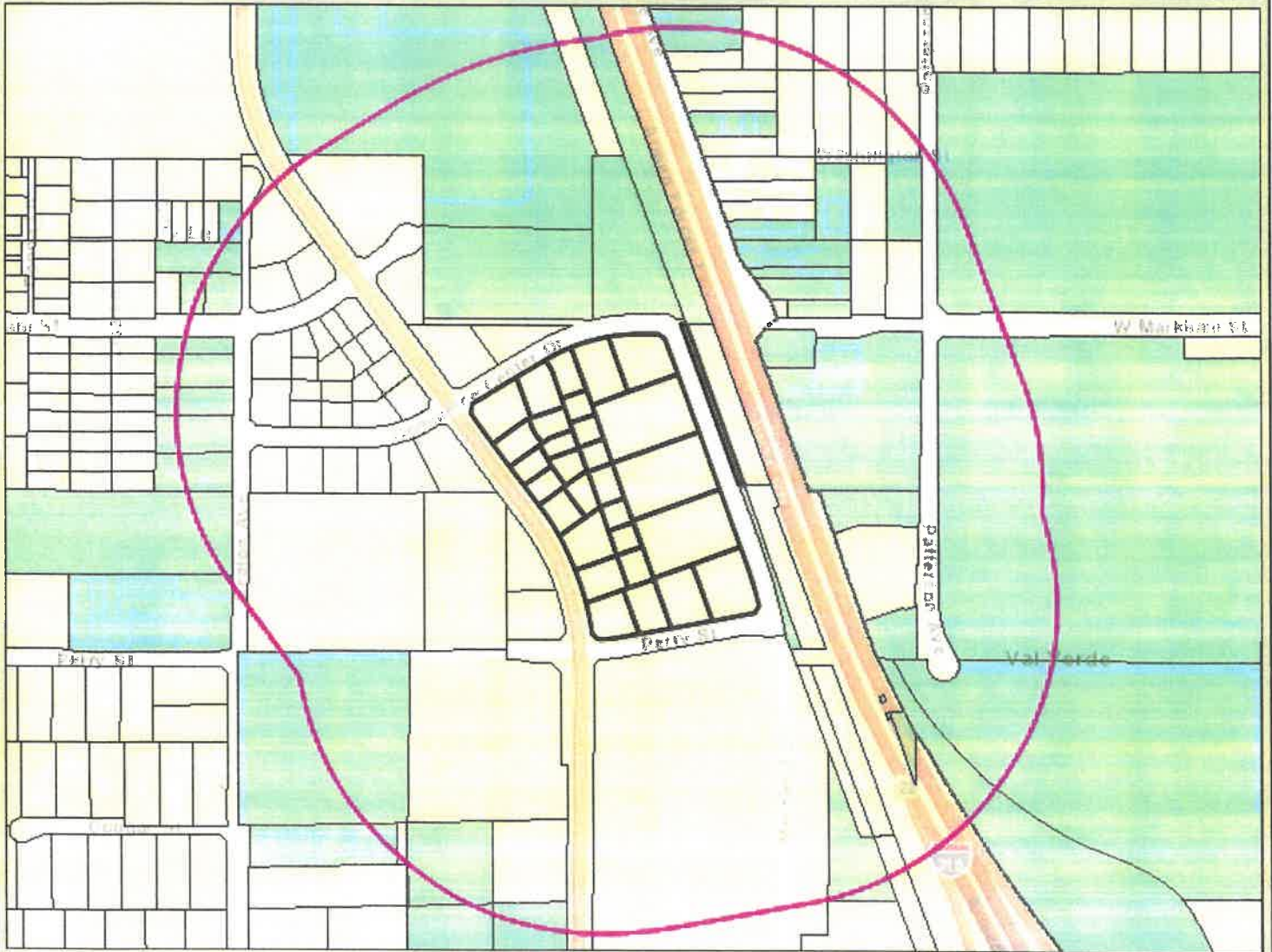
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

PPT180034 (1400 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...5/5/2020 9:28:47 AM

© Riverside County RCIT

314091004
RYAN D. FRANKLIN
16411 JAMES CT
RIVERSIDE CA 92504

314091005
SSR INV CO
1930 ALPHA AVE
SOUTH PASADENA CA 91030

314110008
CHEROKEE FUNDING
26786 IRONWOOD AVE
MORENO VALLEY CA 92555

314110009
GEORGE R. FROST
2935 S PACIFIC AVE
SAN PEDRO CA 90731

314110018
FROST GEORGE R
2935 S PACIFIC AVE
SAN PEDRO CA 90731

314110030
JAIME RIOS
14252 CAMINITO LAZANJA
SAN DIEGO CA 92127

314110031
RANDY REISSNER
P O BOX 3132
LAKE ARROWHEAD CA 92352

314110034
LUIS CARRANZA
4431 WADE AVE
PERRIS CA 92570

314110035
LUIS CARRANZA
4431 WADE AVE
PERRIS CA 92571

314110036
RAFAEL CARRANZA
4431 WADE AVE
PERRIS CA 92571

314110041
RIVERSIDE COUNTY TRANSPORTATION
PO BOX 12008
RIVERSIDE CA 92502

314110048
RICHARD EIBS
5802 ROYALE PL
RIVERSIDE CA 92506

314110055
K & R EQUIPMENT
22254 N BEAR CREEK N
MURRIETA CA 92562

314110060
RIVERSIDE COUNTY FLOOD CONTROL
3133 MISSION INN AVE
RIVERSIDE CA 92507

314110073
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS N 6TH FL
CITY OF INDUSTRY CA 91746

