

# HARVILL AT WATER INDUSTRIAL PROJECT

## (Plot Plan No. 220002)

### SCH NO. 2022050490

prepared for  
Riverside County  
4080 Lemon Street  
Riverside, CA 92502

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June 2023

# Draft Environmental Impact Report

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**DRAFT**  
**ENVIRONMENTAL IMPACT REPORT**  
**HARVILL AT WATER INDUSTRIAL PROJECT**  
**(PLOT PLAN NO. 220002)**  
**RIVERSIDE COUNTY, CALIFORNIA**  
**STATE CLEARINGHOUSE NO. 2022050490**

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## ACRONYMS AND ABBREVIATIONS

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°C	degrees celsius
µg/m <sup>3</sup>	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQIA	Air Quality Impact Analyses
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BAAQMD	Bay Area Air Quality Management District
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
BAU	business as usual
BFE	base flood elevation
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act of 1970
CAAA	CAA Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan of 2013
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act of 1988
CDFW	California Department of Fish and Wildlife
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities 2016 California Gas Report
CGS	California Geological Survey
CH <sub>4</sub>	methane
CHAPIS	Community Health Air Pollution Information System (CARB)
CHRIS	California Historical Resources Inventory System
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	Clean Truck Program

CUP	Conditional Use Permit
dB	decibel
dba	A-weighted decibels
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act of 1973
FMMP	Farmland Mapping and Monitoring Program
gal/day	gallons per day
GHG	greenhouse gas
GWP	global warming potential
Handbook	Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005)
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydroflouorocarbons
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HP	horsepower
HPLV	High Pressure Low Volume
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
I-5	Santa Ana Freeway
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MCC	Material Culture Consulting
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric tons
MT CO <sub>2e</sub>	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N <sub>2</sub> O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH <sub>3</sub>	ammonia
NHPA	National Historic Preservation Act of 1966

NHTSA	National Highway Traffic and Safety Administration
NMC	New Model Colony
NOP	Notice of Preparation
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service
O <sub>3</sub>	ozone
ODC	Ontario Development Code
ONT	Ontario International Airport
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PM <sub>2.5</sub>	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM <sub>10</sub>	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PWS	public water supplier
REC	recognized environmental conditions
ROG	reactive organic gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF	square feet
SF <sub>6</sub>	sulfur hexafluoride
SIP	state implementation plan
SO <sub>2</sub>	sulfur dioxide
SO <sub>3</sub>	sulfur trioxide
SO <sub>4</sub>	sulfates
SoCalGas	Southern California Gas Company
SO <sub>x</sub>	sulfur oxides
SP	Specific Plan
SR	State Route
SR-60	Pomona Freeway
SR-83	Euclid Avenue
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact Analysis

tpy	tons per year
TTCP	traditional tribal cultural places
TUA	traditional use area
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WFA	Water Facilities Authority
Williamson Act	California Land Conservation Act of 1965
WQC	Water Quality Certification



# 1. Executive Summary

This Draft Environmental Impact Report (Draft EIR) evaluates the environmental effects that may result from the adoption, construction, and operation of the proposed Harvill at Water Industrial Project (Project). This Draft EIR has been prepared in conformance with State and County of Riverside environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and Section 15105. During the 45-day review period, the Draft EIR will be available for public review at the County's website: (<https://planning.rctlma.org/>) or physically at the following location:

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Written comments related to environmental issues in the Draft EIR should be addressed to:

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A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

## 1.1 PROJECT LOCATION

The proposed Project site is located within the Mead Valley Area of Riverside County, comprising four parcels at the southwest corner of Water Street and Harvill Avenue. Regional access to the Project site is provided by Interstate 215 (I-215). Local access to the site is provided from Water Street and Orange Avenue. The Project site and surrounding area is shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*.

## 1.2 PROJECT DESCRIPTION SUMMARY

The applicant for the proposed Project is requesting approval from the County of Riverside to construct an approximately 434,823 square foot (SF) speculative industrial building, parking lot, ornamental landscaping, and associated infrastructure. Approximately 30 percent of the building would tentatively be operated as refrigerated storage, dependent on the future tenant. For the purpose of the analysis of this EIR, 30 percent of the warehouse is assumed to operate as refrigerated storage. The proposed building would result in a FAR of 0.4971 which is below the allowable maximum FAR of 0.60 for the Business Park (BP) land use designation. The Project would include a 1,528 SF bioretention basin on the east property line.

## 1.3 PROJECT OBJECTIVES

The Harvill at Water Industrial Project has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The primary purpose of the Project and its primary goal is to develop a vacant or underutilized property to provide an employment-generating use to help grow the economy in the County of Riverside. The Project would achieve this goal through the following objectives:

1. To make efficient use of underutilized property in the Mead Valley by adding to its potential for employment-generating uses.
2. To attract new business and employment to Riverside County and thereby promote economic growth.
3. To create new jobs to reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
5. To develop a new industrial project that is located along, and would utilize, a major truck route to limit truck traffic through residential neighborhoods.
6. To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

## 1.4 SUMMARY OF ALTERNATIVES

Section 7.0, *Alternatives*, of this Draft EIR analyzes a range of reasonable alternatives to the proposed Project, which are summarized.

**Alternative 1: No Project/No Build Alternative.** This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (May 25, 2022).

**Alternative 2: No Project/Buildout of Existing Land Use Alternative.** This alternative consists of the Project not being approved, and the Project site would be fully built out based on the existing underlying land use and zoning designations. As this alternative would be built out fully based on the existing underlying land use and zoning designations, which allow for development at up to a 0.60 FAR for the 20.57-acre site, this alternative would result in construction and operation of a 524,811 SF business park. Development under the No Project/Buildout of Existing Land Use Alternative would increase Project square footage by approximately 20.7%. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

**Alternative 3: Reduced Project Alternative.** This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a 160,000 SF industrial building with approximately 112,000 SF of nonrefrigerated warehouse uses and 48,000 SF of refrigerated storage. Development under the Reduced Project Alternative would reduce Project square footage by approximately 63%. As with the Project, the entire 20.57-acre site would be developed, but the reduced square footage would allow for increased setbacks and parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

## 1.5 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less than significant, and no impact. Relevant standard conditions of approval and regulatory requirements are identified, and mitigation measures are provided for all potentially significant impacts.

**Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance**

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>5.1 Aesthetics</b>				
<b>Impact AE-1:</b> The Project would not have a substantial effect upon a scenic highway corridor within which it is located.	<p><b>PPP AE-1: Lighting Plans.</b> 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.</p> <p><b>PPP AE-2: Outdoor Lighting.</b> 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 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.</p>	No impact	None required	No impact
<b>Impact AE-2:</b> The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view.		Less than significant	None required	Less than significant
<b>Impact AE-3:</b> The Project would not conflict with applicable zoning and other regulations governing scenic quality.		Less than significant	None required	Less than significant
<b>Impact AE-4:</b> The Project would not interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655.		Less than significant	None required	Less than significant
<b>Impact AE-5:</b> The Project would not crate a new source of substantial light or glare which would adversely affect day or nighttime views in the area.		Less than significant	None required	Less than significant
<b>Impact AE-6:</b> The Project would not expose residential property to unacceptable light levels.		Less than significant	None required	Less than significant
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.2 Agriculture and Forestry Resources</b>				
<b>Impact AG-1:</b> The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide		Less than significant	None required	Less than significant



Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.				
<b>Impact AG-2:</b> The Project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.		No impact	None required	No impact
<b>Impact AG-3:</b> The Project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm").		Less than significant	None required	Less than significant
<b>Impact AG-4:</b> The Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.		No impact	None required	No impact
<b>Impact AG-5:</b> The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)).		No impact	None required	No impact
<b>Impact AG-6:</b> The Project would not result in the loss of forest land or conversion of forest land to non-forest use.		No impact	None required	No impact

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Impact AG-7:</b> The Project would not 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.</p>		No impact	None required	No impact
<p><b>Cumulative</b></p>		Less than significant	None required	Less than significant
<p><b>5.3 Air Quality</b></p>				
<p><b>Impact AQ-1:</b> The Project would conflict with or obstruct implementation of the applicable air quality plan.</p>	<p><b>PPP AQ-1: Rule 403.</b> The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The contractor shall ensure that traffic speeds on unpaved roads and project site areas are</li> </ul>	Less than significant	None required	Less than significant
<p><b>Impact AQ-2:</b> The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.</p>		Less than significant		Less than significant
<p><b>Impact AQ-3:</b> The Project would not expose sensitive receptors to substantial pollutant concentrations.</p>		Less than significant		Less than significant
<p><b>Impact AQ-4:</b> The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.</p>		Less than significant		Less than significant
<p><b>Cumulative</b></p>		Less than significant		Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>reduced to 15 miles per hour or less.</p> <p><b>PPP AQ-2: Rule 1113.</b> 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.</p> <p><b>PPP AQ-3: Rule 402.</b> 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.</p>			
<b>5.4 Biological Resources</b>				
<p><b>Impact BIO-1:</b> The 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.</p>	<p><b>PPP BIO-1: County Ordinance No. 810.</b> 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)</p>	<p>Potentially significant</p>	<p><b>Mitigation Measure BIO-1: Burrowing Owl Pre-Construction.</b> 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</p>	<p>Less than significant</p>

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>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.</p> <p><b>PPP BIO-2: County Ordinance No. 663.</b> Prior to the issuance of any grading permits, fees required pursuant to Riverside County Ordinance No. 663 (Stephens' Kangaroo Rat Mitigation Fee Ordinance) shall be submitted to the County. County Ordinance No. 663 requires a per-acre local development impact and mitigation fee payment prior to the issuance of grading permit.</p>		<p>in the Western Riverside County Regional Conservation Authority Burrowing Owl Survey Instructions for the Plan Area (2006).</p> <p>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.</p>	
<p><b>Impact BIO-2:</b> The Project would not have a substantial adverse effect, either directly or through habitat</p>		<p>Potentially significant</p>	<p><b>Mitigation Measure BIO-1,</b> listed above.</p>	<p>Less than significant</p>

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>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).</p>			<p><b>Mitigation Measure BIO-2: Nesting Bird Survey.</b> Vegetation removal should occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. 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.</p>	
<p><b>Impact BIO-3:</b> The Project would not have a substantial adverse effect, either directly or through habitat</p>		<p>Potentially significant</p>	<p><b>Mitigation Measure BIO-1</b>, listed above. <b>Mitigation Measure BIO-2</b>, listed above.</p>	<p>Less than significant</p>

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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.				
<b>Impact BIO-4:</b> The Project would not 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.		Potentially significant	<b>Mitigation Measure BIO-2</b> , listed above.	Less than significant
<b>Impact BIO-5:</b> The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service.		No impact	None required	No impact
<b>Impact BIO-6:</b> The Project would not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.		No impact	None required	No impact
<b>Impact BIO-7:</b> The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.		No impact	None required	No impact
<b>Cumulative</b>	PPP BIO-1, as listed above.	Potentially significant	MM BIO-1 through MM BIO-2	Less than significant
<b>5.5 Cultural Resources</b>				
<b>Impact CUL-1:</b> The Project would not alter or destroy a historic site.		Less than significant		Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Impact CUL-2:</b> The Project would not cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5.</p>		Less than significant		Less than significant
<p><b>Impact CUL-3:</b> The Project would not alter or destroy an archaeological site.</p>		Potentially significant	<p><b>Mitigation Measure CUL-1: Unanticipated Resources (COA Planning-CUL 3).</b> 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:</p> <p>All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the Project archaeologist 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, 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.</p> <p>Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.</p> <p><b>Mitigation Measure CUL-2: Cultural Resource Monitoring Program (060-Planning-CUL.1).</b> Prior to issuance of</p>	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.</p> <p>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.</p>	



Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p><b>Mitigation Measure CUL-3: Artifact Disposition (070-Planning-CUL.1).</b> In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods.</p> <p>Any artifacts identified and collected during construction grading activities are not to leave the project area and shall remain onsite in a secure location until final disposition.</p> <p><i>Historic Resources</i></p> <p>All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.</p> <p><i>Prehistoric and/or Tribal Cultural Resources</i></p>	

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>One of the following treatments shall be applied.</p> <ol style="list-style-type: none"> <li>1. Preservation-in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.</li> <li>2. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s) and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing (including a complete photographic record) and analysis have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s). Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.</li> </ol> <p><i>Human Remains</i></p> <p>Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further,</p>	

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains and any associated items as provided in Public Resources Code Section 5097.98.</p> <p><b>Mitigation Measure CUL-4: Phase IV Monitoring Report (070-Planning-CUL.2).</b> Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to</p>	

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			procedures stipulated in the Cultural Resources Management Plan.	
<p><b>Impact CUL-4:</b> The Project would not cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5.</p>		Potentially significant	<p><b>Mitigation Measure CUL-1</b>, listed above.  <b>Mitigation Measure CUL-2</b>, listed above.  <b>Mitigation Measure CUL-3</b>, listed above.  <b>Mitigation Measure CUL-4</b>, listed above.</p>	Less than significant
<p><b>Impact CUL-5:</b> The Project would not disturb any human remains, including those interred outside of formal cemeteries.</p>	<p><b>PPP CUL-1: Human Remains. (COA Planning-CUL 1).</b> If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the “Most Likely Descendant”. The Most Likely Descendant shall then make recommendations and engage in consultation with the</p>	Less than significant	None required	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.			
<b>Cumulative</b>	PPP CUL-1, as listed above.	Less than significant	MM CUL-1 through MM CUL-4	Less than significant
<b>5.6 Energy</b>				
<b>Impact E-1:</b> The Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.	<b>PPP E-1: CalGreen Compliance:</b> The Project is required to comply with the CalGreen Building Code as included in County Ordinance No. 457 to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.	Less than significant	None required	Less than significant
<b>Impact E-2:</b> The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	The following standard regulations would reduce potential impacts related to energy: <ul style="list-style-type: none"><li>• California Energy Code (Code of Regulations, Title 24 Part 6).</li><li>• CalGreen Building Standards Code as included in County Ordinance No. 457</li></ul>	Less than significant	None required	Less than significant
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.7 Geology and Soils</b>				
<b>Impact GEO-1:</b> 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 issued by the State Geologist for the area or based on	<b>PPP GEO-1: CBC Compliance.</b> The Project is required to comply with the California Building Standards Code as included in County Ordinance No. 457 to preclude	No impact	None required	No impact

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
other substantial evidence of a known fault.	significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.			
<b>Impact GEO-2:</b> The Project would not be subject to seismic-related ground failure, including liquefaction.		Less than significant	None required	Less than significant
<b>Impact GEO-3:</b> The Project would not be subject to strong seismic ground shaking.		Less than significant	None required	Less than significant
<b>Impact GEO-4:</b> The Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards.		Less than significant	None required	Less than significant
<b>Impact GEO-5:</b> The Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in ground subsidence.		Less than significant	None required	Less than significant
<b>Impact GEO-6:</b> The Project would not be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard.		No impact	None required	No impact
<b>Impact GEO-7:</b> The Project would not change topography or ground surface relief features.		No Impact	None required	No impact
<b>Impact GEO-8:</b> The Project would not create cut or fill slopes greater than 2:1 or higher than 10 feet.		No impact	None required	No impact
<b>Impact GEO-9:</b> The Project would not result in grading that affects or negates subsurface sewage disposal systems.		No impact	None required	No impact
<b>Impact GEO-10:</b> The Project would not result in substantial soil erosion or the loss of topsoil.		Less than significant	None required	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Impact GEO-11:</b> The Project would not 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.</p>		Less than significant	None required	Less than significant
<p><b>Impact GEO-12:</b> The Project would not have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water.</p>		No impact	None required	No impact
<p><b>Impact GEO-13:</b> The Project would not be impacted by or result in an increase in wind erosion and blowsand, either on or off site.</p>		No impact	None required	No impact
<p><b>Cumulative</b></p>		Less than significant	None required	Less than significant
<p><b>5.8 Greenhouse Gases</b></p>				
<p><b>Impact GHG-1:</b> The Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p><b>PPP E-1: CALGreen Code.</b> Listed previously in Section 5.6, Energy.</p>	Potentially significant	<p><b>Mitigation Measure GHG-1: Climate Action Plan Measures.</b> Prior to the issuance of a building permit, the Project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating that the Project includes the measures from the County of Riverside Climate Action Plan (CAP) GHG Emission Screening Tables, as needed to achieve a minimum of 100 points. Specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to the County of Riverside Transportation Land Management Agency review. The County shall verify incorporation of the identified Screening Table Measures within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as</p>	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			applicable). The County shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy.	
<b>Impact GHG-2:</b> The Project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.		Potentially significant	<b>Mitigation Measure GHG-1</b> , as listed above.	Less than significant
<b>Cumulative</b>		Potentially significant	MM GHG-1	Less than significant
<b>5.9 Hazards and Hazardous Materials</b>				
<b>Impact HAZ-1:</b> The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Existing Regulations <b>Federal</b> <ul style="list-style-type: none"> <li>United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act</li> </ul>	Less than significant	None required	Less than significant
<b>Impact HAZ-2:</b> The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	<ul style="list-style-type: none"> <li>United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning &amp; Community Right to Know Act</li> </ul>	Less than significant	None required	Less than significant
<b>Impact HAZ-3:</b> The Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.	<ul style="list-style-type: none"> <li>United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)</li> </ul>	Less than significant	None required	Less than significant
<b>Impact HAZ-4:</b> The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school.	<ul style="list-style-type: none"> <li>United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act</li> </ul>	No impact	None required	No impact



Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Impact HAZ-5:</b> The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.</p>	<ul style="list-style-type: none"> <li>• US Environmental Protection Agency Asbestos Hazard Emergency Response Act, 40 United States Code of Regulations Section 763</li> <li>• United States Code of Federal Regulations Title 49, Chapter I</li> <li>• United States Code of Federal Regulations Title 29, Section 1926.62</li> <li>• United States Code of Federal Regulations Title 40, Part 761</li> <li>• United States Code of Federal Regulations Title 29, Section 1910.120</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>• California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62</li> <li>• California Code of Regulations Title 24, Part 2: California Building Code</li> <li>• California Code of Regulations Title 24, Part 9: California Fire Code</li> <li>• California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard</li> <li>• California Code of Regulations Title 23, Chapter 16: Underground Storage Tanks</li> <li>• California Code of Regulations Title 8, Section 1529: Asbestos</li> <li>• California Health and Safety Code Division 20, Chapter</li> </ul>	<p>No impact</p>	<p>None required</p>	<p>No impact</p>

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	6.9.1, Sections 25400.10 through 25400.47 <ul style="list-style-type: none"> <li>California Health and Safety Code Section 39650 et seq.</li> </ul> <b>Regional</b> <ul style="list-style-type: none"> <li>South Coast Air Quality Management District Rule 1403: Asbestos</li> </ul> <b>Local</b> <ul style="list-style-type: none"> <li>Riverside County Ordinance No. 651.5</li> </ul>			
<b>Impact HAZ-6:</b> The Project would not result in an inconsistency with an Airport Master Plan.	<b>PPP HAZ-1: ALUC Conditions.</b> The Project will be required to comply with the following conditions issued by the Airport Land Use Commission on July 14 2022: <ol style="list-style-type: none"> <li>Any new outdoor lighting that is 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.</li> <li>The following uses/activities are not included in the proposed Project and shall be prohibited at this site:                             <ol style="list-style-type: none"> <li>Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations</li> </ol> </li> </ol>	Less than significant	None required	Less than significant
<b>Impact HAZ-7:</b> The Project has been reviewed by the Airport Land Use Commission and would not result in conflicts to air traffic.		Less than significant	None required	Less than significant
<b>Impact HAZ-8:</b> For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, the Project would not result in a safety hazard for people residing or working in the Project area.		Less than significant	None required	Less than significant
<b>Impact HAZ-9:</b> For a project within the vicinity of a private airstrip, or heliport, the Project would not result in a safety hazard for people residing or working in the Project area.		No impact	None required	No impact

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.</p>			

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash</p>			

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>disposal, and incinerators.)</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>(e) Highly noise sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.</p> <p>(f) Other Hazards to flight.</p> <p>3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be</p>			

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>recorded as a deed notice.</p> <p>4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.</p> <p>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</p>			

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.</p> <p>A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.</p> <p>5. 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</p>			

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>controllers, access gates, etc.</p> <p>6. The Project has been evaluated to construct 434,823 square foot warehouse building, which includes 424,823 square feet of warehouse area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.</p> <p>7. All solar arrays installed on the Project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 34 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 344,124 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square</p>			



Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended Project does not result in any glare impacting the air traffic control tower or creation of any “yellow” or “red” level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.</p> <p>8. In the event that any 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 event, 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 “event” 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</p>			

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>Project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event 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.</p> <p>9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of Project operation, upon notification to the airport operator of an event, 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</p>			

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>interference. An “event” 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 event. For each such event 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.</p>			
<b>Cumulative</b>	Existing regulations and PPP HAZ-1 as listed above.	Less than significant	None required	Less than significant
<b>5.10 Hydrology and Water Quality</b>				
<p><b>Impact HYD-1:</b> The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.</p>	<p><b>PPP HYD-1: Comply with NPDES.</b> 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</p>	Less than significant	None required	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Prevention Plans during the life of this permit.  <b>PPP HYD-2: NPDES/SWPPP.</b> 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.			
<b>Impact HYD-2:</b> The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.		Less than significant	None required	Less than significant
<b>Impact HYD-3:</b> The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.	<b>PPP HYD-1,</b> as listed above. <b>PPP HYD-2,</b> as listed above.	Less than significant	None required	Less than significant
<b>Impact HYD-4:</b> The Project would not result in substantial erosion or siltation on-site or off-site.	<b>PPP HYD-1,</b> as listed above. <b>PPP HYD-2,</b> as listed above.	Less than significant	None required	Less than significant
<b>Impact HYD-5:</b> The Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site.	<b>PPP HYD-1,</b> as listed above. <b>PPP HYD-2,</b> as listed above.	Less than significant	None required	Less than significant
<b>Impact HYD-6:</b> The Project would not create or contribute runoff water which would exceed the capacity of existing		Less than significant	None required	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.				
<b>Impact HYD-7:</b> The Project would not impede or redirect flood flows.		Less than significant	None required	Less than significant
<b>Impact HYD-8:</b> The Project would not result in flood hazard, tsunami, or seiche zones, which could risk the release of pollutants due to Project inundation.		Less than significant	None required	Less than significant
<b>Impact HYD-9:</b> The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.		Less than significant	None required	Less than significant
<b>Cumulative</b>	PPP HYD-1 and PPP HYD-2, as listed above.	Less than significant	None required	Less than significant
<b>5.11 Land Use and Planning</b>				
<b>Impact LU-1:</b> The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.		Less than significant	None required	Less than significant
<b>Impact LU-2:</b> The Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community).		No impact	None required	No impact
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.12 Noise</b>				
<b>Impact NOI-1:</b> For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, the Project would not expose people residing or	Existing Regulations <ul style="list-style-type: none"> <li>• California Code of Regulations, Title 24</li> </ul>	Less than significant	None required	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
working in the Project area to excessive noise levels.	included in County Ordinance No. 457			
<b>Impact NOI-2:</b> For a project located within the vicinity of a private airstrip, the Project would not expose people residing or working in the Project area to excessive noise levels.	<ul style="list-style-type: none"> <li>Riverside County Ordinance No. 847</li> </ul>	No impact	None required	No impact
<b>Impact NOI-3:</b> The Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	<b>PPP NOI-1: Ordinance No. 847, Section 2i.</b> As required by Ordinance No. 847, Section 2i, construction activities shall not take place between the hours of 6:00 p.m. and 6:00 a.m., during the months of June through September, and 6:00 p.m. and 7:00 a.m., during the months of October through May, without prior approval from the County of Riverside.	Less than significant	None required	Less than significant
<b>IMPACT NOI-4:</b> The Project would not result in generation of excessive groundborne vibration or groundborne noise levels.		Less than significant	None required	Less than significant
<b>Cumulative</b>	Existing regulations and PPP NOI-1, as listed above.	Less than significant	None required	Less than significant
<b>5.13 Paleontological Resources</b>				
<b>Impact GEO-14:</b> The Project would not directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.		Potentially significant	<b>Mitigation Measure PAL-1: Paleontological Monitoring.</b> Prior to the issuance of grading permits, the applicant shall provide a letter to the County of Riverside Planning Department, or designee, from a professional paleontologist, stating that a qualified paleontologist has been retained to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the County for review and	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring for excavation below five feet below ground surface.</p> <p>In the event paleontological resources are encountered, ground disturbing activity within 50 feet of the area shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.</p> <p>Criteria for discard of specific fossil specimens shall be made explicit in the PRIMP. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project construction, then recovery techniques may be applied. Actions include recovering a sample of the fossiliferous material prior to construction, monitoring construction activities and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage, and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. A report</p>	

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			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.	
<b>Cumulative</b>		Potentially significant	MM PAL-1	Less than significant
<b>5.14 Population and Housing</b>				
<b>Impact POP-1:</b> The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Existing Regulations <ul style="list-style-type: none"> <li>• SCAG Regional Housing Needs Allocation</li> <li>• California Government Code Section 65300</li> <li>• Government Code Sections 65580–65589</li> <li>• California Senate Bill 330</li> </ul>	No impact	None required	No impact
<b>Impact POP-2:</b> The Project would not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income.		Less than significant	None required	Less than significant
<b>Impact POP-3:</b> The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).		Less than significant	None required	Less than significant
<b>Cumulative</b>	Existing regulations, as listed above.	Less than significant	None required	Less than significant
<b>5.15 Public Services</b>				
<b>Impact PS-1:</b> The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other	<b>PPP PS-1: Ordinance No. 659.</b> Prior to the issuance of 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,	Less than significant	None required	Less than significant



Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
performance objectives for fire protection services.	regulations and fees related to providing services and/or the funding and installation of facilities (including fire facilities, library facilities, flood control infrastructure, transportation improvements, park facilities, trail facilities, etc.) 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.			
<b>Impact PS-2:</b> The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff facilities or the need for new or physically altered sheriff 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.	<b>PPP PS-1</b> , as listed above.	Less than significant	None required	Less than significant
<b>Impact PS-3:</b> The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	<b>PPP PS-2: School Impact Fees.</b> 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.	Less than significant	None required	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Impact PS-4:</b> The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or the need for new or physically altered library 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.</p>	<p><b>PPP PS-1</b>, as listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p><b>Impact PS-5:</b> The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered health care facilities or the need for new or physically altered health care 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 care services.</p>	<p><b>PPP PS-1</b>, as listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p><b>Cumulative</b></p>	<p>PPP PS-1, as listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p><b>5.16 Transportation</b></p>				
<p><b>Impact TR-1:</b> The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.</p>		<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p><b>Impact TR-2:</b> The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b), regarding vehicle miles traveled.</p>	<p><b>PDF TR-1: Carpool/Vanpool Parking.</b> The Project would include provision of designated carpool/vanpool parking in desirable locations onsite. <b>PDF TR-2: Bicycle Facilities.</b> The Project would install end-of-trip</p>	<p>Potentially significant</p>	<p><b>Mitigation Measure TR-1: Voluntary Commute Trip Reduction Program.</b> The Project would implement a Community Trip Reduction Program, which shall encourage alternative modes of transportation, such as carpooling. The Community Trip Reduction Program would include providing onsite</p>	<p>Significant and unavoidable</p>

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	facilities such as bicycle parking and lockers for employees. <b>PDF TR-3: Electric Vehicle Chargers.</b> The Project would install onsite electric vehicle charging stations, beyond what is required by the 2019 California Green Building Code Standards. <b>PDF TR-4: Sidewalk Connectivity.</b> The Project would construct sidewalks along the Project frontage and provide connections to existing trails to improve pedestrian access.		and/or online commute information services, including information on available transit and ride coordination for employees.	
<b>Impact TR-3:</b> The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).		Less than significant	None required	Less than significant
<b>Impact TR-4:</b> The Project would not cause an effect upon, or a need for new or altered maintenance of roads.	<b>PPP PS-1: Ordinance No. 659,</b> as listed previously.	Less than significant	None required	Less than significant
<b>Impact TR-5:</b> The Project would not cause an effect upon circulation during the Project's construction.		Less than significant	None required	Less than significant
<b>Impact TR-6:</b> The Project would not result in inadequate emergency access or access to nearby users.		Less than significant	None required	Less than significant
<b>Impact TR-7:</b> The Project would not include the construction or expansion of a bike system or bike lanes.	<b>PPP PS-1: Ordinance No. 659,</b> as listed previously.	Less than significant	None required	Less than significant
<b>Cumulative</b>	PPP PS-1, PDF TR-1, PDF TR-2, PDF TR-3, and PDF TR-4, as listed above.	Potentially significant	MM TR-1, as listed above.	Significant and unavoidable

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>5.17 Tribal Cultural Resources</b>				
<p><b>Impact TCR-1:</b> The Project would not 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k).</p>	<p><b>PPP CUL-1: Human Remains,</b> as listed previously.</p>	<p>Potentially significant</p>	<p><b>Mitigation CUL-1,</b> as listed above.  <b>Mitigation CUL-2,</b> as listed above.  <b>Mitigation CUL-3,</b> as listed above.  <b>Mitigation CUL-4,</b> as listed above.    <b>Mitigation Measure TCR-1: Native American Monitoring (060-Planning-CUL.2).</b> Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s).</p>	<p>Less than significant</p>
<p><b>Impact TCR-2:</b> The Project would not 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 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.</p>		<p>Potentially significant</p>	<p>In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval.</p>	<p>Less than significant</p>

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Upon verification, the Archaeologist shall clear this condition.  This agreement shall not modify any condition of approval or mitigation measure.	
<b>Cumulative</b>	PPP CUL-1, as listed previously.	Potentially significant	MM's CUL-1 through CUL-4, and TCR-1, as listed above.	Less than significant
<b>5.18 Utilities and Service Systems</b>				
<b>Impact UT-1:</b> The Project would not require or result in the relocation or construction of new or expanded water infrastructure whereby the construction or relocation would cause significant environmental effects.	Existing regulations <ul style="list-style-type: none"> <li>California Code of Regulations Title 24, Pat 11; the California Green Building Code</li> </ul>	Less than significant	None required	Less than significant
<b>Impact UT-2:</b> The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years.		Less than significant	None required	Less than significant
<b>Impact UT-3:</b> The Project would not require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
<b>Impact UT-4:</b> The Project would result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.		Less than significant	None required	Less than significant
<b>Impact UT-5:</b> The Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the		Less than significant	None required	Less than significant

Impact	Plans, Programs, and Policies / Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
construction of which could cause significant environmental effects.				
<b>Impact UT-6:</b> The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Existing regulations <ul style="list-style-type: none"> <li>• Assembly Bill 347 (Chapter 476, Statutes of 2011)</li> <li>• California Green Building Standards Code</li> </ul>	Less than significant	None required	Less than significant
<b>Impact UT-7:</b> The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan).		No impact	None required	No impact
<b>Impact UT-8:</b> The Project would not impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects: a. Electricity; b. Natural gas; c. Communications systems; d. Street lighting; e. Maintenance of public facilities, including roads; or f. Other governmental services.	Existing Regulations <ul style="list-style-type: none"> <li>• Riverside County Ordinance No. 461</li> <li>• Riverside County Ordinance No. 460</li> </ul>	Less than significant	None required	Less than significant
<b>Cumulative</b>	Existing regulations, as listed above.	Less than significant	None required	Less than significant

## 2. Introduction

This Draft Environmental Impact Report (Draft EIR) is an informational document that evaluates the environmental effects that may result from the planning, construction, and operation of the proposed Harvill at Water Industrial Project (Project), which includes approval of the Site Plan Review, Parcel Merger, and Plot Plan. The term Project includes all discretionary and administrative approvals and permits required for its implementation.

### 2.1 PURPOSE OF CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The State CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (State CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (State CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

### 2.2 LEGAL AUTHORITY

This Draft EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to CEQA Section 21067 and State CEQA Guidelines Article 4 and Section 15367, the County of Riverside (County) is the Lead Agency under whose authority this Draft EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the County has the obligations to: (1) ensure that this Draft EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this Draft EIR as part of its decision making process; (3) make a statement that this Draft EIR reflects the County's independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this Draft EIR are infeasible and citing the specific benefits of

the proposed project that outweigh its unavoidable adverse effects (State CEQA Guidelines Sections 15090 through 15093).

Pursuant to State CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the County will have the legal authority to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the County makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

### 2.3 ENVIRONMENTAL IMPACT REPORT PROCESS

A project-level analysis has been provided pursuant to State CEQA Guidelines Section 15161. This Draft EIR meets the content requirements discussed in State CEQA Guidelines Article 9, beginning with State CEQA Guidelines Section 15120.

#### Notice of Preparation

Pursuant to the requirements of CEQA, the County issued a Notice of Preparation (NOP) for the Project, which was distributed on May 25, 2022 for a public review period of 30 days through June 24, 2022. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft EIR and to solicit comments from the public regarding potential Project environmental impacts. As provided in the NOP, the County determined through the initial review process that impacts related to the following topics shown on Table 2-1 are potentially significant and required a detailed level of analysis in this Draft EIR:

**Table 2-1: Environmental Topics Identified in the NOP for Further Evaluation**

<ul style="list-style-type: none"> <li>• Aesthetics</li> <li>• Agriculture &amp; Forest Resources</li> <li>• Air Quality</li> <li>• Biological Resources</li> <li>• Cultural Resources</li> <li>• Energy</li> <li>• Geology and Soils</li> <li>• Greenhouse Gas Emissions</li> <li>• Hazards &amp; Hazardous Materials</li> <li>• Hydrology and Water Quality</li> <li>• Land Use and Planning</li> </ul>	<ul style="list-style-type: none"> <li>• Mineral Resources</li> <li>• Noise</li> <li>• Paleontological Resources</li> <li>• Population and Housing</li> <li>• Public Services</li> <li>• Recreation</li> <li>• Transportation</li> <li>• Tribal Cultural Resources</li> <li>• Utilities and Service Systems</li> <li>• Wildfire</li> <li>• Mandatory Findings of Significance</li> </ul>
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The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the EIR being prepared. Comments received on the NOP are included in Appendix A and summarized in Table 2-2, which also includes a reference to the Draft EIR section(s) in which issues raised in the comment letters are addressed.



**Table 2-2: Summary of NOP Comment Letters**

<b>Comment Letter and Comment</b>	<b>Relevant Draft EIR Section</b>
<b>State Agencies</b>	
<b>Native American Heritage Commission, May 24, 2022</b>	
This letter provides details regarding the mission of the Native American Heritage Commission, a background of AB 52 and SB 18, and the Native American Heritage Commission's interest in the Project's cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the NAHC Recommendations for Cultural Resources Assessments.	Cultural Resources & Tribal Cultural Resources
<b>Local Agencies</b>	
<b>Eastern Municipal Water District, June 3, 2022</b>	
This letter provides comments from the Eastern Municipal Water District (EMWD) regarding the Project. The letter states that the Project Applicant should consult with EMWD to compare proposed and existing water demands and sewer flows and prepare a Design Conditions report prior to final design and plan check. The letter also describes how consultation with EMWD can occur in the design stage.	Project Description, Hydrology and Water Quality, Utilities
<b>Organization Comments</b>	
<b>Mitchell M. Tsai (on Behalf of Southwest Regional Council of Carpenters), June 20, 2022</b>	
This comment requests the County send all notices of any and all actions or hearings related to the Project and all future County projects. In addition, the comment states that the County should require that the Project use a local and skilled workforce during Project construction in order to reduce trip length and greenhouse gas emissions.	Air Quality, Greenhouse Gas Emissions
<b>Californians Allied for a Responsible Economy, June 24, 2022</b>	
This letter requests a complete analysis of potential impacts and imposition of all feasible mitigation measures. The letter also requests that the Draft EIR study a reasonable range of alternatives. The letter includes a summary of the purpose of CEQA. The letter states that the Draft EIR should include a Health Risk Assessment to analyze impacts from toxic air contaminants and that the Draft EIR should analyze the worst-case scenario since the future tenants are unknown. The comment says that truck traffic should be included in the vehicle miles traveled analysis and the Draft EIR should analyze impacts of transport refrigeration units (TRUs) since a cold storage warehouse is proposed. The letter also includes recommended mitigation measures for air quality and greenhouse gas impacts and states that the Draft EIR should provide full disclosure and provide all sources and referenced materials.	Project Description, Air Quality, Greenhouse Gas Emissions, Transportation, Alternatives
<b>Mitchell M. Tsai (on Behalf of Southwest Regional Council of Carpenters), June 27, 2022</b>	
This comment redacts the previous letter submitted by the organization and states that the organization supports the Project and believes it would benefit the environment.	Air Quality, Greenhouse Gas Emissions
<b>Individual Comments</b>	
<b>Juan Munoz, June 20, 2022</b>	
This comment states that the commenter is a representative of the Southwest Regional Council of Carpenters. The letters states that the Project should require a skilled and trained, local workforce.	Not Applicable

## Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the County hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the Project. The scoping meeting was held on June 20, 2022, at 1:30 p.m. at the County of Riverside offices at 4080 Lemon Street, 12<sup>th</sup> Floor, Riverside, CA. No comments were received on the Project during the public scoping meeting.

## Draft EIR

Topics requiring a detailed level of analysis that are evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the County. Pursuant to State CEQA Guidelines Section 15125.2(a) which states, “[a]n EIR shall identify and focus on the significant effects on the environment,” the County determined that Project impacts on the below topics would not be significant. Consequently, these topics are not analyzed in this Draft EIR, but are further discussed in Section 6.4, *Effects Found Not to Be Significant*.

- Mineral Resources
- Recreation
- Wildfire

The Draft EIR analyzes the remaining topics, listed below:

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

The County has filed a Notice of Completion with the Governor’s Office of Planning and Research, State Clearinghouse, indicating that this Draft EIR has been completed and is available for review and comment. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and 15105. During the 45-day review period, the Draft EIR is available for public review digitally on the County’s Planning Department website (<https://planning.rctlma.org/>) or physically at the following location:

County of Riverside  
 Planning Department  
 4080 Lemon Street, 12<sup>th</sup> Floor  
 Riverside, CA 92501

Written comments related to environmental issues in the Draft EIR should be addressed to:

Krista Mason, Project Planner  
 County of Riverside  
 Planning Department

4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, CA 92501  
Email: kmason@rivco.org

## Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered by the Planning Commission. These comments, and their responses, will be included in the Final EIR for consideration by the County, as well as other responsible and trustee agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the County. Notice of the availability of the Final EIR will be sent to all who comment on the Draft EIR.

## 2.4 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Project area, the Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures, applicable Project design features, applicable regulations and regulatory requirements, and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this Draft EIR, a summary of the legal authority for the Draft EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the Project; any applicable Project design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.
- **Section 6 Other CEQA Considerations:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the Project and provides a summary of the environmental effects of the implementation of the Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur

from implementation of the Project. In addition, this section provides a discussion of impacts found not to be significant.

- **Section 7 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 8 Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and County staff that assisted with the preparation and review of this document. This section also lists other people that were contacted for information that is included in this Draft EIR document.

## 2.5 INCORPORATION BY REFERENCE

State CEQA Guidelines Section 15150 allows for the incorporation “by reference all or portions of another document...[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project is within the geographical limits of the County of Riverside and is covered by its General Plan. The General Plan was approved by the County on December 8, 2015, and provides the fundamental basis for the County’s land use and development policies. The General Plan was the subject of an environmental review under CEQA; and a Program EIR for the General Plan was certified by the County in 2015 (State Clearinghouse Number 2009041065). The Program EIR contains information relevant to the Project. Accordingly, the Program EIR for the General Plan is herein incorporated by reference in accordance with State CEQA Guidelines Section 15150. The documents are available at <https://planning.rctlma.org/General-Plan-Zoning/General-Plan> and the County of Riverside Planning Department, 4080 Lemon Street, 12<sup>th</sup> Floor, Riverside, CA 92501.

## 3. Project Description

### 3.1 INTRODUCTION

Consistent with the requirements of State CEQA Guidelines Section 15124, this section provides a description of the:

- 1) Project's location and boundaries;
- 2) Project's statement of objectives;
- 3) Project's technical, economic, and environmental characteristics; and
- 4) Intended uses of this Draft EIR.

A "Project," as defined by State CEQA Guidelines Section 15378(a), means the following:

[T]he whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land ... enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans.

### 3.2 PROJECT LOCATION

The Project site is located within the Mead Valley Area of Riverside County, comprising four parcels at the southwest corner of Water Street and Harvill Avenue. Regional access to the Project site is provided by Interstate 215 (I-215). Local access to the site is provided from Water Street and Orange Avenue. The Project site and surrounding area is shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*.

The Project site comprises four parcels encompassing approximately 20.57 acres. These parcels are identified as Assessor's Parcel Numbers 317-270-006, -010, -015, and -016. The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. The Project site's existing conditions are shown in Figure 3-3, *Aerial*.

Additional information about the Project sites' locations and setting are provided in Draft EIR Section 4.0, *Environmental Setting*.

### 3.3 PROJECT OBJECTIVES

The Harvill at Water Industrial Project has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The primary purpose of the Project and its primary goal is to develop a vacant or underutilized property to provide an employment-generating use to help grow the economy in the County of Riverside. The Project would achieve this goal through the following objectives:

1. To make efficient use of underutilized property in the Mead Valley by adding to its potential for employment-generating uses.
2. To attract new business and employment to Riverside County and thereby promote economic growth.
3. To create new jobs to reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.

5. To develop a new industrial project that is located along, and would utilize, a major truck route to limit truck traffic through residential neighborhoods.
6. To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

## 3.4 PROJECT CHARACTERISTICS

### 3.4.1. Project Features

#### Building Summary

The proposed tilt-up, speculative warehouse building would be single-story and approximately 50 feet tall, and include a mezzanine, loading docks, and associated vehicle and truck trailer parking spaces. The 434,823 SF building would provide approximately 424,823 SF of warehouse space, approximately 5,000 SF of ground floor office space, and approximately 5,000 SF of associated office space located within the mezzanine for a floor area ratio (FAR) of 0.4971. Approximately 30 percent, or up to 130,447 SF, of the building is analyzed for refrigerated storage use. Figure 3-4, *Conceptual Site Plan*, illustrates the proposed site plan.

The Project would include a building setback of approximately 116 feet along Water Street, a building setback of approximately 185 feet along the eastern property line, a building setback of approximately 78 feet along Orange Avenue, and a landscape setback of approximately 17 feet and building setback of approximately 73 feet along the western property boundary. Loading dock doors would be located on the eastern side of the building.

#### Architectural Features

As shown in Figure 3-5, *Elevations*, the proposed Project would utilize a varied color scheme and glazing to establish an architectural presence through an emphasis on building finish materials and consistent material usage. The proposed elevation materials would include painted concrete in two shades of gray and a shade of blue, metal clad canopies, and blue glazing. The proposed building would include two main entrances that would include extensive blue glazing. The building height would vary in order to reduce massing, with a maximum height of 50 feet at the building parapet.

#### Parking and Loading Dock Summary

Truck loading docks and trailer parking would be along the eastern side of the building oriented toward Harvill Avenue. The Project would include 54 loading docks doors. Approximately 66 truck trailer spaces would be provided within an area enclosed by sliding gates. The proposed Project would also provide 254 passenger car parking spaces, including 6 ADA spaces and 26 electric vehicle stalls, as shown on Table 3-1.

**Table 3-1: Parking Summary**

Parking Type	Number Provided
Standard Stalls	222
Accessible Stalls	6
Electric Vehicle Stalls	26
<b>Total</b>	<b>254</b>

### **Access and Circulation**

Access to the proposed Project would be provided via one driveway from Water Street and two driveways from Orange Avenue, with one of the driveways on Orange Avenue being limited to passenger cars only. The driveway on Water Street would include a median separating the ingress and egress driveways. The ingress driveway on Water Street would have a width of 32-feet and the egress driveway would have a width of 47-feet. The western driveway on Orange Avenue would have a width of 30-feet and the eastern driveway would have a width of 50-feet. The Project would include a 24-foot-wide fire access road throughout the site. The Project would include manual gates at the entrances to the truck court and loading dock area.

### **Walls**

The proposed Project includes a retaining wall of a maximum of approximately 16 feet along the western property line and a portion of the southern property line. The Project would also include a 14-foot-high screen wall along the southern, eastern, and western borders of the truck court and a 5-foot-high tubular steel picket fence around the proposed infiltration basin.

### **Landscaping**

The proposed Project includes approximately 135,180 SF of ornamental landscaping that would cover approximately 15.45 percent of the site, as shown in Figure 3-6, *Landscape Plan*. Proposed landscaping would include 24-inch and 36-inch box trees, including Chinese flame tree, camphor trees, and African sumac, along Water Street, Harvill Avenue, Orange Avenue, and the western property line to screen the proposed building and truck court from offsite views. Additionally, 24-inch box trees, including Afghan pine and Chilean mesquite, would surround and screen the proposed bioretention basin. The Project would include additional box trees, shrubs, and groundcover throughout the Project site and around the proposed building to screen employee and customer parking areas.

### **Infrastructure Improvements**

#### *Street Improvements*

The Project would pave Water Street along the Project frontage to a 46-foot width. The Project would pave Orange Avenue to a 46-foot width from the western property boundary to Harvill Avenue. The Project would remove and replace existing pavement along a portion of the Project frontage on Harvill Avenue. The Project would include a 14-foot dedication along Harvill Avenue and 11-foot dedications along Orange Avenue and Water Street. The Project would include 6-foot-wide sidewalks along Water Street and Orange Avenue. The Project would develop a 10-foot-wide multi-purpose trail and 5-foot-wide sidewalk on Harvill Avenue.

#### *Water and Sewer Improvements*

The Project applicant would install onsite water lines that would connect to the existing 8-inch diameter water line in Water Street and 12-inch diameter water line in Orange Avenue and would install an onsite sewer system that would connect to the existing 8-inch diameter sewer line in Harvill Avenue.

#### *Drainage Improvements*

A proposed 1,528 SF water bioretention basin would be located along the northeastern boundary of the site on APN 317-270-016. The proposed basin would provide retention and infiltration of the proposed Project's stormwater drainage. Overflow from the bioretention basin would be directed into a proposed 18-inch storm drain, which would connect to the existing public stormwater culvert in Harvill Avenue. The Project would provide improvements to MDP Line H-10 in Harvill Avenue. The Project would also install a 36-inch

storm drain in Water Street (MDP Line H-10) and a 30-inch storm drain in Orange Avenue (MDP Line J-9). The Project would also include replacement of the U-ditches on the western Project boundary.

### 3.4.2. Site Operations

The Project would be operated as an industrial warehouse. Approximately 30 percent of the warehouse is analyzed as operating as refrigerated storage. Typical operational characteristics include employees and customers traveling to and from the site, delivery of materials and supplies to the site, truck loading and unloading, and manufacturing activities. The Project is analyzed as 7 days a week 24 hours a day operation.

The buildings are designed such that business operations would be conducted within the buildings, with the exception of traffic movement, parking, trailer connection and disconnection, storage and the loading and unloading of trailers at designated loading bays. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards.

Dock doors on warehouse buildings would not be occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies (i.e., trucks dock closest to where the goods carried by the truck are stored inside the warehouse). As a result, many dock door positions are frequently inactive throughout the day. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions.

### 3.4.3. Construction Activities and Schedule

Construction activities for the Project would occur over one phase and include site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils would include 47,418 cubic yards (CY) of cut and 53,104 CY of fill for a net import of 5,686 CY of soils. Construction is expected to occur over 17 months and would occur within the hours allowable by Riverside County Ordinance No. 847 Regulating Noise Section 2(i), which states that construction shall occur only between the hours of 6:00 AM and 6:00 PM during the months of June through September and the hours of 7:00 AM and 6:00 PM during the months of October through May. This Draft EIR assumes the Project would require a nighttime concrete pour to be conducted between the hours of 6:00 PM to 7 AM, which would require approval from the County of Riverside.

Table 3-2, *Construction Schedule*, provides the anticipated schedule for construction of the proposed Project. Construction and demolition debris would be hauled to El Sobrante Landfill, which is located approximately 17 roadway miles from the Project site.

**Table 3-2: Construction Schedule**

Phase Name	Work Days
Site Preparation	10
Grading	45
Building Construction	285
Paving	20
Architectural Coating	30

The types of heavy equipment that would be used during construction are listed in Table 3-3, *Construction Equipment Assumptions*. Even though daily construction activities are permitted to occur over an 11- to 12-hour period, construction equipment is not in continual operation and some pieces of equipment are used



only periodically throughout a typical day. Thus, eight hours of daily use per piece of equipment (approximately two-thirds of the daily period over which construction activities are allowed) is a reasonable assumption. Should construction activities need to occur at night (such as concrete pouring activities that require air temperatures to be lower than occur during the day), the Project applicant would be required to obtain authorization for nighttime work from the County of Riverside.

**Table 3-3: Construction Equipment Assumptions**

Construction Activity	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	2	8
	Scrapers	6	8
	Rubber Tired Dozers	1	8
Building Construction	Cranes	1	8
	Forklifts	3	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	3	8
	Welders	2	8
Pavers	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	2	8

### 3.5 LAND USE AND ZONING

The Project site has a General Plan land use designation of Business Park (BP). The General Plan states that the BP land use designation is intended for employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses. The BP designation allows for development up to a maximum Floor Area Ratio of 0.25-0.60.

The Project site has a zoning designation of Manufacturing-Service Commercial (M-SC) that allows development of the site up to a maximum FAR of 0.60. The proposed Project is consistent with the existing land use designation and zoning associated with the Project site.

### 3.6 PLANS, PROGRAMS, AND POLICIES AND PROJECT DESIGN FEATURES

Throughout the impact analysis in this Draft EIR, reference is made to Plans, Programs, and Policies (PPPs) that are applied to all development on the basis of federal, state, or local law, and on a basis of standard County conditions of approval, which effectively reduce environmental impacts. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. The Project voluntarily incorporates various measures that serve to reduce potentially significant impacts into the design of the Project. These measures are referred to as Project Design Features (PDFs) and will be incorporated into the Project's MMRP.

### 3.7 DISCRETIONARY APPROVALS AND PERMITS

The County has primary approval responsibility for the Project. As such, the County serves as the Lead Agency for this Draft EIR pursuant to State CEQA Guidelines Section 15050. The County's Planning Commission is the decision-making authority for the Project and will consider the Project and will make a final decision to approve, approve with changes, or deny the Project. The County, including the Planning Commission, will consider the information contained in this Draft EIR and the Project's administrative record in its decision-making processes. In the event of approval of the Project and certification of its Draft EIR, the County would conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

A list of actions under County jurisdiction is provided in Table 3-4, *Project Approvals/Permits*. Additional discretionary, ministerial and/or administrative actions may be necessary from other governmental agencies to fully implement the Project. Table 3-4 lists the government agencies that are expected to use the Project's Draft EIR during their consultation and review of the Project and its implementing actions and provides a summary of the subsequent actions associated with the Project.

**Table 3-4: Project Approvals/Permits**

Public Agency	Approval and Decisions
County of Riverside	
Proposed Project – Discretionary Approvals	
County of Riverside Planning Commission	<ul style="list-style-type: none"> <li>• Approve, conditionally approve, or deny the Project, including the Site Plan Review, Parcel Merger, and Plot Plan</li> <li>• Reject or certify this EIR along with appropriate CEQA Findings and Mitigation Monitoring and Reporting Program</li> </ul>
Subsequent County of Riverside and Ministerial Approvals	
County of Riverside Implementing Approvals	<ul style="list-style-type: none"> <li>• Approve Final Parcel Maps, lot line adjustments, or parcel mergers, as may be appropriate</li> <li>• Approve precise site plan(s) and landscaping/irrigation plan(s), as may be appropriate</li> <li>• Issue Grading Permits</li> <li>• Issue Building Permits</li> <li>• Issue Occupancy Permits</li> <li>• Approve Road Improvements Plans</li> <li>• Issue Encroachment Permits</li> <li>• Accept public right-of-way dedications</li> <li>• Approve Water Quality Management Plan (WQMP)</li> </ul>
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> <li>• Issuance of a Construction Activity General Construction Permit</li> <li>• Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit</li> <li>• Approve WQMP</li> </ul>

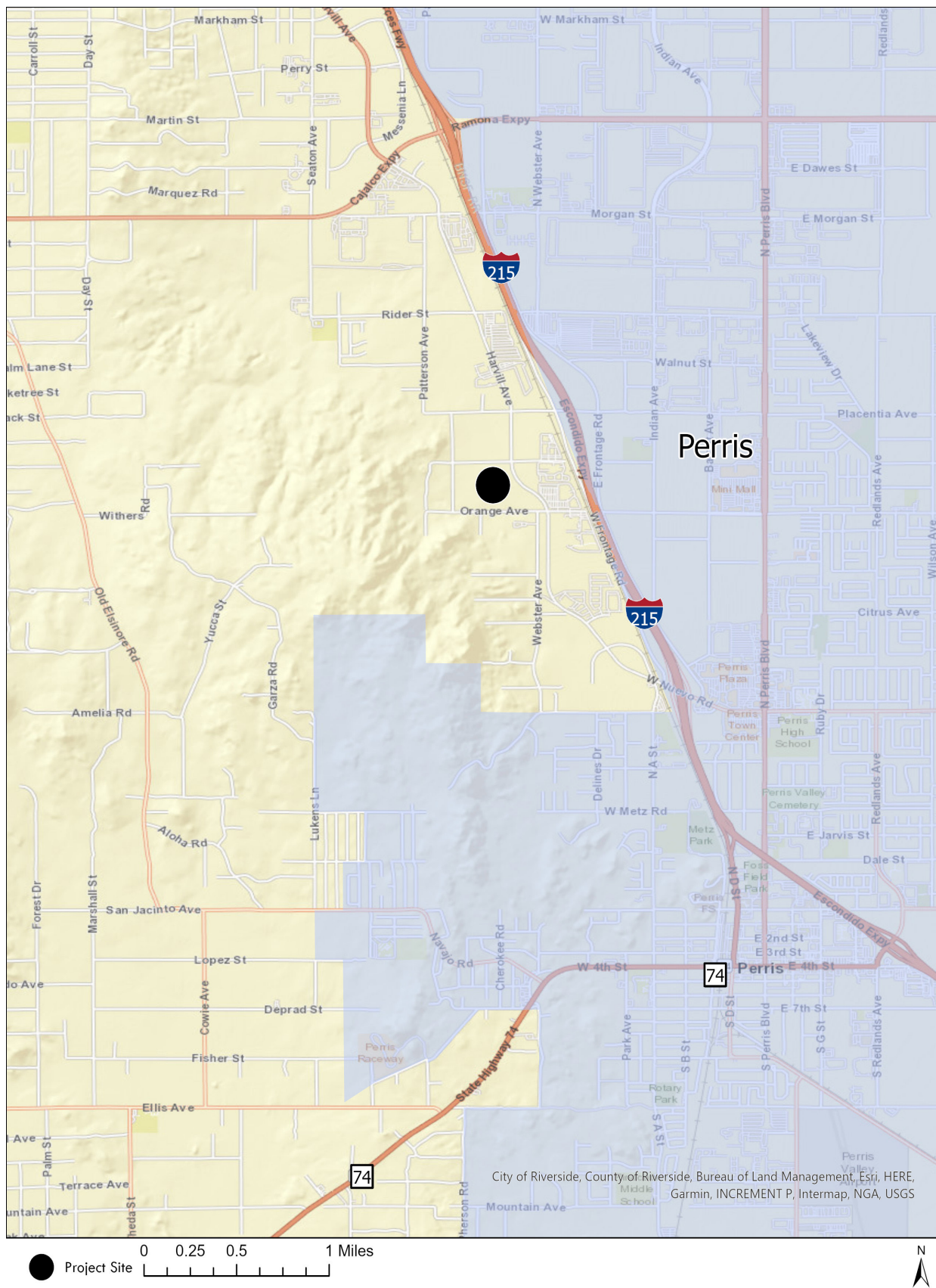
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South Coast Air Quality Management District (SCAQMD)	<ul style="list-style-type: none"><li>• Permits and approvals associated with the operation of stationary equipment, if required.</li></ul>
Eastern Municipal Water District (EMWD)	<ul style="list-style-type: none"><li>• Approval of proposed sewer and water connections.</li></ul>

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# Regional Location



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# Local Vicinity



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# Aerial View



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# Existing Site Photos



Views of the southwestern corner of the Project site



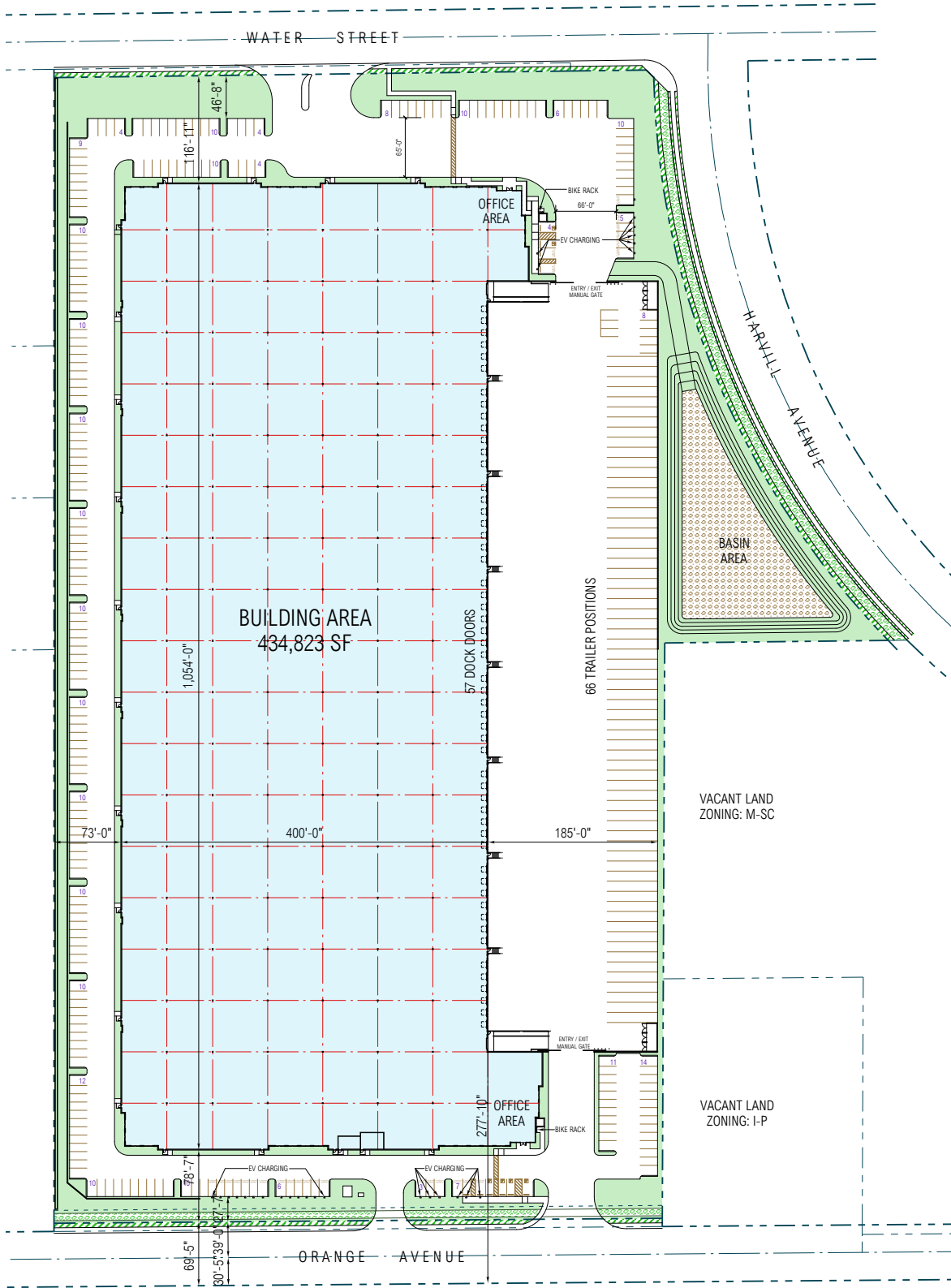
Views of the northwestern corner of the Project site



Views of the eastern boundary of the Project site

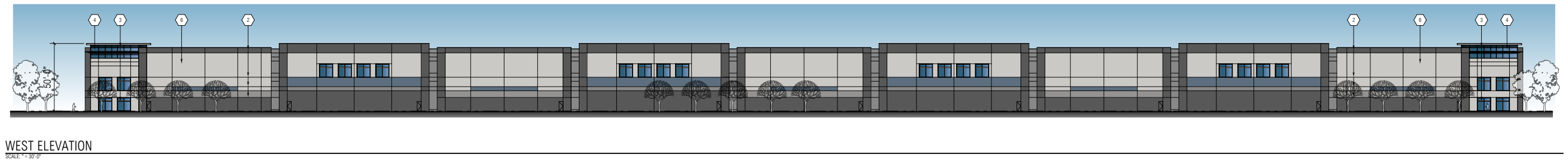
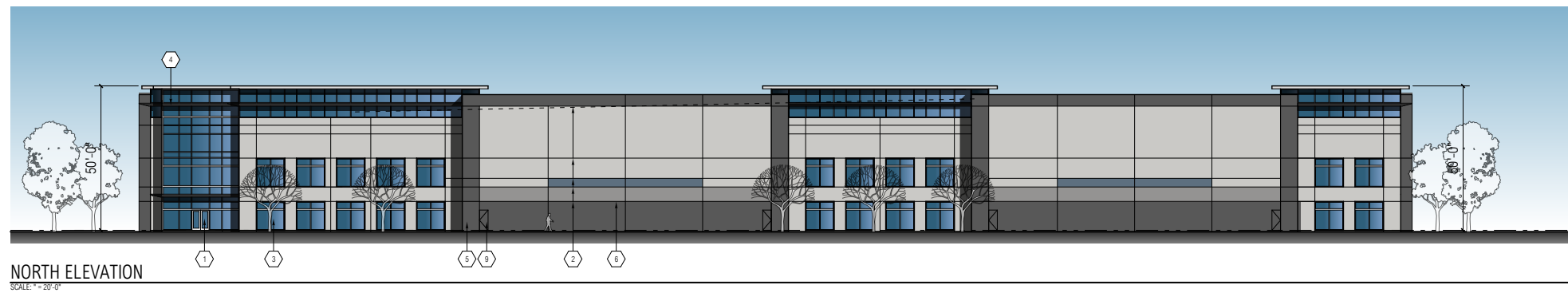
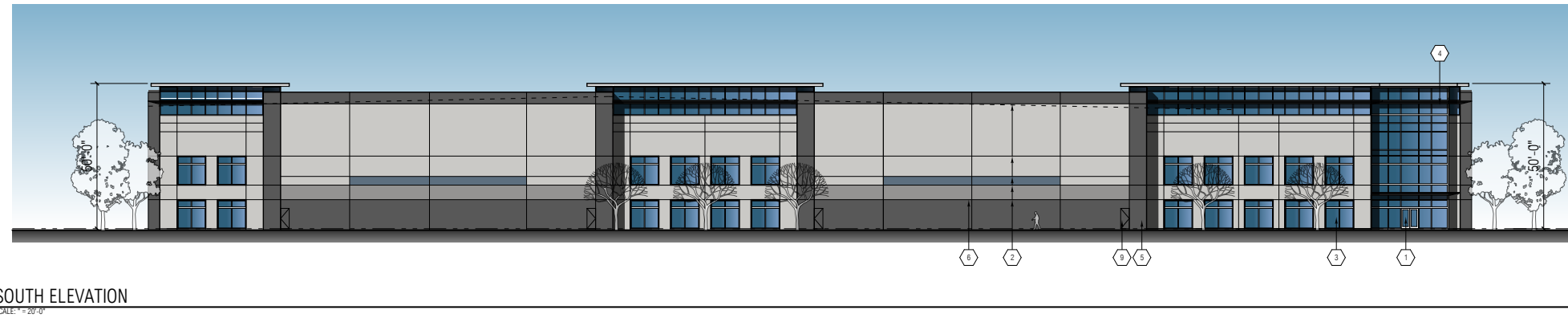
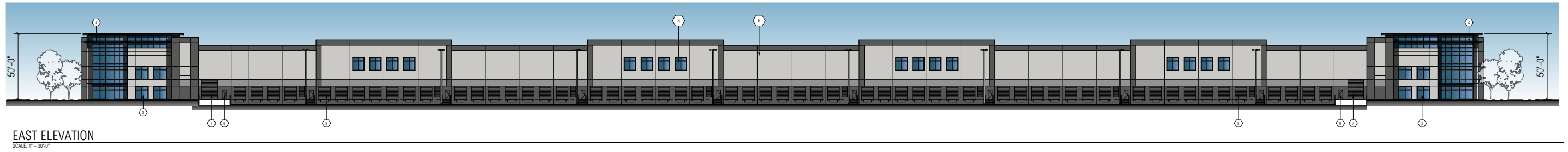
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# Conceptual Site Plan



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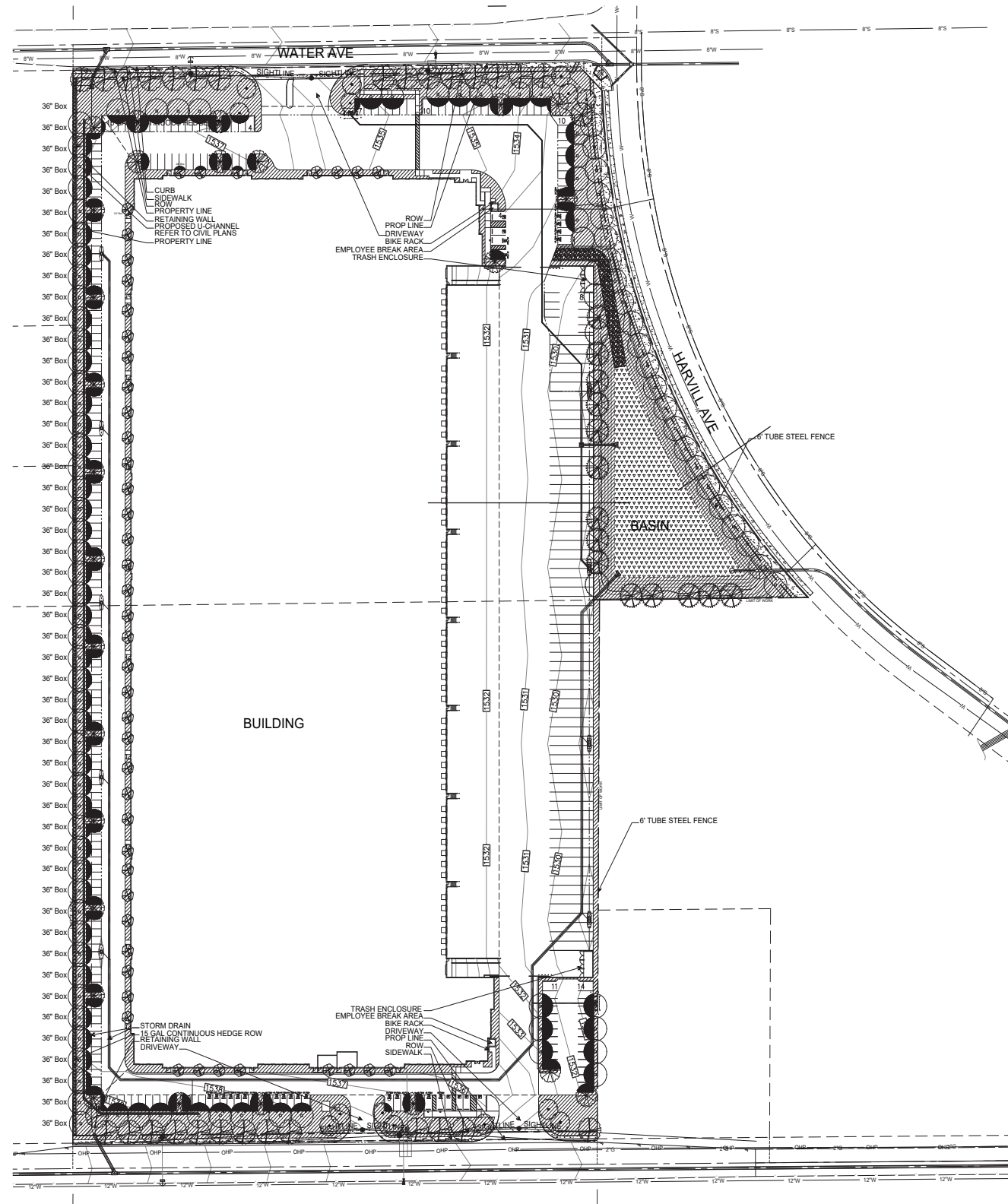
# Elevations



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# Conceptual Landscape Plan



## PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<i>Chitalpa tashkentensis</i> Chitalpa	24" Box	26	L	Standard
	<i>Anadenanthera bicolor</i> Chinese Paper Tree	36" Box	29	M	Mult
	<i>Citrus macrocarpa</i> Citrus	36" Box	14	L	Mult
	<i>Ficus religiosa</i> Fig Tree	24" Box	5	L	Standard
	<i>Prosopis juliflora</i> Chinese Mesquite	24" Box	15	M	Mult
	<i>Thuja occidentalis</i> African Sumac	36" Box 24" Box	49 52	L	Standard
	<i>Taxodium distichum</i> Bristle Pine	15 Gal 24" Box	46 2	M	Standard

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Anemone</i> Pinnacle Gaura	5 Gal	7' O.C.	M	
	<i>Dodonaea viscosa</i> Hopwood Bush	5 Gal	4' O.C.	M	
	<i>Lonicera japonica</i> Green Choke	5 Gal	4' O.C.	L	
	<i>Ligustrum japonicum</i> Green Tree	5 Gal	7' O.C.	M	
	<i>Rhamnus californica</i> Coffeeberry	5 Gal	4' O.C.	L	
	<i>Salvia leucostachya</i> Purple Sage	5 Gal	7' O.C.	L	
	<i>Salvia 'Santitas'</i> Santa Barbara Sage	5 Gal	4' O.C.	L	
	<i>Salvia gmelini</i> Fairy Cassia	5 Gal	4' O.C.	L	
	<i>Malvastrum coccineum</i> Pink Malva	1 Gal	7' O.C.	L	

STREET SHRUBS (Harvill Ave & Orange Ave: Outside of Right Lines)					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Anemone</i> Pinnacle Gaura	5 Gal	4' O.C.	M	
	<i>Dodonaea viscosa</i> Hopwood Bush	5 Gal	4' O.C.	M	
	<i>Salvia 'Santitas'</i> Santa Barbara Sage	5 Gal	4' O.C.	L	
	<i>Salvia gmelini</i> Fairy Cassia	5 Gal	4' O.C.	L	
	<i>Malvastrum coccineum</i> Pink Malva	5 Gal	4' O.C.	M	
	<i>Trichostema aemula</i> Rush Geranium	5 Gal	4' O.C.	L	

STREET SHRUBS (Harvill & Orange Ave: Within Right Lines)					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Corchorus peltatus</i> Vanda Vine	5 Gal	4' O.C.	L	
	<i>Corchorus peltatus</i> Vanda Vine	5 Gal	4' O.C.	L	

GROUNDCOVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Festuca ovina</i> Alma Fescue	1 Gal	34" O.C.	M	Grass
	<i>Lonicera 'Yellow'</i> Yellow Honeylocust	1 Gal	48" O.C.	L	
	<i>Rosa 'Flower Carpet'</i> Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	<i>Dianthus 'New York'</i> Huntington Carpet Rosemary	1 Gal	48" O.C.	L	
	<i>Senecio jacobaea</i> Jacob's Ladder	4" Pots	12" O.C.	M	

ACCENTS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Agave blue glow</i> Blue Glow Agave	5 Gal		L	
	<i>Agave ulmiformis</i> Ocotillo Agave	5 Gal		L	
	<i>Agave attenuata</i> Cholla Agave	1 Gal		L	
	<i>Dasylirion wheeleri</i> Desert Spoon	5 Gal		L	
	<i>Agave attenuata</i> Cholla Agave	5 Gal		L	
	<i>Agave attenuata</i> Cholla Agave	1 Gal		L	

BASIN PLANTING (LSP)					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Agave attenuata</i> Desert Carpet	1 Gal	60" O.C.	L	
	<i>Agave attenuata</i> Desert Carpet	1 Gal	30" O.C.	L	

WOMP - BASIN NON IRRIGATED HYDROSEED MIX-LOW WATER  
 Hydroseed mix provided by S&S Seeds, Sunnyvale, CA  
 Components for slopes from 3:1 to 2:1  
 Product Application Rate:  
 2000 lbs/acre: Cover 1000 Wood Cellulose Fiber  
 200 lbs/acre: Biology Control Mix-Brake  
 400 lbs/acre: Biochar Mix 7:2:3 Organic Fertilizer  
 60 lbs/acre: Blue Wet Mechanical Insulation  
 1 lb/acre: Azadirachtin  
 2 lbs/acre: Azadirachtin  
 2 lbs/acre: Azadirachtin  
 1 lb/acre: Azadirachtin  
 4 lbs/acre: Fertilizer  
 4 lbs/acre: Fertilizer  
 10 lbs/acre: Fertilizer



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## 4. Environmental Setting

The purpose of this section is to provide a description of the environmental setting of the Project, as they existed at the time the Notice of Preparation (NOP) was published, from both a local and a regional perspective. In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft EIR.

### 4.1 REGIONAL SETTING AND LOCATION

The Project is in the Mead Valley Area of unincorporated Riverside County. The Mead Valley Area Plan is surrounded by the incorporated City of Perris and the nearby cities of Lake Elsinore, Canyon Lake, and Moreno Valley. The Mead Valley planning area contains a wide variation in physical terrain, including flat valley floors, gentle foothills, and steep hillsides. This area lies entirely within the larger Perris Valley, which is framed by the Gavilan Hills to the west, and the Lakeview Mountains across the valley to the east. The eastern flank of Mead Valley is generally flat, sloping gently upward toward the Gavilan Hills, which form a portion of the planning area's western boundary.

The unincorporated areas in Mead Valley is basically divided into northern and southern halves, defined by the foothills of the Gavilan Hills and the Motte-Rimrock Reserve. The northern half contains Cajalco Creek and a portion of the Colorado River Aqueduct. In fact, the terrain here is similar in character to the largely developed part of the valley occupied by the City of Perris to the east. Except for a few rolling hills and gentle slopes, the southern half of the County of Riverside territory is considerably more rugged, containing a series of steep peaks and valleys. Steele Peak, in the southwestern corner of the planning area, provides one of the area's most distinctive features.

### 4.2 LOCAL SETTING AND LOCATION

The proposed Project site is located within the Mead Valley Area of Riverside County, comprising four parcels at the southwest corner of Water Street and Harvill Avenue. Regional access to the Project site is provided by Interstate 215 (I-215). Local access to the site is provided from Water Street and Orange Avenue. The Project site and surrounding area is shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*.

The Project site comprises four parcels encompassing approximately 20.57 acres. These parcels are identified as Assessor's Parcel Numbers 317-270-006, -010, -015, and -016. The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. The Project site's existing conditions are shown in Figure 4-1, *Existing Site Photos*.

### 4.3 SURROUNDING LAND USES AND DEVELOPMENT

The Project site is located within a mostly developed area. The surrounding land uses are described in Table 4-1.

**Table 4-1: Surrounding Existing Land Use and Zoning Designations**

	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>
<b>North</b>	Water Street followed by vacant land.	Business Park (BP)	Manufacturing-Service Commercial (M-SC)
<b>West</b>	Single-family residences and vacant land.	Business Park (BP) and Rural Community-Very Low Density Residential (VLDR)	Light Agriculture (A-1-1) and Industrial Park (I-P)
<b>South</b>	Orange Avenue followed by single-family residences and vacant land.	Rural Community-Very Low Density Residential (VLDR)	Light Agriculture (A-1-1)
<b>East</b>	Harvill Avenue followed by vacant land and warehouses.	Light Industrial (I-LT)	Manufacturing-Service Commercial (M-SC), Industrial Park (I-P), and Manufacturing-Heavy (M-H)

## 4.4 APPLICABLE LOCAL AND REGIONAL PLANS AND POLICIES

### 4.4.1 RIVERSIDE COUNTY GENERAL PLAN AND ZONING

The Project is in unincorporated Riverside County. The County's prevailing planning documents are its General Plan and County Ordinances. See Figures 4-2 and 4-3 for existing General Plan Designations and zoning for the Project site.

The Project site has a Riverside County General Plan Land Use designation of Business Park (BP) and zoning designation of Manufacturing-Service Commercial (M-SC). The Project site also falls within Specific Plan 100 – "A" Street Corridor. The General Plan states that the BP land use designation is intended for employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses. The BP designation allows for development up to a maximum Floor Area Ratio of 0.25-0.60.

# Existing Site Photos



Views of the southwestern corner of the Project site



Views of the northwestern corner of the Project site

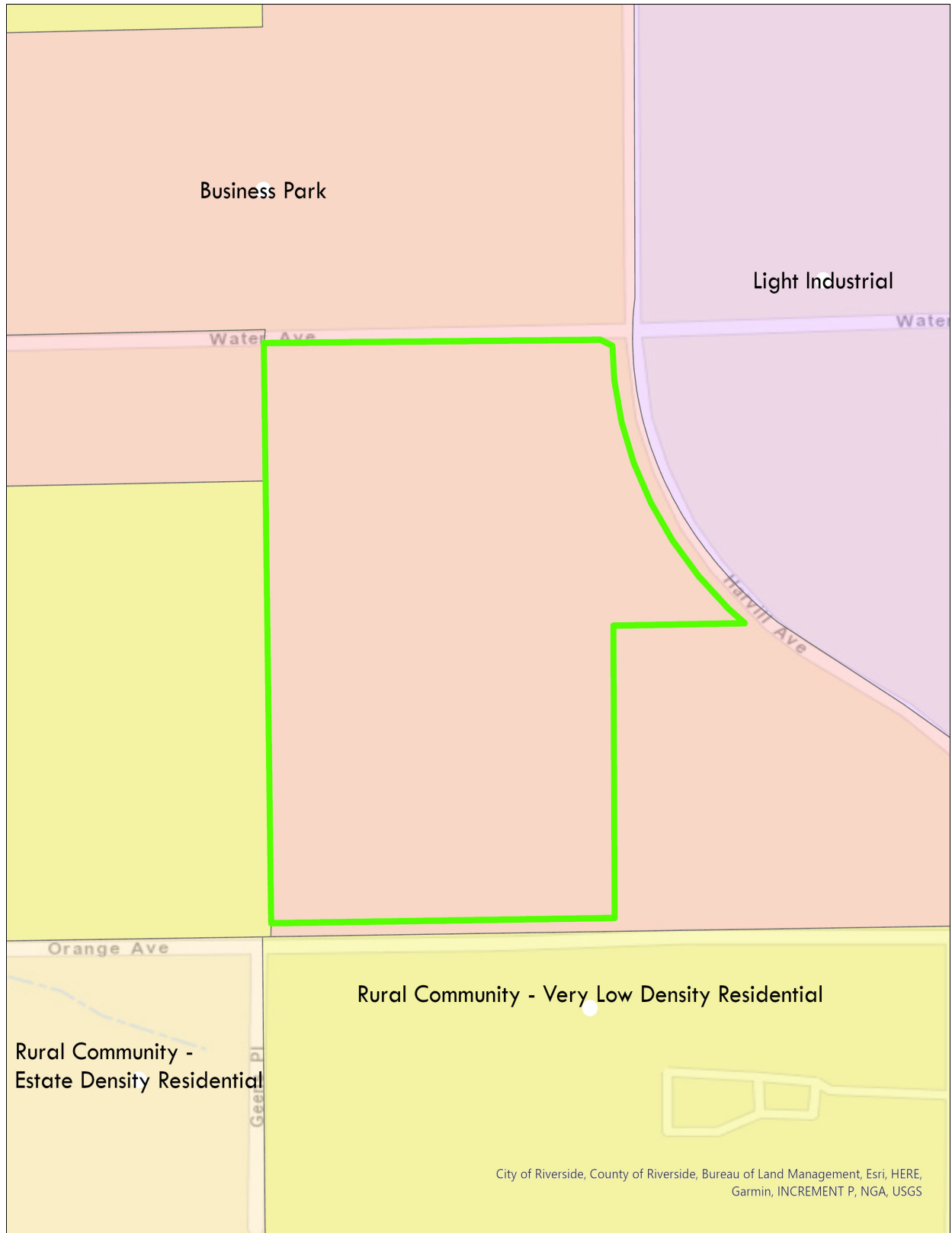


Views of the eastern boundary of the Project site

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# Existing General Plan Designation



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# Existing Zoning Designation



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## 4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

State CEQA Guidelines § 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed at the time the EIR's NOP was released for public review normally be used as the comparative baseline for the EIR. The NOP for this EIR was released for public review on May 25, 2022. The following pages include a description of the physical environmental condition ("existing conditions") on a regional and local basis of that approximate date. More information regarding the Project site's environmental setting is provided in the specific subsections of EIR Section 5.0, Environmental Analysis.

### 4.5.1 AESTHETICS

#### Scenic Resources

The Riverside County General Plan describes that in addition to scenic corridors, scenic resources include natural landmarks and prominent or unusual features of the landscape; however, the General Plan does not designate specific scenic resources. Views of the surrounding foothills are available from public vantage points on Water Street, Harvill Street, and Orange Street.

#### State Scenic Highways

According to the California State Scenic Highway System Map, the closest Officially Designated State Scenic Highway Corridor is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. None of these roadways are visible from the Project area.

#### Visual Character of Project Site and Surrounding Area

The Project site and the surrounding areas has a mixed visual character that contains low density single-family residential uses, equestrian uses, vacant parcels, and various commercial/industrial businesses, such as a building materials supplier, milling company, feed manufacturer, hardware store, and similar industrial-commercial uses. Most of the residences are of traditional ranch and minimal traditional architectural styles of one to two stories in height. Mature ornamental landscaping is located along roadways and scattered within the developed parcels. Some of the parcels have a degraded visual character due to industrial type storage and assorted debris piles, including soil and trash.

#### Nighttime Lighting

The Project site is located within a partially developed area that generates the majority of light from vehicular traffic on local streets, street lighting, signage, residential interiors, and exterior security lighting. The existing residential and industrial uses within the Project are do not generate substantial light given their limited size, number, and functionality. Light generated by vehicular traffic primarily exists on arterial roadways such as Harvill Avenue.

### 4.5.2 AGRICULTURE AND FORESTRY RESOURCES

#### Agriculture Resources

The Project Site has a General Plan designation of Business Park (BP) and zoning of Manufacturing, Service Commercial (M-SC). The majority of the Project site is designated as farmland of local importance by the California Department of Conservation. A portion along the southern border of the Project site is designated as other land. The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. The Project site is not currently used for agricultural production. Prior to the Project site being utilized for fill supply, it was utilized for agricultural uses up until approximately 1997.

### **Forestry Resources**

The Project site is located in the Mead Valley portion of unincorporated Riverside County, a rapidly urbanizing region that generally contains dry, sparsely vegetated terrain in the natural condition. According to Figure OS-3a of the Riverside County General Plan, there are no forest resources in the Project's vicinity under existing conditions.

### **4.5.3 AIR QUALITY**

The Project site is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. In 2019, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM10, and PM2.5 at most monitoring locations. No areas of the South Coast Air Basin exceeded federal or state standards for NO2, SO2, CO, sulfates, or lead.

### **4.5.4 BIOLOGICAL RESOURCES**

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. The topography of the Project site is primarily flat with elevations ranging from approximately 1,520 feet above mean sea level (AMSL) in the northeastern corner to 1,560 feet above AMSL near the southwestern corner. The main soil type mapped within the Project site is Greenfield sandy loam (2 to 8 percent slopes, eroded), Hanford coarse sandy loam (0 to 5 percent slopes), Monserate sandy loam (5 to 8 percent slopes, eroded), and Monserate sandy loam (8 to 15 percent slopes, eroded).

The Project site is bound to the east by Harvill Avenue, to the south by Orange Avenue, and to the north by Water Street. The parcels adjacent to the Project site directly west contain large-lot single-family residences. Multiple of the single-family residential lots are also used for car storage. The parcels adjacent to the Project site directly north are vacant and undeveloped. The parcels adjacent to the Project site directly south are developed with large-lot single-family residences. Multiple of the lots are also used for truck storage. The parcels adjacent to the Project site directly east are developed with industrial warehouses.

### **Vegetation Communities and Land Covers**

The Project site, inclusive of offsite infrastructure areas, is comprised of two types of vegetation communities and land covers: Disturbed lands and Non-native grasslands. They are described below. Figure 5.4-1, *Onsite Vegetation*, shows where these communities and land covers are within the Project site.

1. **Disturbed:** Disturbed areas onsite occur along site boundaries and two dirt access roads that transverse the Project site. These disturbed areas are impacted by routine weed abatement, vehicle and pedestrian traffic, and illegal dumping. These areas primarily support weedy-early successional species such as Mediterranean mustard, horseweed (*Erigeron* sp.), Russian thistle (*Salsola tragus*), and telegraph weed (*Heterotheca grandiflora*). In addition, a row of ornamental, non-native trees occurs on the northeastern corner of the site along one of the dirt roads that extends south from the intersection of Water Street and Harvill Avenue.

- 2. Non-Native Grassland:** The majority of the site supports a non-native grassland. This community is dominated by non-native grasses such as bromes (*Bromus* spp.), Mediterranean grass (*Schismus barbatus*), and oats (*Avena* spp.). Additional species observed in the non-native grassland onsite include Russian thistle (*Salsola tragus*), Mediterranean mustard (*Hirschfeldia incana*), sandmat (*Euphorbia* sp.), telegraph weed (*Heterotheca grandiflora*), puncturevine (*Tribulus terrestris*), and jimsonweed (*Datura wrightii*). A single Peruvian pepper tree (*Schinus mole*) is also present.

#### 4.5.5 CULTURAL RESOURCES

##### Historic

Based on historical aerials, as early as 1966, the Project site was vacant grassland that was surrounded by agricultural and residential uses (NETRonline). The Phase 1 Cultural Resources Assessment identified 10 historic buildings and structures within one mile of the boundaries of the Project site that date to the late nineteenth and early twentieth centuries. None of these structures are within the Project site. The closest resources to the Project site are historic and mainly associated with the built environment. The closest mapped resource is P-33-007628, located adjacent to the southwestern boundary of the Project site. Site P-33-007628 was recorded as a Queen Anne Victorian single-family residence constructed in 1889 and historically known as the Leavitt House. Based upon recent aerial photographs, the house was removed from the adjacent property between 2017 and 2019. Based on the Phase 1 Cultural Resources Assessment, there are no known historical resources, including resources designated within the California Historical Landmarks, California Historical Point of Interest, California Register of Historical Resources, or National Register of Historic Places. Additionally, there are no historic-age structures within the Project site (BFSa, 2022).

##### Archaeologic

The Phase 1 Cultural Resources Assessment identified 55 prehistoric resources within one mile of the Project site. These prehistoric resources include bedrock milling sites, rock shelters, artifact scatters, and petroglyphs. The records search also identified two historical archaeological sites related to prehistoric bedrock milling features, a prehistoric lithic scatter, and a historic trash scatter less than one mile from the Project site. None of the archaeological resources are within the Project site.

#### 4.5.6 ENERGY

##### Electricity

The Southern California Edison Company (SCE) provides electricity to the Project site. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. The Project site is currently served by the electrical distribution system that exists adjacent to roadways that surround the Project site.

##### Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the County of Riverside and is the principal distributor of natural gas in Southern California. The Project site is currently served by the natural gas distribution system that exists within the roadways that are adjacent to the areas.

#### 4.5.7 GEOLOGY AND SOILS

##### Regional Setting

The Project is within the Peninsular Ranges Geomorphic province of California. The Peninsular Ranges consist of several northwesterly-trending ranges in southwestern California. The province is truncated to the north

by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic period, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. The Project site is mostly flat with a gentle eastward gradient, situated along the western edge of the Perris Valley.

### **Faults and Ground Shaking**

The Project site is not within an Alquist-Priolo Earthquake Fault Zone. There are no known active faults within 500 feet of the Project site. According to the General Plan Map S-1, there are multiple faults within the County, including the San Andreas Fault and the San Jacinto Fault. The nearest active fault zone is the San Jacinto Fault, which is approximately 9.5 miles northeast of the Project site. The Elsinore Fault, which is 14.43 miles southwest of the Project site. Both of these faults, as well as other faults in the Southern California region could cause moderate to intense ground shaking during the lifetime of the Project.

### **Ground Rupture**

Ground rupture occurs when movement on a fault breaks the rough to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake fault zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. There are no fault zones within vicinity of the Project site. Therefore, ground rupture is considered to be low at the Project site.

### **Soils**

The Geotechnical Investigation describes native younger alluvium was encountered at the ground surface and extended to depths of at least 25 feet below ground surface (bgs). Near surface alluvium consisted of loose to very dense silty sands, silty fine to medium sands, fine to coarse sands, and clayey to medium sands. The underlying alluvium generally consisted of older alluvial soils, which were encountered beneath the younger alluvium of Boring No. B-3, extending to a depth of approximately 20 feet bgs. The older alluvium generally consists of medium dense to very dense fine to coarse sand and slightly cemented silty fine to coarse sand. Val Verde Tonalite bedrock was encountered beneath the alluvium of Boring Nos. B-2 and B-6, extending to at least 25 feet bgs. The bedrock generally consists of medium dense to very dense highly decomposed, friable fine- to medium-grained tonalite (SGC, 2021).

### **Expansive Soils**

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the Project site is underlain by silty sands with no appreciable clay content. These materials have a low to non-expansive classification (SGC, 2021).

## Groundwater

No groundwater was encountered in any of the borings conducted as part of the site-specific geotechnical report for each of the Project site. The borings ranged between 5 to 25 feet bgs. Additionally, the California Department of Water Resources' nearest monitoring well indicates a historic high groundwater deeper than 54 feet bgs at the Project site (SGC, 2021).

## Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the 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. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Different phenomena associated with liquefaction are described below:

Lateral Spreading: Lateral spreading is the lateral movement of stiff, surficial blocks of sediments as a result of a subsurface layer liquefying. The lateral movements can cause ground fissures or extensional, open cracks at the surface as the blocks move toward a slope face, such as a stream bank or in the direction of a gentle slope. When the shaking stops, these isolated blocks of sediments come to rest in a place different from their original location and may be tilted.

Ground Oscillation: Ground oscillation occurs when liquefaction occurs at depth but the slopes are too gentle to permit lateral displacement. In this case, individual blocks may separate and oscillate on a liquefied layer. Sand boils and fissures are often associated with this phenomenon.

Bearing Strength Loss: Bearing strength decreases with a decrease in effective stress. Loss of bearing strength occurs when the effective stresses are reduced due to the cyclic loading caused by an earthquake. Even if the soil does not liquefy, the bearing of the soil may be reduced below its value either prior to or after the earthquake. If the bearing strength is sufficiently reduced, structures supported on the sediments can settle, tilt, or even float upward in the case of lightly loaded structures such as gas pipelines.

Ground Fissuring and Sand Boils: Ground fissuring and sand boils are surface manifestations associated with liquefaction and lateral spreading, ground oscillation and flow failure. As apparent from the above descriptions, the likelihood of ground fissures developing is high when lateral spreading, ground oscillations, and flow failure occur. Sand boils occur when the high water pressures are relieved by drainage to the surface along weak spots that may have been created by fissuring. As the water flows to the surface, it can carry sediments, and if the pore water pressures are high enough create a gusher (sand boils) at the point of exit.

- Sediments must be relatively young in age and must not have developed large amounts of cementation;
- Sediments must consist mainly of cohesionless sands and silts;
- The sediment must not have a high relative density;
- Free groundwater must exist in the sediment; and
- The site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

As mentioned, the borings conducted –as part of the site-specific geotechnical report for the Project site did not encounter groundwater. In addition, according to the California Department of Water Resources, the

historical high groundwater table within the Project site is deeper than 50 feet below grade. Based on mapping of liquefaction hazards by Riverside County and borings, the Project site is at low risk for liquefaction and lateral spreading.

### **Subsidence**

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. As shown on the Riverside County GIS platform, the Project site is in an area that is susceptible to subsidence. However, according to the Geotechnical Investigation, shrinkage and subsidence are not considered a design concern for development in the Project site (SGC, 2021).

### **Landslides**

Earthquake-induced landsliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical and subsurface groundwater conditions are conducive to permanent ground displacements.

Based on the Riverside County General Plan Figure S-3, *Landslide Risk*, the Project site is not in a landslide risk area. Additionally, as discussed in the Geotechnical Investigation, the site and surrounding vicinity is relatively flat and would not be susceptible to landslides (SGC, 2021).

#### **4.5.8 GREENHOUSE GAS**

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO<sub>2</sub> is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO<sub>2</sub> equivalents (CO<sub>2</sub>e). For example, SF<sub>6</sub> is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF<sub>6</sub>, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO<sub>2</sub>. Therefore, an emission of one metric ton (MT) of SF<sub>6</sub> could be reported as an emission of 22,800 MT of CO<sub>2</sub>e. Large emission sources are reported in million metric tons (MMT) of CO<sub>2</sub>e. The principal GHGs are described below, along with their global warming potential.

**Carbon dioxide:** Carbon dioxide (CO<sub>2</sub>) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

**Methane:** Methane (CH<sub>4</sub>) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

**Nitrous oxide:** Nitrous oxide (N<sub>2</sub>O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.



**Sulfur hexafluoride:** Sulfur hexafluoride (SF<sub>6</sub>) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

**Perfluorocarbons:** Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

**Hydrofluorocarbons:** Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

#### **4.5.9 HAZARDS AND HAZARDOUS MATERIALS**

The 20.57-acre Project site is comprised of APNs 317-270-006, -010, -015, and -016. The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. Prior to the site being used as a staging area and fill supply, it was utilized for agricultural uses up until approximately 1997.

Uses surrounding the Project site are mixed, similar to those within the Mead Valley area of Riverside County.

- **South:** Orange Street, followed by single-family residences and vacant land.
- **North:** Water Street, followed by vacant land.

- **East:** Harvill Avenue followed by vacant land and warehouses.
- **West:** Single-family residences and vacant land.

No gasoline service stations or dry cleaners are in the immediate vicinity (approximately 500 feet) of the Project site. There are no off-site sources of environmental concern surrounding the Project site.

### Other Environmental Conditions

According to the Riverside County General Plan and GIS system, the Project site is not within:

- **Flood:** 100-year flood zone, dam/basin inundation area.
- **Geologic:** Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized).
- **Fire:** high or very high fire hazard severity zone.

The County has identified Interstate 215 and Cajalco Road as potential emergency evacuation routes. This does not mean that other roadways within the community cannot be used as evacuation routes, as County authorities will specify evacuation routes during an emergency in order to respond to the specific needs of the situation and circumstances.

### Airports

The Project site is located approximately 2.9 miles south of the March Air Reserve Base (MARB). The Project site is located in MARB ALUCP Compatibility Zone C2. The risk level associated with Compatibility Zone C2 is considered moderate to low and the noise impact is considered moderate.

## 4.5.10 HYDROLOGY AND WATER QUALITY

### Regional Hydrology

The Mead Valley area of Riverside County is in the in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The San Jacinto watershed in western Riverside County consists mainly of snowmelt and storm runoff from the Santa Rosa and San Jacinto mountains.

### Watershed

The Project site is located in the San Jacinto River watershed. The San Jacinto River is a 42-mile-long river in Riverside County. The watershed covers approximately 780 square miles in western Riverside County. The river's headwaters are in Santa Rosa and San Jacinto Mountains National Monument. Water flows downstream and eventually ends in Lake Elsinore. The natural flow of water through the San Jacinto Watershed carries nutrient-rich sediment into our Canyon Lake and Lake Elsinore (Watersheds, 2022).

The San Jacinto River watershed is regulated by the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana RWQCB's jurisdiction encompasses 2,800 square miles.

### Groundwater Basin

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 Hemet/San Jacinto Management Plan is implemented by the Hemet-San Jacinto Watermaster (Watermaster). Native potable groundwater production in the Hemet/San Jacinto Basin is limited according to Hemet/San Jacinto Management Plan provisions to prevent continued overdraft.

## Water Quality

### Surface

The nearest surface water is the Perris Valley Channel, located approximately 2.25 miles to the east of the Project site. The San Jacinto River is the main receiving water for the Project site. The San Jacinto River, Reach 1 and Reach 3 are not classified as impaired water bodies. Other receiving waters include the Perris Valley Channel, which is not impaired, Canyon Lake, and Lake Elsinore. Canyon Lake and Lake Elsinore are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: nutrients and pathogens (Canyon Lake) and polychlorinated biphenyls and toxicity (Lake Elsinore). Since the development site is a tributary to Canyon Lake and Lake Elsinore, the development site is a contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

The County of Riverside has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the County a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0033), which establishes pollution prevention requirements for planned developments. The County participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

### Groundwater

As identified by the Eastern Municipal Water District's (EMWD) 2020 Urban Water Management Plan, groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use.

### Existing Drainage

Topographically, the Project site is relatively flat with an elevation of 1,520 feet above mean sea-level to 1,560 feet above mean sea-level with no areas of significant topographic relief. The western property boundary includes multiple concrete lined v-ditches. Approximately 191 acres of offsite areas from the southwest hills and westerly properties drain towards the proposed Project site. The runoff from the existing onsite areas flows from west to the east in a sheet flow condition. Existing topography results in the northern half of the site draining to the northeast onto Water Street and Harvill Avenue intersection, while the southern half of the site drains to the southeast onto Orange Avenue. The flow is then conveyed southeasterly down Harvill Avenue to the storm drain on Orange Avenue. The Project site is currently fully undeveloped and permeable.

### Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C1430H), the Project site is primarily located in "Zone X", which is an area located outside of the 100-year and 500-year flood plains.

#### 4.5.11 LAND USE AND PLANNING

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. As shown in Figure 4-2, *Existing General*

Plan Designations, the Project site has a Riverside County General Plan Land Use designation of Business Park (BP).

The surrounding uses, described below, are dominated by large lot residential and industrial uses. Figure 3-3, Aerial View shows the existing and surrounding uses at the Project site.

- **North:** Water Street followed by vacant land.
- **West:** Single-family residences and vacant land.
- **South:** Orange Avenue followed by single-family residences and vacant land.
- **East:** Harvill Avenue followed by vacant land and warehouses.

#### 4.5.12 NOISE

##### Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.10-1. The noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets in addition to background industrial land use activities. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 4-2.

**Table 4-2: Summary of 24-Hour Ambient Noise Level Measurements**

Location <sup>1</sup>	Description	Energy Average Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	
		Daytime	Nighttime
L1	Located on Placentia Avenue near a single-family residence at 23745 Placentia Avenue.	53.7	51.4
L2	Located on Webster Avenue near a single-family residence at 21063 Webster Avenue.	61.2	59.0
L3	Located on Orange Avenue near a single-family residence at 23805 Orange Avenue.	51.0	52.7
L4	Located on Tobacco Street near a single-family residence at 20860 Tobacco Street.	50.3	52.0

Source: Urban Crossroads, 2022 (Appendix N)

<sup>1</sup> See Exhibit 5.12-1 for the noise level measurement locations.

<sup>2</sup> Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix N.

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

##### Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

### **4.5.13 PALEONTOLOGICAL RESOURCES**

#### **Unique Geologic Feature**

Unique geologic features are those that are unique to the field of geology. The Project site is underlain with very old alluvial-fan deposits (Qvof). The geologic processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of the County and state.

#### **Paleontological Resources**

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The eastern portion of the Project site is mapped as having a high potential (High B) to yield paleontological resources by Riverside County GIS. The western portion of the Project site is mapped as having a low potential (L) to yield paleontological resources by Riverside County GIS. The surficial geology of the Project site is primarily lower Pleistocene sandy, very old alluvial fan deposits (Qvof).

A paleontological literature review and records search was conducted for the Project site. The records search did not reveal any previously recorded fossil localities within the Project site. The closest recorded fossil locality is from the San Bernardino County Museum from Pleistocene old alluvium near the Lakeview Hot Springs area on the southeast side of the Perris Reservoir. Fossils collected from these localities include mammoths, extinct horses, and extinct bison. From the Western Science Center records, the closest fossil localities are located along Olive Avenue in the Winchester area, several miles southeast of the Project site. These localities are from Pleistocene deposits that yielded the remains of many species of large and small mammals. The nearest known Los Angeles County Museum of Natural History fossil locality is in Pleistocene sediments, located several miles south of the Project site, in the vicinity of Menifee, which yielded a camel specimen.

### **4.5.14 POPULATION AND HOUSING**

#### **Population**

According to SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the population of unincorporated Riverside County is anticipated to increase from 370,500 persons in 2016 to 525,600 persons in 2045, an increase in 155,100 persons. This represents a 29 percent increase between 2016 and 2045. Assuming unincorporated Riverside County's population increased at a consistent rate between 2016 and 2045, unincorporated County would add approximately 5,348 persons per year. Comparatively, the entire County's population is anticipated to increase from 18,832,000 persons in 2016 to 22,504,000 persons in 2045, an increase in 3,672,000 persons. This represents a 16 percent increase. Assuming the County's population increased at a consistent rate between 2016 and 2045, the County would add approximately 126,620 persons per year.

#### **Housing**

According to SCAG's 2020-2045 RTP/SCS, unincorporated Riverside County is projected to add approximately 67,300 households by 2045. Assuming unincorporated Riverside County adds to the housing stock at a consistent rate between 2016 and 2045, the County would add approximately 2,620 dwelling units per year. Comparatively, the County as a whole is expected to add approximately 1,620,800 households by 2045. Assuming the County added to the housing stock at a consistent rate between 2016 and 2045, the County would add approximately 55,900 dwelling units per year.

## Employment

According to SCAG's 2020-2045 RTP/SCS, unincorporated Riverside County is projected to add approximately 1,660 jobs between 2016 and 2045. This represents an increase of approximately 17 percent. Assuming unincorporated Riverside County added employment opportunities at a consistent rate between 2016 and 2045, unincorporated County would add approximately 57 jobs per year. Comparatively, the entire County is projected to add approximately 63,500 jobs (or 45 percent) between 2016 and 2045. Assuming the entire County added employment opportunities at a consistent rate between 2016 and 2045, the County would add approximately 2,190 jobs per year.

### 4.5.15 PUBLIC SERVICES

#### Fire

The Riverside County Fire Department (County Fire) would serve the Project. County Fire provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. County Fire provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials.

The Project site would be served by three fire stations:

**Table 4-3: Fire Stations**

Fire Station	Location	Distance from Site	Estimated Response Time <sup>1</sup>	Equipment <sup>1</sup>	Staffing <sup>1</sup>
Station 90	333 Placentia Ave, Perris, CA 92571	1.62 miles	5-6 minutes	75-foot Quint Aerial Truck	4 crewmembers
Station 59	21510 Pinewood St, Perris, CA 92570	2.43 miles	6 minutes	Type-1 Fire Engine	3 crewmembers
Station 1	210 W San Jacinto Ave, Perris, CA 92570	2.43 miles	6 minutes	2 Type-B Fire Engines	6 crewmembers

Staffing information provided by Tyler Rockford

#### Law Enforcement

The Riverside County Sheriff's Department provides police services throughout the County, including the Project site. The Riverside County Sheriff's Department has 2,720 employees, including 1,330 sworn personnel to provide for community policing services. Nine sheriff sub-stations are located throughout Riverside County to provide area-level community service. In addition, the Sheriff's Department operates the Moreno Valley Police Department station in the City of Moreno Valley (General Plan EIR 2021). There is one County Sheriff's Department Patrol Station that would serve the Project area.

**Table 4-4: Sheriff Stations**

Sheriff Station	Location	Distance from Sites	Approximate Response Time <sup>1</sup>	Staffing
Riverside County Sheriff Perris Station	137 N Perris Blvd, Perris, CA 92570	2.46 miles	5.3 minutes	151 Sworn Officers <sup>2</sup>

<sup>1</sup>City of Perris, Draft Environmental Impact Report 2004  
<sup>2</sup>Perris Station staffing provided by Sergeant Edward Soto

### School Services

The Project site is within the Val Verde Unified School District (VVUSD) boundary. VVUSD currently operates 21 schools, including: one pre-school, 12 elementary schools, four middle schools, and four high schools (VVUSD 2022). As of the 2020/2020 school year, the VVUSD had a total capacity of 19,216 students (California Dept. of Education 2022). Table 4-5 shows the schools that students residing within Project area attend and the enrollment over the past nine years.

**Table 4-5: Enrollment Between 2021-22 and 2014-15 of Schools Serving the Project Area**

School	2021-22	2020-21	2019-20	2018-19	2017-18	2016-17	2015-16	2014-15
Val Verde Elementary School 2656 Indian Ave, Perris	573	587	615	713	815	846	876	874
Val Verde High School 972 Morgan St, Perris	294	320	338	270	373	390	350	316
Val Verde Academy 972 Morgan St, Perris	642	109	115	116	123	86	100	114
Columbia Elementary School 21350 Rider St, Perris	647	641	751	701	719	718	724	714
Triple Crown Elementary School 530 Orange Ave, Perris	999	1,060	1,017	1,000	957	936	909	844
Lakeside Middle School 27720 Walnut St, Perris	1,030	1,166	1,276	1,320	1,258	1,241	1,259	1,220

Source: California Department of Education

### Library Facilities

The Riverside County Library System (RCLS) provides library services to the Project site and surrounding areas. The RCLS operates a system of 35 libraries and two book mobiles as well as an automated network of library resources that can be accessed by County residents via the Internet. As of 2021, the RCLS's catalog included 1.3 million items. There are two libraries that serve the Project site: Perris Branch Library, located approximately 2.5 miles southeast of the Project and Mead Valley Library, located approximately 2.5 miles northwest of the Project.

### Health Facilities

Riverside County operates one hospital facility in Moreno Valley and nine clinics throughout the County. The nearest medical facilities to the Project site are the Kindred Hospital, located approximately 1.5 miles east, Kaiser Permanente Moreno Valley Medical Center located approximately 6.5 miles northeast, and the Menifee Global Medical Center located approximately 8.2 miles southeast.

#### **4.5.16 TRANSPORTATION**

##### **Traffic Study Area and Existing Levels of Service**

The Project traffic study area includes roadways bordering the Project: Orange Avenue to the south, Water Street to the north, and Harvill Avenue to the east and roadways within the Project vicinity: Placentia Avenue and Nuevo Road. Existing classifications of these roadways are as follows:

- Placentia Avenue, east of Harvill Avenue is classified as an Arterial by the Riverside County General Plan.
- Harvill Avenue is classified as a Major Highway by the Riverside County General Plan.
- Placentia Avenue, west of Harvill Avenue is classified as a Secondary Highway by the Riverside County General Plan.

The traffic study area also includes 9 study intersections that provide local access to the Project site and have the greatest potential to experience significant traffic deficiencies from the Project. All intersections are located in the County of Riverside. The study intersections include the following:

1. Driveway 1/Water Street
2. Driveway 2/Orange Avenue
3. Driveway 3/Orange Avenue
4. Harvill Avenue/Water Street
5. Harvill Avenue/Orange Avenue
6. I-215 SB Ramps/Placentia Avenue
7. I-215 NB Ramps/Placentia Avenue
8. I-215 SB Ramps/Nuevo Road
9. I-215 NB Ramps/Nuevo Road

##### **Existing Site Access**

Access to the Project site is provided Water Street to the north, Orange Avenue to the South, and Harvill Avenue to the east.

##### **Existing Transit Service**

The Project site is currently served by Riverside Transit Agency (RTA) with bus service along the I-215 Freeway and on Nuevo Road east of the I-215 Freeway. RTA Route 27 runs along the I-215 Freeway and stops at Perris High School (on Nuevo Road) and runs between the Perris Station Transit Center and the Galleria at Tyler in the City of Riverside. There are currently no transit routes or stops along the Harvill Avenue corridor near the proposed Project.

##### **Existing Bicycle and Pedestrian Facilities**

There are no existing bicycle lanes within the Project site vicinity. Additionally, sidewalks currently exist on Water Street, east of Harvill Avenue and at the southeast corner of the Water Street and Harvill Avenue intersection on Harvill Avenue.

#### **4.5.17 TRIBAL CULTURAL RESOURCES**

##### **Native American Tribes**

The Project is within an area where the traditional use territories of the Cahuilla and Luiseño people. Migration of Shoshone peoples from the Great Basin into the desert and coastal Southern California regions occurred approximately 1000 to 600 years B.P. Both the Cahuilla and Luiseño ethnographic groups derived from this migration.



The Phase 1 Cultural Resources Assessment identified 55 prehistoric resources within one mile of the Project site. These prehistoric resources include bedrock milling sites, rock shelters, artifact scatters, and petroglyphs. The records search also identified two historical archaeological sites related to prehistoric bedrock milling features, a prehistoric lithic scatter, and a historic trash scatter less than one mile from the Project site. None of the archaeological resources are within the Project site.

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. Prior to its current state, most of the site was under agricultural production. Based on aerial photographs, agricultural production can be seen within the Project site and surrounding area as early as 1938. The Project site is void of any natural waterways and is not listed on the NAHC Sacred Lands File.

#### **4.5.18 UTILITIES AND SERVICE SYSTEMS**

##### **Water Supply and Demand**

The Project site is located within the water service area of the Eastern Municipal Water District (EMWD), which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD's water system includes 2,421 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, and 2 water filtration facilities (EMWD 2020). EMWD's Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated supplies and demands for the years 2025 to 2045 within EMWD's service area, including the Project site. According to the UWMP, EMWD has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand (UWMP 2020).

##### **Water Infrastructure**

The Project site is currently served by the EMWD's water utility and would connect to the existing water infrastructure. Water Street contains an 8-inch water main that conveys water supplies to the existing uses and adjacent areas along Water Street. Orange Avenue contains a 12-inch water main that connects to a conveys water supplies to the existing uses and adjacent areas along Orange Avenue.

##### **Wastewater**

EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, include to the Project site. EMWD operates four regional water reclamation facilities (RWRF) within its service area: the San Jacinto Valley RWRF, the Moreno Valley RWRF, the Temecula Valley RWRF, and the Perris Valley RWRF. The four RWRFs have a combined capacity of 86,300 AFY (2020 UWMP). The Moreno Valley Raw Water Reclamation Facility is closest to the Project site and has a treatment capacity of 17,900 acre-feet per year (AFY) (UWMP 2020). In 2020, the Moreno Valley Raw Water Reclamation Facility treated 10,451 AFY of wastewater (UWMP 2020). In 2020, EMWD treated on average of 48,200 AFY of wastewater (UWMP 2020). There is an existing 8-inch sewer line located in Harvill Avenue that would serve the Project site.

##### **Drainage**

Topographically, the Project site is relatively flat with an elevation of 1,520 feet above mean sea-level to 1,560 feet above mean sea-level with no areas of significant topographic relief. The western property boundary includes multiple concrete lined v-ditches. Runoff from offsite areas to the west of the Project site

drains east to the v-ditches along the western property line and onto the site. The runoff from the existing onsite areas flows from west to the east in a sheet flow condition. Existing topography results in the northern half of the site draining to the northeast onto Water Street and Harvill Avenue intersection, while the southern half of the site drains to the southeast onto Orange Avenue. The flow is then conveyed southeasterly down Harvill Avenue to the storm drain on Orange Avenue. The Project site is currently fully undeveloped and permeable.

A proposed 1,528 SF water bioretention basin would be located along the northeastern boundary of the site on APN 317-270-016. The proposed basin would provide retention and infiltration of the proposed Project's stormwater drainage. Overflow from the bioretention basin would be directed into a proposed 18-inch storm drain, which would connect to the existing public stormwater culvert in Harvill Avenue. The Project would also install a 36-inch storm drain in Water Street. The Project would also include replacement of the U-ditches on the western Project boundary.

### **Solid Waste**

Solid waste generated by the Project would be disposed of at the El Sobrante Landfill, approximately 18 roadway miles from the site, the Badlands Landfill, approximately 16 roadway miles from the site, and/or the Lamb Canyon Landfill, approximately 22 roadway miles from the site. As of August 2022, El Sobrante Landfill had an average disposal of 10,710 tons per day and an average remaining capacity of 5,344 tons per day; Badlands Landfill had an average disposal of 2,656 tons per day and an average remaining capacity of 2,144 tons per day; and Lamb Canyon Landfill had an average disposal of 1,869 tons per day and an average remaining capacity of 3,131 tons per day (CalRecycle 2022).

### **Utilities**

#### **Electricity**

Electricity is provided to the Project by Southern California Edison (SCE) per a Will Serve letter dated April 15, 2022. SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2018 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases power from independent power producers and utilities, which includes out-of-state providers (Urban Crossroads 2022).

#### **Natural Gas**

Natural gas would be provided to the Project by the Southern California Gas Company (SoCal Gas).

#### **Telecommunications**

Communications services would be provided to the Project by Charter Communications.

## **4.6 ASSUMPTIONS REGARDING CUMULATIVE PROJECTS**

Cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (State CEQA Guidelines Section 15130[b]). Cumulative impacts are the change caused by the incremental impact of the Project evaluated in the EIR together with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Additionally, pursuant to the State CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all Project impacts that are evaluated within this Draft EIR.

The information used in an analysis of cumulative impacts comes from one of two sources:

- A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, projects outside of the control of the agency.
- B. A summary of projections in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, that described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The cumulative impact analyses in this Draft EIR use a combination of sources A and B. Depending on the environmental category, the cumulative impact analysis may use either source. Some impacts are site specific, such as biological resources, and others may have impacts outside Project boundaries, such as regional air quality.

Table 4-6 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by each agency, and Figure 4-6 shows the locations. Cumulative projects shown on Table 4-6 are either under consideration or approved but are not yet constructed.

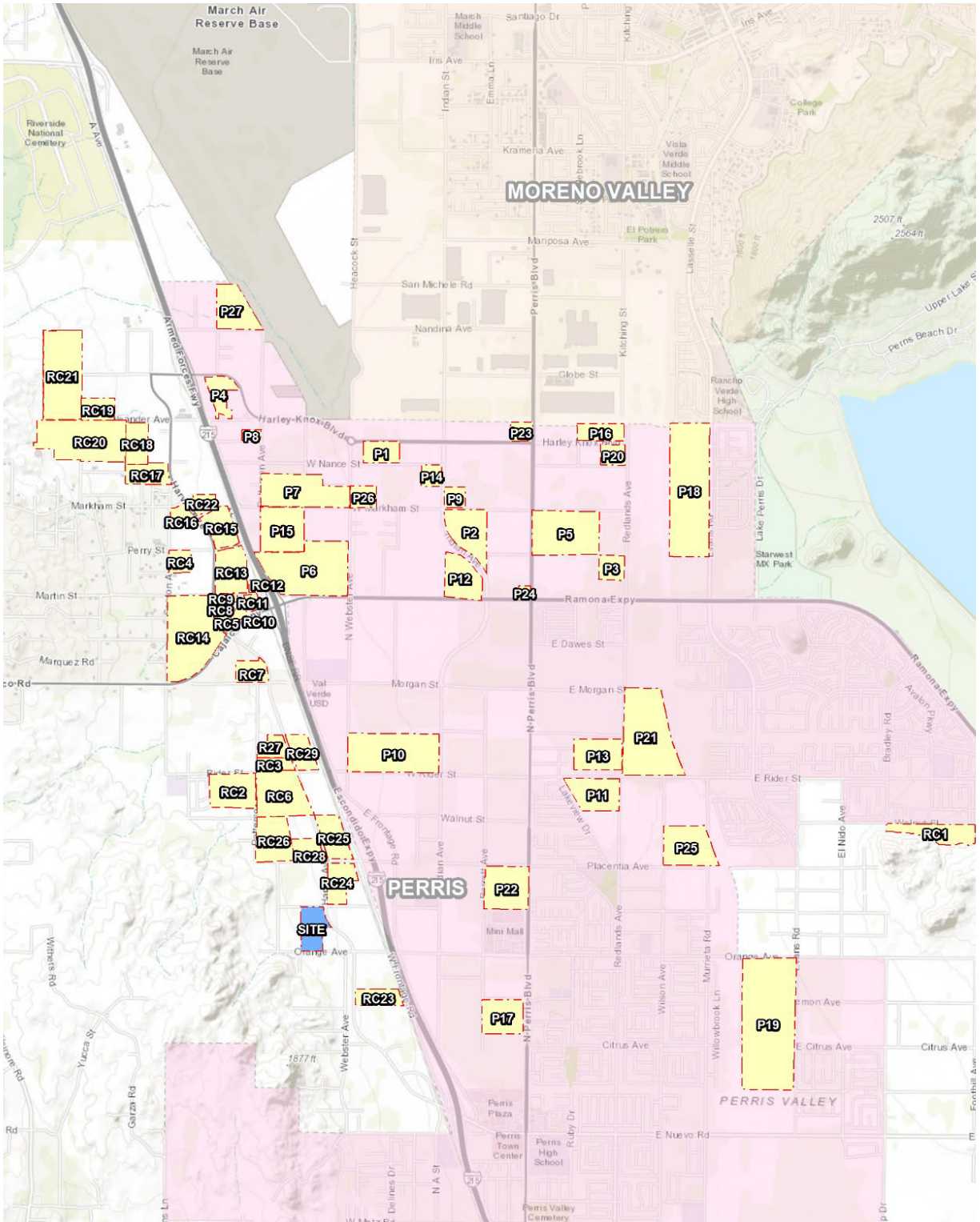
**Table 4-6: Cumulative Project List**

Project No.	Project Status	Project Name	Land Use	Size	
		Address/Location			
1	Proposed	Thrifty Oil Warehouse	Warehousing	194,479	SF
		Tobacco Rd/Water Ave			
2	Proposed	Placentia Truck Drop Lot	Truck Trailer Storage	8.06	AC
		Harvill Ave/Placentia Ave			
3	Proposed	Rider and Patterson Business Center	High-Cube Fulfillment Center	591,203	SF
		Patterson Ave/Rider St			
4	Proposed	Barker Logistics	High Cube Fulfillment Center Warehouse	699,630	SF
		NWC of Patterson Ave/Placentia Ave			
5	Proposed	Dedeaux Harvill Truck Terminal	Truck Terminal	55,700	SF
		Rider St/Harvill Ave			
6	Proposed	Harvill & Rider Warehouse	General Light Industrial	50,249	SF
		Harvill Ave/Rider St			
7	Proposed	WPC Perris	High Cube Fulfillment Center Warehouse	384,448	SF
		Harvill Ave/Rider St			
8	Proposed	Majestic Freeway Business Center (Building 11)	High Cube Fulfillment Center Warehouse	391,045	SF
		Harvill Ave/Perry St			
9	Proposed	PPT190029	Warehousing	36,000	SF
		Morgan St/Patterson Ave			
10	Proposed	PPT210021		16,200	SF

		Harvill Ave/Orange Ave	Trailer Maintenance Facility/Storage		
11	Proposed	PPT210133 Seaton Ave/Cajalco Exwy	Warehousing	365,046	SF
12	Proposed	Majestic Freeway Business Center (Building 13) Harvill Ave/Perry St	High Cube Fulfillment Center Warehouse	322,997	SF
13	Proposed	Harvill Logistics Harvill Ave/Cajalco Rd	Warehousing	99,770	SF
14	Proposed	CUP03599 Cajalco Rd/Harvill Ave	Hotel	103	RM
15	Proposed	Majestic Freeway Business Center (Buildings 14A, 14B) Harvill Ave/Commerce Center Dr	Warehousing	353,583	SF
16	Approved	PP16763 Harvill Ave/Messenia Ln	Warehousing	19,500	SF
17	Approved	PP16823 Morgan St/Harvill Ave	Manufacturing	22,000	SF
18	Approved	PP16932 Morgan St/Cajalco Exwy	Manufacturing	22,000	SF
19	Approved	PP21207 Harvill Ave/Placentia Ave	Warehousing	311,412	SF
20	Approved	PP23170 Harvill Ave/A St	Warehousing	286,829	SF
21	Approved	PP23342 Harvill Ave/Rider St	Warehousing	180,551	SF
22	Proposed	Majestic Freeway Business Center (Buildings 1,3,4) Harvill Ave/Cajalco Exwy	High Cube Fulfillment Center Warehouse	1,195,740	SF
23	Approved	PPT190005 Harvill Ave/Lemon St	Warehousing	333,553	SF
24	Proposed	PPT190006 Harvill Ave/Cajalco Rd	Warehousing	289,556	SF
	Proposed	PPT190028			
25		Harvill Ave/Citrus Ave	Warehousing	197,856	SF
26	Approved	TR27997 Patterson Ave/Orange Ave	Multifamily Housing	120	DU
27	Proposed	Seaton Commerce Center Seaton Ave/Perry St	High Cube Fulfillment Center Warehouse	210,800	SF

TSF = Square Feet; AC = Acre; RM = Room; DU = Dwelling Unit

# Cumulative Projects



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## 5.0 Environmental Impact Analysis

Chapter 5 examines the environmental setting of the Project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the Draft EIR. This scope was determined in the Notice of Preparation (NOP), which was published May 25, 2022, and through public and agency comments received during the NOP comment period that ended on June 24, 2022 (see Appendix A). Environmental issues and their corresponding sections are:

5.1 Aesthetics	5.10 Hydrology and Water Quality
5.2 Agriculture and Forest Resources	5.11 Land Use and Planning
5.3 Air Quality	5.12 Noise
5.4 Biological Resources	5.13 Paleontological Resources
5.5 Cultural Resources	5.14 Population and Housing
5.6 Energy	5.15 Public Services
5.7 Geology and Soils	5.16 Transportation
5.8 Greenhouse Gas Emissions	5.17 Tribal Cultural Resources
5.9 Hazards and Hazardous Materials	5.18 Utilities and Service Systems

This Draft EIR evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant.

### Format of Environmental Topic Sections

Each environmental topic section generally includes the following main subsections:

- **Introduction:** This describes the purpose of analysis for the environmental topic and referenced documents used to complete the analysis. This subsection may define terms used.
- **Regulatory Setting:** This subsection describes applicable federal, state, and local plans, policies, and regulations that the Project must address and may affect its implementation.
- **Environmental Setting:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.” The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology:** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
  - A statement of the CEQA threshold being analyzed,
  - The Draft EIR’s conclusion as to the significance of the impact.

- An impact assessment that evaluates the changes to the physical environment that would result from the Project.
- An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.
- **Cumulative Impacts:** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects (See Table 4-6).
- **Existing Regulations and Regulatory Requirements.** A list of applicable laws and regulations that would reduce potentially significant impacts.
- **Level of Significance Before Mitigation.** A determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
- **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
  - avoid a significant impact;
  - minimize the severity of a significant impact;
  - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
  - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or
  - compensating for the impact by replacing or providing substitute resources or environmental conditions.
- **Level of Significance after Mitigation.** This section provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.

## Impact Significance Classifications

The below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

# 5.1 Aesthetics

## 5.1.1 INTRODUCTION

This section describes the visual setting and aesthetic character of the Project site and evaluates the potential for the Project to impact scenic vistas, the visual character and quality of the Project site, and cause light, and glare impacts. The analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from Project implementation would result in substantially degraded aesthetic conditions. Descriptions of existing aesthetic/visual conditions are based, in part, on site visits by the consulting team, analysis of aerial photography (Google Earth Pro, 2020), and the Project application materials submitted to the County of Riverside described in Section 3.0, Project Description, of this EIR. This section is also based, in part, on the following documents and resources:

- *Riverside County General Plan*, December 2015
- *County of Riverside Code of Ordinances*
- *California Department of Transportation (Caltrans) Scenic Highway Mapping System* (Caltrans, 2018).

## 5.1.2 REGULATORY SETTING

### 5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that are applicable to the Project.

### 5.1.2.2 State Regulations

There are no state regulations concerning aesthetic impacts that are directly applicable to the Project.

#### **Urbanized Area**

For an unincorporated area, Public Resources Code Section 21071(b) defines “urbanized area” as being completely surrounded by one or more incorporated cities and meeting both criteria:

- (i) The population of the unincorporated area and the population of the surrounding incorporated city or cities equals not less than 100,000 persons.
- (ii) The population density of the unincorporated area at least equals the population density of the surrounding city or cities.

Based on these criteria, the Project is located within an urbanized area for purposes of determining if the Project would conflict with applicable zoning and other regulations governing scenic quality.

### 5.1.2.3 Local Regulations

#### **Riverside County General Plan**

The Riverside County General Plan contains the following policies related to aesthetics that are applicable to the Project:

- Policy LU 2.1** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (AI 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)

- a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.
- b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.
- c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.
- d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.
- e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.
- f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.
- g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

**Policy LU 4.1** Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AL 1, 3, 6, 14, 23, 24, 41, 62)

- a. Compliance with the design standards of the appropriate area plan land use category.
- b. Require that structures be constructed in accordance with the requirements of Riverside County's zoning, building, and other pertinent codes and regulations.
- c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
- d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.
- e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR).
- f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
- g. Encourage innovative and creative design concepts.
- h. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art.
- i. Include consistent and well-designed signage that is integrated with the building's architectural character.
- j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
- k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
- l. Mitigate noise, odor, lighting, and other impacts on surrounding properties.
- m. Provide and maintain landscaping in open spaces and parking lots.

- n. Include extensive landscaping.
- o. Preserve natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.
- p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.
- q. Design parking lots and structures to be functionally and visually integrated and connected.
- r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
- s. Establish safe and frequent pedestrian crossings.
- t. Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.
- u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas.
- v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space

- Policy LU 7.1** Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3)
- Policy LU 7.3** Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process. (AI 3)
- Policy LU 7.4** Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic. (AI 3)
- Policy LU 7.5** Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses. (AI 3)
- Policy LU 8.8** Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well landscaped work environments, and fit with the character of our varied communities. (AI 17, 19)
- Policy LU 9.3** Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas to enhance recreational opportunities and community aesthetics, and improve the quality of life.
- Policy LU 14.1** Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)
- Policy LU 14.2** Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (AI 33, 41)
- Policy LU 14.8** Avoid the blocking of public views by solid walls. (AI 3)
- Policy LU 30.8** Require that industrial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area. (AI 3)

**Policy HC 19.7** Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life.

### Mead Valley Area Plan

The Mead Valley Area Plan includes the following objectives and policies are related to aesthetics and the proposed Project:

**MVAP 7.1** Development within those portions of this Area Plan in the Fifth Supervisorial District shall adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial District.

**MVAP 8.1** Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.

**MVAP 12.1** Protect the scenic highways in the Mead Valley planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

### Riverside County Ordinances

**Ordinance Number 348 Land Use Ordinance.** Riverside County's Land Use Ordinance No. 348 establishes allowable uses of land and sets standards for what and how land may be developed. The ordinance protects the people and property of Riverside County from development of unsuitable land uses and aims to ensure that built areas are developed safely and with minimal conflict with surrounding lands. Ordinance No. 348 also identifies requirements for landscaping associated with development proposals. The landscaping of development projects enhances the visual character and aesthetic quality of a site and its surroundings.

**Ordinance Number 655 County of Riverside Regulating Light Pollution.** The intent of Riverside County Ordinance Number 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays, which have a detrimental effect on astronomical observation and research.

**Ordinance Number 915 Regulating Outdoor Lighting.** The County of Riverside has adopted an ordinance regulating outdoor lighting (Ordinance No. 915). Ordinance No. 915 is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.

## 5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

### Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Riverside County General Plan aims to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs. The Riverside County General



Plan describes that in addition to scenic corridors, scenic resources include natural landmarks and prominent or unusual features of the landscape; however, the General Plan does not designate specific scenic resources.

The Project is located in a developed area with residential uses and multiple industrial developments. Views of the surrounding foothills are available from public vantage points on Water Street, Orange Avenue, and Harvill Avenue.

### **State Scenic Highway**

There are no officially designated state scenic highways in the vicinity of the proposed Project (Caltrans 2022). The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest eligible scenic highway is State Route 74, which is located approximately 2.3 miles south of the Project site. Likewise, there are no County-designated scenic highways that run through the Project vicinity. The closest County-designated scenic highway is Cajalco Road, which is located approximately 1.5 miles north of the Project site.

### **Visual Character of the Project Site**

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development.

### **Visual Character of Adjacent Areas**

The existing visual character of the area surrounding the Project site is dominated by single-family residential uses and industrial warehouses. There is no consistent architectural or visual theme within the surrounding area and there is minimal intrinsic aesthetic appeal.

The Project site is bound to the east by Harvill Avenue, to the south by Orange Avenue, and to the north by Water Street. The parcels adjacent to the Project site directly west contain large-lot single-family residences. Multiple of the single-family residential lots are also used for car storage. The parcels adjacent to the Project site directly north are vacant and undeveloped. The parcels adjacent to the Project site directly south are developed with large-lot single-family residences. Multiple of the lots are also used for truck storage. The parcels adjacent to the Project site directly east are developed with industrial warehouses.

### **Light and Glare**

The Project site is undeveloped and does not include any sources of nighttime lighting. However, the Project site is surrounded by sources of nighttime lighting that includes streetlights along Harvill Avenue, illumination from vehicle headlights, offsite exterior residential lighting, and interior illumination passing through windows. Sensitive receptors relative to lighting and glare include motorists and pedestrians passing through the Project area.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Project site that presently generate substantial glare since most of the buildings are limited to one-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

## 5.1.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

AE-1: Have a substantial effect upon a scenic highway corridor within which it is located.

AE-2: 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.

AE-3: 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.

AE-4: Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655.

AE-5: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

AE-6: Expose residential property to unacceptable light levels.

## 5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Project site and surrounding areas and the changes that would occur from Project implementation. The significance determination for scenic vistas is based on whether the vista can be viewed from public areas within or near the Project site and the potential for the Project to either hinder views of the scenic vista or result in its visual degradation. The evaluation of aesthetic character identifies the Project's development characteristics and its expected appearance, and compares it to the site's existing appearance and character, and to the character of adjacent existing and future planned uses to determine whether and/or to what extent a degradation of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.).

The analysis of light and glare identifies light-sensitive land uses and describes the Project's proposed light and glare sources, and the extent to which Project lighting could spill off the Project site onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.







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## 5.1.6 ENVIRONMENTAL IMPACTS

### **IMPACT AE-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL EFFECT UPON A SCENIC HIGHWAY CORRIDOR WITHIN WHICH IT IS LOCATED.**

**No Impact.** As shown on Riverside County General Plan Figure C-8, the Project site is not located within or near a scenic highway. The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. The Project site is not visible from Cajalco Road. Therefore, due to the distance of the Project site from either a designated or eligible State or County scenic highway, the proposed Project would not have a substantial effect upon a scenic highway corridor within which it is located and there would be no impacts.

### **IMPACT AE-2: THE PROJECT WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS AND UNIQUE OR LANDMARK FEATURES; OBSTRUCT ANY PROMINENT SCENIC VISTA OR VIEW OPEN TO THE PUBLIC; OR RESULT IN THE CREATION OF AN AESTHETICALLY OFFENSIVE SITE OPEN TO PUBLIC VIEW.**

**Less than Significant Impact.** The Project site is currently vacant and undeveloped but has been previously used as staging area and fill supply for surrounding development. The site is regularly disked and cleared for weed abatement purposes. The Project is located in a developed area with residential uses and multiple industrial developments. The Riverside County General Plan describes that in addition to scenic corridors, scenic resources include natural landmarks and prominent or unusual features of the landscape; however, the General Plan does not designate specific scenic resources. Views of the surrounding foothills are available from public vantage points on Water Street, Harvill Street, and Orange Street.

The Project would develop an industrial warehouse building that would be set back from the adjacent streets and would not encroach into the existing public long-distance views. The Project would include a building setback of approximately 116 feet along Water Street, a building setback of approximately 185 feet along the eastern property line, a building setback of approximately 78 feet along Orange Avenue, and a landscape setback of approximately 17 feet and building setback of approximately 73 feet along the western property boundary. All setbacks would be greater than what is required by County Ordinance No. 348. In addition, the warehouse would be a similar height to surrounding industrial buildings in the area. Long range views of the surrounding foothills would continue to be available from public vantage points on surrounding streets. Therefore, 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. As such, impacts would be less than significant.

### **IMPACT AE-3: THE PROJECT WOULD NOT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.**

**Less than Significant Impact.** The following regulatory standards are applicable to development of the Project site, and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning:

#### ***Riverside County Ordinance No. 348***

The following provisions of Ordinance No. 348 are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the proposed Projects.

**Table 5.1-1: M-SC Development Standard Consistency**

County Development Standard		Project Consistency
Minimum 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.	874,685 square feet
Minimum Residential Setback	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	Landscape setback of 17 feet and building setback of 73 feet
Maximum Height	40 feet at the yard setback line, 50 feet after	50 feet tall
Minimum Landscape Area	10%	15.45%, 135,180 SF
Maximum Floor Area Ratio	0.25-0.60	0.4971
Minimum Street Setback	25 feet	116 feet along Water Street, a building setback of approximately 185 feet along the eastern property line, a building setback of approximately 78 feet along Orange Avenue
Parking	1 space/250 SF of office, 1 space/2,000 SF of warehouse (253 total)	254 stalls

**Countywide Plan Regulations Governing Scenic Quality.** Discussion of the Project’s consistency with the policies of the Riverside County General Plan that govern scenic quality is provided in Table 5.1-2; these policies are those listed in Section 4.4.3 of the General Plan EIR.

**Table 5.1-2: Consistency with Goals and Policies Related to Scenic Quality**

General Plan Policy	Project Consistency with Policy
<b>Land Use Element</b>	
<p><b>Policy LU 2.1</b> Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (Al 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)</p> <p>a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.</p>	<p><b>Consistent.</b> The proposed Project would be consistent with the development standards of County Ordinance No. 348, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls. Thus, as the Project would not conflict with the policy and incudes design standards, the Project is therefore consistent.</p>

General Plan Policy	Project Consistency with Policy
<p>b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.</p> <p>c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.</p> <p>d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.</p> <p>e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.</p> <p>f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.</p> <p>g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.</p>	
<p><b>Policy LU 4.1</b> Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AI 1, 3, 6, 14, 23, 24, 41, 62)</p> <p>a. Compliance with the design standards of the appropriate area plan land use category.</p> <p>b. Require that structures be constructed in accordance with the requirements of Riverside County’s zoning, building, and other pertinent codes and regulations.</p> <p>c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.</p> <p>d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.</p>	<p><b>Consistent.</b> The proposed Project would be consistent with the development standards of County Ordinance No. 348, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls. Furthermore, loading dock areas and truck circulation areas would be oriented toward Harvill Avenue and away from single-family residences to the west. Additionally, the Project would include sidewalks along Water Street, Harvill Avenue, and Orange Avenue and a multi-purpose trail along Harvill Avenue to increase pedestrian connectivity. Thus, as the Project would not conflict with the policy and incudes design standards, the Project is therefore consistent with Policy LU 4.1.</p>

General Plan Policy	Project Consistency with Policy
<p>e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR).</p> <p>f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.</p> <p>g. Encourage innovative and creative design concepts.</p> <p>h. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art.</p> <p>i. Include consistent and well-designed signage that is integrated with the building's architectural character.</p> <p>j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.</p> <p>k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.</p> <p>l. Mitigate noise, odor, lighting, and other impacts on surrounding properties.</p> <p>m. Provide and maintain landscaping in open spaces and parking lots.</p> <p>n. Include extensive landscaping.</p> <p>o. Preserve natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.</p> <p>p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.</p>	



General Plan Policy	Project Consistency with Policy
<p>q. Design parking lots and structures to be functionally and visually integrated and connected.</p> <p>r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.</p> <p>s. Establish safe and frequent pedestrian crossings.</p> <p>t. Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.</p> <p>u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas.</p> <p>v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space</p>	
<p><b>Policy LU 9.3</b> Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas to enhance recreational opportunities and community aesthetics, and improve the quality of life.</p>	<p><b>Consistent.</b> The Project would include sidewalks along Water Street, Harvill Avenue, and Orange Avenue and a multi-purpose trail along Harvill Avenue to increase pedestrian connectivity. Thus, as the Project would not conflict with the policy and includes design standards, the Project is therefore consistent with Policy LU 9.3.</p>
<p><b>Policy LU 14.1</b> Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.</p>	<p><b>Consistent.</b> The Project would include a building setback of approximately 116 feet along Water Street, a building setback of approximately 185 feet along the eastern property line, a building setback of approximately 78 feet along Orange Avenue, and a landscape setback of approximately 17 feet and building setback of approximately 73 feet along the western property boundary. All setbacks would be greater than what is required by County Ordinance No. 348. Long range views of the surrounding foothills would continue to be available from public vantage points on surrounding streets.</p>
<p><b>Policy LU 14.2</b> Incorporate riding, hiking and bicycle trails and other compatible public recreational facilities within scenic corridors.</p>	<p><b>Consistent.</b> While the proposed Project site is not within a scenic corridor, the Project would include a multi-purpose trail along Harvill Avenue.</p>
<p><b>Policy LU 14.3</b> Ensure that the design and appearance of new landscaping, structures, equipment, signs or grading within Designated and Eligible State and County Scenic Highways corridors are compatible with the surrounding scenic setting or environment.</p>	<p><b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5</p>

General Plan Policy	Project Consistency with Policy
	miles from the Project site. As such, the Project site is not within a scenic highway and Policy LU 14.3 is not applicable to the proposed Project.
<p><b>Policy LU 14.4</b> Maintain an appropriate setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways based on local surrounding development, topography, and other conditions.</p>	<p><b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy LU 14.4 is not applicable to the proposed Project.</p>
<p><b>Policy LU 14.5</b> Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.</p>	<p><b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy LU 14.5 is not applicable to the proposed Project.</p>
<p><b>Policy LU 14.6</b> Prohibit off-site outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways</p>	<p><b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy LU 14.6 is not applicable to the proposed Project.</p>
<p><b>Policy LU 14.7</b> Require that the size, height and type of on-premise signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color and location of the signs shall blend with the environment, utilizing natural materials where possible.</p>	<p><b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy LU 14.7 is not applicable to the proposed Project.</p>
<p><b>Policy LU 14.8</b> Avoid the blocking of public views by solid walls.</p>	<p><b>Consistent.</b> The Project would include a building setback of approximately 116 feet along Water Street, a building setback of approximately 185 feet along the eastern property line, a building setback of approximately 78 feet along Orange Avenue, and a landscape setback of approximately 17 feet and building setback of approximately 73 feet along the western property boundary. All setbacks would be greater than what is required by County Ordinance No. 348. Long range views of the surrounding foothills would continue to be available from public vantage points on surrounding streets.</p>
<p><b>Policy LU 22.1</b> Require grading to be designed to blend with undeveloped natural contours of the site and avoid an unvaried unnatural, or manufactured appearance.</p>	<p><b>Consistent.</b> The site has been previously graded due to its recent use as a staging area and fill supply for</p>

General Plan Policy	Project Consistency with Policy
	surrounding development. As such, the Project would not conflict with Policy 22.1.
<b>Policy LU 22.6</b> Provide programs and incentives that allow rural areas to maintain and enhance their existing and desired character.	<b>Not Applicable.</b> This policy is aimed at Riverside County, not at individual development projects. As such, Policy LU 22.6 is not applicable to the proposed Project.
<b>Policy LU 23.2</b> Encourage that structures be designed to maintain the environmental character in which they are located.	<b>Consistent.</b> The Project site is within an urbanizing area that is mostly developed with residential uses, light industrial uses, and vacant lots planned for industrial development. The Project would be visually consistent with surrounding industrial developments and would not conflict with the environmental character of the area.
<b>Multipurpose Open Space Element</b>	
<b>Policy OS 22.1</b> Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.	<b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy OS 22.1 is not applicable to the proposed Project.
<b>Policy OS 22.2</b> Study potential scenic highway corridors for possible inclusion in the Caltrans Scenic Highways Plan	<b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy OS 22.2 is not applicable to the proposed Project.
<b>Policy OS 22.3</b> Encourage joint efforts among Federal, State, and County agencies, and citizen groups to ensure compatible development within scenic corridors.	<b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy OS 22.3 is not applicable to the proposed Project.
<b>Policy OS 22.4</b> Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features.	<b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy OS 22.4 is not applicable to the proposed Project.
<b>Policy OS 22.5</b> Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.	<b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic

General Plan Policy	Project Consistency with Policy
	highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy OS 22.5 is not applicable to the proposed Project.

The proposed Project would change the scenic quality of the site from an undeveloped site and would construct an approximately 434,823 square foot industrial warehouse building, parking lot, ornamental landscaping, and associated infrastructure. The proposed building would result in an FAR of 0.4971 and be approximately 50 feet tall. The Project site is within an urbanizing area that is mostly developed with residential uses, light industrial uses, and vacant lots planned for industrial development. The Project applicant would develop a new 50-foot-high industrial warehouse building that would be set back from adjacent streets and would not encroach into public long-distance views. The proposed structure would be painted concrete and have accented glass windows and doors. Parking and landscaping areas would be located in the setback space between roadways and buildings, which would minimize the visual scale of the structures. The proposed Project applicant would install landscaping onsite and along adjacent streets. Areas adjacent to the buildings would be landscaped with trees and a variety of shrubs and ground covers. Additionally, the layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structures, while functioning as a screen to trailer parking and truck yards. Therefore, while the Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and impacts would be less than significant.

**IMPACT AE-4: THE PROJECT WOULD NOT INTERFERE WITH THE NIGHTTIME USE OF THE MT. PALOMAR OBSERVATORY, AS PROTECTED THROUGH RIVERSIDE COUNTY ORDINANCE NO. 655.**

**Less than Significant Impact.** Mt. Palomar Observatory is located approximately 35 miles southeast of the Project site. The Project site lies within the Mt. Palomar Observatory Special Lighting Area B and is subject to the lighting restrictions established by Riverside County Ordinance No. 655 to control the effects of skyglow and to reduce the impact of development upon the Mt. Palomar Observatory. 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, included as PPP AE-1, and potential Project interference with nighttime use of the Mt. Palomar Observatory would also be less than significant.

**IMPACT AE-5: THE PROJECT WOULD NOT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.**

**Less than Significant Impact.** The Project proposes to develop one approximately 434,823 square foot warehouse building, which would result in an FAR of 0.4971. Development of the Project would introduce new sources of light and glare into the area from street lighting, parking lot, and outdoor lighting. The proposed Project is located in a developed area with other industrial developments. Spill of light onto surrounding properties and “night glow” would be reduced by using hoods and other design features on the light fixtures used within the proposed Project. Implementation of the existing regulatory requirements per Riverside County Ordinance No. 915 (Outdoor Lighting), included as PPP AE-2, would occur during the County’s permitting process and would ensure that impacts related to light and glare are less than significant.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Ordinance No. 915 requirements, and the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. Thus, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

**IMPACT AE-6: THE PROJECT WOULD NOT EXPOSE RESIDENTIAL PROPERTY TO UNACCEPTABLE LIGHT LEVELS.**

**Less than Significant Impact.** Existing residential uses are located directly to the west of the Project site and south of the Project site across Orange Avenue. However, 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 Ordinance No. 655 and Ordinance No. 915 to ensure compliance with the Riverside County lighting requirements. This process would ensure that residential property and other light sensitive uses are not exposed to unacceptable levels of light, and impacts related to levels of light would be less than significant.

### 5.1.7 CUMULATIVE IMPACTS

As discussed in Impact AE-1, the Project site is not within close proximity to any designated State or County scenic routes. Therefore, the Project has no potential to contribute to a cumulatively significant impact to scenic resources within a designated scenic route.

As noted in Impact AE-2, the Project site is relatively flat and do not contribute to any prominent scenic vistas under existing conditions. Although views of the surrounding hills are available in the Project area, they are not panoramic. Additionally, these views are available throughout the cumulative study area and are not unique to the Project site. Other developments proposed in the cumulative study area would be required to comply with the applicable governing policies, which include policies and regulations to preserve vistas and important scenic resources. Accordingly, with buildout of the Project and other developments within the Project's viewshed, impacts to scenic vistas would not be cumulatively significant and the Project's contributions would be less than cumulatively considerable.

The Project would not conflict with applicable design regulations of Riverside County Ordinance No. 348 for the Manufacturing-Service Commercial (M-SC) zoning designation. Therefore, the Project has no potential to contribute to cumulatively considerable scenic quality impacts. Moreover, any new development in the surrounding area would be subject to applicable development regulations and design standards imposed by the governing jurisdiction, which would ensure that development incorporates high quality building materials, architectural design, and landscaping to avoid potential adverse effects to local scenic quality.

With respect to potential cumulative light and glare impacts, the Project would be required to comply with Riverside County Ordinance No. 655 and 915, included as PPP AE-1 and PPP AE-2, which set standards for exterior lighting/fixtures. Any development project in the cumulative study area would be required to comply with the light reduction requirements applicable in their respective jurisdiction. Although cumulative development in the Project's surrounding area is expected to introduce new sources of artificial lighting and potentially reflective materials, the required compliance with the governing development code requirements would ensure that future cumulative development does not introduce substantial sources of artificial lighting or glare. As such, the Project would not contribute to cumulatively considerable, adverse impacts to the existing daytime or nighttime views of the Project sites or their surroundings.

## 5.1.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

- Riverside County Ordinance No. 348
- Riverside County Ordinance No. 655
- Riverside County Ordinance No. 915

### Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

**PPP AE-1: 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.

**PPP AE-2: 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 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.

## 5.1.9 PROJECT DESIGN FEATURES

None.

## 5.1.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

The Project would result in no impact related to Impact AE-1 and less than significant impact to Impact AE-2 and through Impact AE-6.

## 5.1.11 MITIGATION MEASURES

None required.

## 5.1.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to aesthetics would be less than significant. No significant and unavoidable aesthetic impacts would occur.

## REFERENCES

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## 5.2 Agriculture and Forest Resources

### 5.2.1 INTRODUCTION

This section describes the agricultural resource conditions in the Project region and potential impacts from Project implementation. The analysis in this section is based, in part, on the following documents and resources:

- *California Department of Conservation Farmland Mapping and Monitoring Program*
- *Riverside County General Plan, December 2015*
- *Riverside County General Plan EIR, December 2015*
- *County of Riverside Code of Ordinances*

### 5.2.2 REGULATORY SETTING

#### 5.2.2.1 Federal Regulations

There are no federal regulations related to agriculture and forest resources that are applicable to the Project.

#### 5.2.2.2 State Regulations

##### **Farmland Mapping and Monitoring Program**

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of important farmland. It divides the State's farmland into different categories based on soil quality and existing agriculture, which are used to identify productive farmland and to analyze impacts on farmland. The various types of farmland identified by FMMP include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, farmland of local importance, and grazing land, as described above. The highest rated important farmland is Prime Farmland.

##### **Land Evaluation and Site Assessment (LESA) Model**

The California Agricultural LESA Model was developed to provide lead agencies with an optional methodology to ensure that potentially significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process (Public Resources Code Section 21095), including in the CEQA environmental process. The California Agricultural LESA Model evaluates measures of soil resource quality, a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, the factors are rated, weighted, and combined, resulting in a single numeric score. The Project score becomes the basis for making a determination of a project's potential significance.

#### 5.2.2.3 Local Regulations

##### **Riverside County General Plan**

The Riverside County General Plan contains the following policies related to agriculture and forestry resources that are applicable to the Project:

- Policy LU 20.2** Protect agricultural uses, including those with industrial characteristics (diaries, poultry, hog farms, etc.) by discouraging inappropriate land division in the immediate proximity and allowing only uses and intensities that are compatible with agricultural uses.
- Policy LU 20.4** Encourage conservation of productive agricultural lands. Preserve prime agricultural lands for high-value crop production.
- Policy LU 20.7** Adhere to Riverside County's Right-to-Farm Ordinance
- Policy OS 7.3** Encourage conservation of productive agricultural lands and preservation of prime agricultural lands.
- Policy OS 8.1** Cooperate with federal and state agencies to achieve the sustainable conservation of forest land as a means of providing open space and protecting natural resources and habitat lands included within the MSHCPs

### Riverside County Ordinances

**Ordinance Number 509.** This ordinance establishes uniform rules which apply to Agricultural Preserves. This ordinance determines which uses are agricultural or compatible uses within an Agricultural Preserve and prohibits all other uses within an Agricultural Preserve.

**Ordinance Number 625.** This “Right-to-Farm” Ordinance requires that development of residential uses adjacent to properties zoned primarily for agricultural purposes be regulated. Specifically, Ordinance No. 625 states that if any agricultural operation that has been in place for at least three years and is not considered a nuisance operation at the time the operation began, no change in surrounding land uses shall cause said operation to become a nuisance. A note is to be added to the Environmental Constraints Sheet for any tentative land division that states: “...that no agricultural activity, operation, or facility, or appurtenances thereof, conducted or maintained for commercial purposes, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three (3) years if it was not a nuisance at the time it began.”

If any parcel within 300 feet of the site is zoned primarily for agricultural uses at the time of occupancy permit issuance, the Project shall comply with the “Right-to-Farm” Ordinance. County Ordinance No. 625 defines land zoned for “primarily agricultural purposes” as any land lying within any one of the following zone classifications established by the Riverside County Land Use Ordinance No. 348: A1 (Light Agriculture); A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); A-D (Agriculture-Dairy); or C/V (Citrus/Vineyard).

## 5.2.3 ENVIRONMENTAL SETTING

### *Regional*

#### **Agricultural Resources**

Natural resources in Riverside County include agricultural and grazing lands. In 2020, there were 214,915 acres of agricultural use, excluding ranching, in the County. In 2015, the County had approximately 132,183 acres of Prime Farmland, 42,096 acres of Farmland of Statewide Importance, and 37,726 acres of Unique Farmland (Riverside County, 2015a). As indicated in the General Plan EIR, agricultural uses have declined

over the last several decades as a result of urban expansion and economic conditions. The County projects continued population growth, and areas designated for residential, commercial, and industrial development, would result in the conversion of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to nonagricultural land use (Riverside County, 2015a).

#### *Project Site*

The Project Site has a General Plan designation of Business Park (BP) and zoning of Manufacturing, Service Commercial (M-SC). The majority of the Project site is designated as farmland of local importance by the FMMP. A portion along the southern border of the Project site is designated as other land. The Project site is currently vacant but disturbed from previous grading and regular disking activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. The Project site is not currently used for agricultural production. Prior to the Project site being utilized for fill supply, it was utilized for agricultural uses up until approximately 1997 (PF, 2021).

#### **Forest Resources**

The Project site is located in the Mead Valley portion of unincorporated Riverside County, a rapidly urbanizing region that generally contains dry, sparsely-vegetated terrain in the natural condition. As shown in Figure OS-3a of the Riverside County General Plan there are no forest resources in the Project's vicinity under existing conditions (Riverside County, 2015b, Figure OS-3a).

## 5.2.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- AG-1: 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.
- AG-2: Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.
- AG-3: Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm").
- AG-4: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.
- AG-5: 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)).
- AG-6: Result in the loss of forest land or conversion of forest land to non-forest use.
- AG-7: 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.

## 5.2.5 METHODOLOGY

Agricultural resources were assessed based on the California Department of Conservation's FMMP, which is a biennial report and mapping resource on the conversion of farmland and grazing land. Using this source, the proposed Project was analyzed for potential conversion of important farmland, conflicts with zoning designations, conversion of Williamson Act contract lands, and community changes resulting from the proposed Project that would remove existing farmland from agricultural production.

Forest resources were assessed based on the Riverside County General Plan. Using this source, the proposed Project was analyzed for the potential conversion of forest land, conflicts with zoning designations, and community changes resulting from the proposed Project that would remove existing forest land.

## 5.2.6 ENVIRONMENTAL IMPACTS

### **IMPACT AG-1: THE PROJECT WOULD NOT 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.**

**Less than Significant Impact.** The Project site is located in an urbanizing area of the County. The Project site is identified by the FMMP as farmland of local importance and other land. However, none of the parcels within the Project site are currently utilized for agricultural production. The parcels within the Project site have not been utilized for agricultural production since 1997. Additionally, as shown on the maps provided by the FMMP, none of the surrounding areas are designated as Prime Farmland, Unique Farmland, or Farmland Statewide Importance. Furthermore, areas in the vicinity of the Project site are currently vacant, developed with residential uses, or developed with industrial uses and are not utilized for agricultural production. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and impacts would be less than significant.

### **IMPACT AG-2: THE PROJECT WOULD NOT CONFLICT WITH EXISTING AGRICULTURAL ZONING, AGRICULTURAL USE OR WITH LAND SUBJECT TO A WILLIAMSON ACT CONTRACT OR LAND WITHIN A RIVERSIDE COUNTY AGRICULTURAL PRESERVE.**

**No Impact.** The Project site is designated by the Riverside County General Plan as Business Park (BP) and has a zoning classification of Manufacturing, Service Commercial (M-SC). The Project site is vacant and undeveloped; and no agricultural activities occur onsite. Although the Project site has been used for agricultural production in the past, the site has not been used for agricultural production since the 1980s. Therefore, a conflict with an agricultural zone or use would not occur. In addition, the Project site is not subject to a Williamson Act contract and is not 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.

### **IMPACT AG-3: THE PROJECT WOULD NOT CAUSE DEVELOPMENT OF NON-AGRICULTURAL USES WITHIN 300 FEET OF AGRICULTURALLY ZONED PROPERTY (ORDINANCE NO. 625 "RIGHT-TO-FARM").**

**Less than Significant Impact.** Properties to the west and south of the Project site are zoned Light Agricultural (A-1). However, based on a review of aerial imagery of the surrounding area, none of these properties are currently utilized for agricultural activity or operation, including but not limited to, the cultivation and tillage

of the soil, dairying, the production, cultivation, growing, and harvesting of any agricultural commodity, including timber, viticulture, apiculture, or horticulture, the raising of livestock, fur bearing animals, fish, or poultry, and any practices performed by a farmer or on a farm as incident to or in conjunction with such farming operations, including preparation for market, delivery to storage or to market, or to carriers for transportation to market. Additionally, the Project would not result in the development of heavy industrial uses that would impact agricultural uses in the area. Therefore, while the Project would cause development of non-agricultural uses within 300 feet of agriculturally zoned property, impacts to agricultural zoned property would be less than significant.

**IMPACT AG-4: THE PROJECT WOULD NOT INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE.**

**No Impact.** Project implementation would not facilitate the conversion of farmland within the Project vicinity to non-agricultural use. The proposed Project includes the construction of a new light industrial warehouse building that would be consistent with the land use designation of the Project site. There are no existing agricultural activities currently onsite or in the surrounding area. Development of the Project site would not convert farmland to other uses. Additionally, the areas surrounding the Project site are designated by the FMMP as other land and farmland of local importance. There is no state-designated farmland within the vicinity of the site. Therefore, the development of the proposed Project would not result in the conversion of farmland to non-agricultural use and no impacts would occur.

**IMPACT AG-5: THE PROJECT WOULD NOT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVT. CODE SECTION 51104(G)).**

**No Impact.** The Project site is located in an urbanizing area of the County. There is no forest land or forest resources on or in proximity to the Project site. Additionally, the Project site is not designated or zoned for forest or timberland or used for foresting. As such, development of the proposed Project would not 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)) and no impact would occur.

**IMPACT AG-6: THE PROJECT WOULD NOT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE.**

**No Impact.** The Project site is located in an urbanizing area of the County. There is no forest land in the vicinity of the Project site. Therefore, development of the proposed Project would not cause loss of forest land or convert forest land to non-forest use. No impacts would occur to forest land or timberlands.

**IMPACT AG-7: THE PROJECT WOULD NOT INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FOREST LAND TO NON-FOREST USE.**

**No Impact.** The Project site is located in an urbanizing area of the County, and there is no existing forest land or timberland on the Project site or within the Project vicinity, and the Project would not involve other changes that could result in the conversion of forest land to non-forest uses, and no impact would occur.

## 5.2.7 CUMULATIVE IMPACTS

### **Agricultural Resources**

The cumulative study area for agricultural resources for this Draft EIR is the County of Riverside as these resources are regularly assessed on the countywide level as part of the state's FMMP. Agricultural use in the County has declined over the last several decades as the result of urban expansion and economic conditions. Consequently, the County has set forth goals and policies to protect agriculture within the County General Plan. Notwithstanding, the County continues to plan for growth, including in the Mead Valley area. The Project meets the County goal to increase employment opportunities. There are no existing agricultural activities currently onsite or in the surrounding area and the Project would not result in the conversion of farmland. Therefore, the Project would not cumulatively contribute to the conversion of farmland.

### **Forest Resources**

There are no forest resources or woodland vegetation within the Mead Valley area. As discussed, Project implementation would not directly impact forest land, timberland, or timberland zoned Timberland Production. Therefore, there the Project would not cumulatively contribute to forest resource impacts.

## 5.2.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### **Existing Regulations**

- Riverside County Ordinance No. 509
- Riverside County Ordinance No. 625

### **Plans, Programs, or Policies (PPPs)**

None.

## 5.2.9 PROJECT DESIGN FEATURES

None.

## 5.2.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts AG-1 through AG-7 would be less than significant.

## 5.2.11 MITIGATION MEASURES

No mitigation measures are required.

## 5.2.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts associated with agriculture and forest resources are less than significant.

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## 5.3 Air Quality

### 5.3.1 INTRODUCTION

This section provides an overview of the existing air quality within the Project site and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Project. Mitigation measures are recommended if necessary to reduce significant air quality impacts. This analysis is based on the following County documents and reports prepared by Urban Crossroads (UC 2022) and are included as appendices to this Draft EIR:

- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*
- *Harvill & Water Warehouse Air Quality Impact Analysis*, County of Riverside, Urban Crossroads, 13 July 2022, Appendix B.
- *Harvill & Water Warehouse Mobile Source Health Risk Assessment*, County of Riverside, Urban Crossroads, 13 July 2022, Appendix C.

### 5.3.2 REGULATORY SETTING

#### 5.3.2.1 Federal Regulations

United States Environmental Protection Agency

##### **Criteria Air Pollutants**

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead. Table 5.3-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

**Hazardous Air Pollutants**

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

**Table 5.3-1: Ambient Air Quality Standards for Criteria Pollutants**

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
<b>Ozone</b>	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO <sub>x</sub> react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
<b>Carbon Monoxide (CO)</b>	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
<b>Nitrogen Dioxide (NO<sub>x</sub>)</b>	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
<b>Respirable Particulate Matter (PM<sub>10</sub>)</b>	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	---		
<b>Fine Particulate Matter (PM<sub>2.5</sub>)</b>	24 hours	---	35 µg/m <sup>3</sup>	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO <sub>x</sub> , sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>		
<b>Lead (Pb)</b>	30 Day Average	1.5 µg/m <sup>3</sup>	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and	Present source: lead smelters, battery manufacturing and recycling facilities.
	Calendar Quarter	---	1.5 µg/m <sup>3</sup>		

<b>Pollutant</b>	<b>Averaging Time</b>	<b>State Standard</b>	<b>National Standard</b>	<b>Pollutant Health and Atmospheric Effects</b>	<b>Major Pollutant Sources</b>
	Rolling 3-Month Average	---	0.15 $\mu\text{g}/\text{m}^3$	neurological dysfunction (in severe cases).	Past source: combustion of leaded gasoline.
<b>Hydrogen Sulfide</b>	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
<b>Sulfates (SO<sub>4</sub>)</b>	24 hour	25 $\mu\text{g}/\text{m}^3$	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
<b>Visibility Reducing Particles</b>	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM <sub>2.5</sub> .

ppm = parts per million; ppb = parts per billion;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter.

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

### 5.3.2.2 State Regulations

#### California Air Resources Board

##### **Criteria Air Pollutants**

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.3-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

**Diesel Regulations**

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach “Clean Truck Program” (CTP) require accelerated implementation of “clean trucks” into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future DPM emissions because not all these regulatory requirements are reflected in the modeling.

**Toxic Air Contaminants**

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA’s list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm’s way. Based on CARB’s Community Health Air Pollution Information System (CHAPIS), no major TAC sources are located in proximity to the Project area. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

### California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, EPA, and the U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the “Low Emission Vehicle” (LEV) Regulations.

### California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

### Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The 2022 CALGreen standards that reduce GHG emissions include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors’ entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).

- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building

or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).

- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the County of Riverside by Ordinance Number 457.106. However, due to the timing of submittal, the Project would be subject to the 2019 CalGreen Building Standards Code.

### 5.3.2.3 Regional Regulations

#### South Coast Air Quality Management District

##### **Criteria Air Pollutants**

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

##### **Air Quality Management Plan**

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour  $PM_{2.5}$  air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP would also serve to satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour  $PM_{2.5}$  standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017 AQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels.

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO<sub>x</sub> technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 federal 8-hour ozone standard. SCAQMD proposes a total of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NO<sub>x</sub> technologies through a combination of regulatory approaches and incentives.

#### **SCAQMD Rules and Regulations**

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following:

**Rule 203 – Permit to Operate.** A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

**Rule 401 – Visible Emissions.** A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

**Rule 402 – Nuisance.** A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

**Rule 403 – Fugitive Dust.** SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM<sub>10</sub> generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.



- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

**Rule 481 – Spray Coating.** This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

**Rule 1108 - Volatile Organic Compounds.** This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

**Rule 1113 – Architectural Coatings.** No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

**Rule 1143 – Paint Thinners and Solvents.** This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

**Rule 2305 – Warehouse Indirect Source Rule.** On May 7, 2021, the SCAQMD Governing Board approved Rule 2305. The stated purpose of the Indirect Source Rule “is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter.” The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin “with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators.” The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points

will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

### 5.3.2.4 Local Regulations

#### Riverside County General Plan

The Riverside County General Plan contains the following policies related to air quality that are applicable to the Project:

- Policy LU 11.1** Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.
- Policy LU 11.2** Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools.
- Policy LU 11.4** Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.
- Policy AQ 1.4** Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.
- Policy AQ 2.2** Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.
- Policy AQ 2.3** Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.
- Policy AQ 3.1** Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.
- Policy AQ 3.2** Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.
- Policy AQ 3.3** Encourage large employers and commercial/industrial complexes to create Transportation Management Associations. (AI 115)
- Policy AQ 3.4** Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.
- Policy AQ 4.1** Require the use of all feasible building materials/methods which reduce emissions.
- Policy AQ 4.2** Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
- Policy AQ 4.4** Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.
- Policy AQ 4.5** Require stationary pollution sources to minimize the release of toxic pollutants through:
- Design features;
  - Operating procedures;
  - Preventive maintenance;
  - Operator training; and

- Emergency response planning
- Policy AQ 4.6** Require stationary air pollution sources to comply with applicable air district rules and control measures.
- Policy AQ 4.7** To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board.
- Policy AQ 4.9** Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.
- Policy AQ 17.1** Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles to the extent possible.
- Policy AQ 17.4** Adopt incentives, regulations and/or procedures to manage paved and unpaved roads and parking lots so they produce the minimum practicable level of particulates.
- Policy AQ 17.6** Reduce emissions from building materials and methods that generate excessive pollutants, through incentives and/or regulations.
- Policy AQ 17.8** Adopt regulations and programs necessary to meet state and federal guidelines for diesel emissions.
- Policy AQ 17.10** Promote and encourage the use of natural gas and electric vehicles in distribution centers.
- Policy HC 14.2** When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.
- Policy HC 16.5** Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors including possible impacts on ingress, egress, and access routes. Similarly, encourage sensitive receptors, such as housing, schools, hospitals, clinics, and childcare facilities to be located away from uses that pose potential hazards to human health and safety.
- Policy HC 16.6** When developing and siting large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted by the Board of Supervisors on November 19, 2019 and as may be subsequently amended.
- Policy HC 16.15** Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.
- Policy HC 16.16** Apply pollution control measures such as landscaping, vegetation, and green zones (in cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.
- Policy HC 16.18** Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air quality.
- Policy HC 16.23** Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.

**Policy HC 16.24** Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.

### 5.3.3 ENVIRONMENTAL SETTING

#### Climate and Meteorology

The Project area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

#### Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM<sub>10</sub>), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM<sub>2.5</sub>), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.<sup>1</sup> Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State

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<sup>1</sup> Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at <http://www.arb.ca.gov/research/health/health.htm> and <http://www.epa.gov/air/airpollutants.html>, respectively.

Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

### **Ozone**

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO<sub>x</sub>). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

### **Carbon Monoxide**

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

### **Nitrogen Dioxide**

NO<sub>2</sub> is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO<sub>2</sub>. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO<sub>2</sub>. The combined emissions of NO and NO<sub>2</sub> are referred to as NO<sub>x</sub>, which are reported as equivalent NO<sub>2</sub>. Aside from its contribution to ozone formation, NO<sub>2</sub> can increase the risk of acute and chronic respiratory disease and reduce visibility. NO<sub>2</sub> may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

### **Sulfur Dioxide**

SO<sub>2</sub> is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO<sub>2</sub> oxidizes in the atmosphere, it forms sulfur trioxide (SO<sub>3</sub>). Collectively, these pollutants are referred to as sulfur oxides (SO<sub>x</sub>).

Major sources of SO<sub>2</sub> include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO<sub>2</sub> aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to

heavy exercise. SO<sub>2</sub> potentially causes wheezing, shortness of breath, and coughing. Long-term SO<sub>2</sub> exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

### **Particulate Matter**

PM<sub>10</sub> and PM<sub>2.5</sub> consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM<sub>10</sub> and PM<sub>2.5</sub> represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM<sub>2.5</sub> is diesel exhaust emissions.

PM<sub>10</sub> consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO<sub>2</sub> and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM<sub>10</sub> and PM<sub>2.5</sub> are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. PM<sub>2.5</sub> can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH<sub>3</sub>), NO<sub>x</sub>, and SO<sub>x</sub>.

### **Lead**

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

### **Toxic Air Contaminants**

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data is available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM<sub>10</sub> database,

ambient PM<sub>10</sub> monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

### CO Hotspots

An adverse CO concentration, known as a “hot spot” is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the South Coast Air Basin (Basin) is now designated as attainment, and CO concentrations in the Project vicinity have steadily declined (AQ 2022).

### Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

## EXISTING CONDITIONS

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project site is located within the Perris Valley area (SRA 24). The Perris Valley monitoring station is located approximately 1.4 miles south of the Project site and reports air quality statistics for O<sub>3</sub> and PM<sub>10</sub>. As the Perris Valley monitoring station does not provide data for CO, NO<sub>2</sub>, or PM<sub>2.5</sub>, the next nearest monitoring stations will be utilized. Data for CO and NO<sub>2</sub> was obtained from the Elsinore Valley monitoring station, located in SRA 25, approximately 10.0 miles southwest of the Project site. The nearest station for PM<sub>2.5</sub> data was obtained from the Metropolitan Riverside County monitoring station which is located approximately 16.0 miles northwest of the Project site in SRA 23. It should be noted that data from Elsinore Valley and Metropolitan Riverside County monitoring stations were utilized in lieu of the Perris Valley monitoring station only in instances where data was not available. Additionally, data for SO<sub>2</sub> has been omitted as attainment is regularly met in the Basin and few monitoring stations measure SO<sub>2</sub> concentrations.

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. In 2020, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> at most monitoring locations. No areas of the Basin exceeded federal or state standards for NO<sub>2</sub>, SO<sub>2</sub>, CO, sulfates, or lead. See Table 5.3-3, for attainment designations for the Basin.

**Table 5.3-2: Air Quality Monitoring Summary 2018-2020**

Pollutant	Standard	Year		
		2018	2019	2020
O <sub>3</sub>				
Maximum Federal 1-Hour Concentration (ppm)		0.117	0.118	0.125
Maximum Federal 8-Hour Concentration (ppm)		0.103	0.095	0.106
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	31	26	34
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	67	64	74
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.1	1.6	0.9
Maximum Federal 8-Hour Concentration	> 20 ppm	0.8	0.7	0.7
NO <sub>2</sub>				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.041	0.038	0.044
Annual Federal Standard Design Value		0.009	0.007	0.007
PM <sub>10</sub>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 150 µg/m <sup>3</sup>	64	97	77
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		29.7	25.3	35.9
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m <sup>3</sup>	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m <sup>3</sup>	3	4	6
PM <sub>2.5</sub>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 35 µg/m <sup>3</sup>	50.70	46.70	41.00
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )	> 12 µg/m <sup>3</sup>	12.41	11.13	12.63
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m <sup>3</sup>	2	4	4

Source: AQ, 2022 (Appendix B).



**Table 5.3-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (Basin)**

Criteria Pollutant	State Designation	Federal Designation
O <sub>3</sub> – 1-hour standard	Nonattainment	--
O <sub>3</sub> – 8-hour standard	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO <sub>2</sub>	Attainment	Unclassifiable/Attainment
SO <sub>2</sub>	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb <sup>2</sup>	Attainment	Unclassifiable/Attainment

Source: AQ, 2022 (Appendix B).

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. Air quality emissions are currently generated by disking and weed control activities onsite.

### Sensitive Land Uses

Land uses such as schools, children’s daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Existing sensitive receptors in the vicinity of the Project area consist of residences and workplaces.

The closest sensitive receptors to the Project site are listed below and shown on Figure 5.3-1. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer. The closest sensitive receptor is approximately 117 feet from the Project site boundary.

- R1: Location R1 represents the existing residence at 23805 Orange Avenue, approximately 117 feet south of the Project site. Since there are no private outdoor living areas facing the Project site, receptor R1 is placed at the building façade.
- R2: Location R2 represents the existing residence at 20860 Tobacco Road, approximately 445 feet west of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site.
- R3: Location R3 represents the existing residence at 20601 Tobacco Road, approximately 1,136 feet northwest of the Project site. R3 is placed in the private outdoor living areas (backyard) facing the Project site

<sup>2</sup> The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the Basin.

- R4: Location R4 represents the existing residence at 23745 Placentia Avenue, approximately 1,148 feet north of the Project site. R4 is placed in the private outdoor living areas (backyard) facing the Project site.
- R5: Location R5 represents an industrial use building approximately 259 feet east of the Project site.
- R6: Location R6 represents the existing residence at 21063 Webster Avenue, approximately 600 feet southeast of the Project site. R6 is placed in the private outdoor living areas (backyard) facing the Project site.

# Sensitive Receptor Locations



**LEGEND:**

-  Site Boundary
-  Receptor Locations
-  Distance from receptor to Project site boundary (in feet)



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## 5.2.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 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;
- AQ-3 Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations; or
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

### Regional Thresholds

The SCAQMD's most recent regional significance thresholds from April 2019 for regulated pollutants are listed in Table 5.3-4. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.3-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

**Table 5.3-4: SCAQMD Regional Air Quality Thresholds**

<b>Pollutant</b>	<b>Construction</b>	<b>Operations</b>
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

### Localized Significance Thresholds

SCAQMD has also developed localized significance thresholds (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 that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5-acres in size and are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Construction of the proposed Project would actively disturb a maximum of 3.5-acres per day during site preparation and 2.5-acres per day during grading activities. The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual a cumulatively significant impact. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM<sub>10</sub> and PM<sub>2.5</sub> (since PM<sub>10</sub> and PM<sub>2.5</sub> thresholds are based on a 24-hour averaging time).

The nearest receptor used for evaluation of localized impacts of PM<sub>10</sub> and PM<sub>2.5</sub> is the existing westernmost residence on the property located at 23805 Orange Avenue, represented by R2, approximately 117 feet (36 meters) south of the Project site. As such, a 36-meter distance will be used for evaluation of localized PM<sub>10</sub> and PM<sub>2.5</sub>.

As previously stated, and consistent with LST Methodology, the nearest commercial/industrial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO<sub>x</sub> and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assumed that an individual could be present at these sites for periods of one to 8 hours. As there are no commercial/industrial uses located at a closer distance than the existing westernmost residence on the property located at 23805 Orange Avenue, the same distance of 117 feet (36 meters) will be used for evaluation of located impacts of NO<sub>x</sub> and CO.

The LST Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required. Tables 5.3-5 and 5.3-6 list the thresholds that are used to evaluate LST emissions.

**Table 5.3-5: SCAQMD Construction Localized Significance Thresholds**

Construction Activity	Construction Localized Thresholds			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	234 lbs/day	1,446 lbs/day	15 lbs/day	6 lbs/day
Grading	234 lbs/day	1,446 lbs/day	19 lbs/day	7 lbs/day

Source: AQ, 2022 (Appendix B).

**Table 5.3-6: SCAQMD Operational Localized Significance Thresholds**

Operational Localized Thresholds			
NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
284 lbs/day	1,841 lbs/day	7 lbs/day	2 lbs/day

Source: AQ, 2022 (Appendix B).

## CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of

localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic with implementation of the proposed Project.

### **Diesel Mobile Source Health Risk Threshold**

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter (DPM) exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

## **5.2.5 METHODOLOGY**

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0, *Project Description*.

Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future warehouse and from traffic volumes generated by this new use. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

### **AQMP Consistency**

SCAQMD's CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The Project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region, and, in part, on SCAG's three Land Development Categories. Therefore, if the level of housing or employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.



Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

### **Construction**

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of the Project were assessed in accordance with methods recommended by SCAQMD. The Project's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Project would exceed applicable regional thresholds and where mitigation would be required. Modeling was based on Project-specific data and predicted short-term construction-generated emissions associated with the Project were compared with applicable SCAQMD regional thresholds for determination of significance.

In addition, to determine whether or not construction activities associated with development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed Project was compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total onsite combustion, mobile, and fugitive dust emissions associated with construction was combined and evaluated against SCAQMD's LSTs for a 2.5 and 3.5-acre site.

### **Operations**

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates were available from the traffic impact analysis prepared for the proposed Project (see Appendix O of this EIR). Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

### **Trip Length**

To determine emissions from passenger car vehicles, the CalEEMod defaults of 16.6 miles were utilized for trip length. To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 14.2 miles for 2-axle and 3-axle (LHDT1, LHDT2, and MHDT) trucks and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages taken from the *Harvill & Water Warehouse Traffic Analysis* (Appendix O of this EIR). The trip length function for the warehouse use has been revised 31.45 miles, with an assumption of 100% primary trips for the proposed industrial land uses.

### **Transport Refrigeration Units**

To account for the possibility of refrigerated uses, trucks associated with the cold storage land use are assumed to also have transport refrigeration units (TRUs). Thus, for modeling purposes, 50 trucks were assumed to have the potential to include TRUs. TRUs are accounted for during onsite and offsite travel and TRU calculations are based on Emissions FACtor Model version 2021 (EMFAC2021), developed by CARB.

### **Onsite Equipment Emissions**

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and



distribute containers. For purposes of analysis, it is assumed that the Project would require onsite operational equipment of up to one 175 horsepower (hp), natural gas-powered cargo handling equipment – port tractor, which would be operating 4 hours a day for 365 days of the year.

## 5.2.6 ENVIRONMENTAL IMPACTS

### **IMPACT AQ-1: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN.**

**Less than Significant Impact.** The SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project site. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed Project would be consistent with the Riverside County General Plan designation of Business Park (BP) and zoning designation of Manufacturing-Service Commercial (M-SC) for the Project site. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the Riverside County General Plan is considered to be consistent with the AQMP. Therefore, the Project is consistent with the SCAQMD 2022 AQMP and would not result in an impact related to Criterion No.1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, the Project would result in regional operational-source emissions that would not exceed the SCAQMD thresholds of significance. Therefore, the Project would not result in an increase in the frequency or severity of existing air quality violations and would not contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would not result in an impact related to Consistency Criterion No. 2.

Overall, the Project would not result in an inconsistency with SCAG's regional growth forecast or result in increased regional air quality emissions that would exceed thresholds. Therefore, the proposed Project would not result in a conflict with, and would not obstruct, implementation of the AQMP and impacts would be less than significant.

### **IMPACT AQ-2: THE PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.**

#### **Construction**

**Less than Significant Impact.** Construction activities associated with the Project would result in emissions of CO, VOCs, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Pollutant emissions associated with construction would be generated from the following construction activities: (1) grading and excavation; (2) construction workers traveling to

and from the Project site; (3) delivery and hauling of construction supplies to, and debris from, the Project site; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113 (described above), which are included as PPP AQ-1 and PPP AQ-2, which would reduce air contaminants during construction. In accordance with the County of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses, it was assumed that equipment rated 50 or less horsepower would meet at least CARB Tier 3 emissions standards, and equipment rated more than 50 horsepower would meet at least CARB Tier 4 Interim emissions standards. Table 5.3-7 provides the maximum daily emissions of criteria air pollutants from construction of the Project. As shown, emissions resulting from Project construction would not exceed the thresholds established by the SCAQMD and impacts would be less than significant.

**Table 5.3-7: Maximum