314110075
HALLE PROPERTIES
20225 N SCOTTSDALE RD
SCOTTSDALE AZ 85255

314120002
HEATHER E. CARLISLE
4181 GREEN AVE
LOS ALAMITOS CA 90720

314120017
JAMES D. BAKER
53 SAN SIMEON
LAGUNA NIGUEL CA 92677

314130007
SEATON PERRY
18W140 BUTTERFIELD RD STE 750
OAKBROOK TER IL 60181

314130015
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS PARK N
LA PUENTE CA 91746

314130026
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS PKWY N
LA PUENTE CA 91746

314130027
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS PKY N
LA PUENTE CA 91746

314130028
PSLQ INC
18890 SEATON AVE
PERRIS CA 92570

314140026
STATE OF CALIF
464 W FOURTH ST 6TH FL
SAN BERNARDINO CA 92401

314140038
STEVEN DOUGLAS ATKINSON
12800 CENTER CT STE 300
CERRITOS CA 90703

314140043
JOSEPH T. FLANAGAN
P O BOX 968
PERRIS CA 92572

314140044
STATE OF CALIF
P O BOX 231
SAN BERNARDINO CA 92403

314140052
RIVERSIDE COUNTY TRANSPORTATION
P O BOX 12008
RIVERSIDE CA 92502

314160002
CPT PERRIS INDUSTRIAL
2 SEAPORT LN 15TH FL
BOSTON MA 02210

314180022
OWNER LLC OPTIMUS
PO BOX 847
CARLSBAD CA 92018

314180024
OPTIMUS BUILDING CORP
629 DUFRANC AVE
SEBASTOPOL CA 95472

314180028
DUKE REALTY LTD PARTNERSHIP
P O BOX 40509
INDIANAPOLIS IN 46240

314190026
KEN RAYMOND
18431 SEATON AVE
PERRIS CA 92570

314190031
JOSHUA PETERSON
18463 SEATON AVE
PERRIS CA 92570

314190033
JOSE PEREZ
22970 MARKHAM ST
PERRIS CA 92570

314190034
VICKI JO HUFFMAN
22990 MARKHAM ST
PERRIS CA 92570

314210040
RAMON SALGADO
22971 MARKHAM ST
PERRIS CA 92570

314210041
SANDRA MAGALLON
18605 SEATON ST
PERRIS CA 92570

314210042
STANLEY JODY C LIVING TRUST
22985 MARKHAM ST
PERRIS CA 92570

314210043
REGGIE STANLEY
22991 MARKHAM ST
PERRIS CA 92570

314210044
GUS GOLOBE
4620 GRAVENSTINE HWY S
SEBASTOPOL CA 95472

314310010
MAJESTIC FREEWAY BUSINESS CENTER #10
13191 CROSSROADS PKWY NO SIXTH FLOOR
CITY OF INDUSTRY CA 91746

Richard Drury
Theresa Rettinghouse
Lozeau Drury, LLC.
410 12th Street Suite 250
Oakland, CA 94607

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, CA, 92607-7821



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach
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.

PPT180034
Project Title/Case Numbers

Russell Brady
County Contact Person

(951) 955-3025
Phone Number

N/A
State Clearinghouse Number (if submitted to the State Clearinghouse)

Majestic Freeway Business Center LLC
Project Applicant

13191 Crossroads Parkway, Sixth Floor, City of Industry, CA 91746
Address

The proposed project is located easterly of Harvill Avenue, southerly of Commerce Center Drive, northerly of Perry Street, westerly of Interstate 215
Project Location

Plot Plan No. 180034 is a proposal for the construction and operation of a 373,368 square foot warehouse/distribution/manufacturing facility on 18.35-acres (gross). No refrigerated warehouse space is proposed as part of this project.
Project Description

This is to advise that the Riverside County Planning Commission, as the lead agency, has approved the above-referenced project on _____, and has made the following determinations regarding that project:

1. The project WILL have a significant effect on the environment.
2. An Addendum to EIR No. 466 was prepared for the project pursuant to the provisions of the California Environmental Quality Act Section 15162.
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted for EIR No. 466.
5. A statement of Overriding Considerations WAS adopted for EIR No. 466
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the earlier EIR, 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

Russell Brady, Contract Planner
Title

Date

Date Received for Filing and Posting at OPR: _____

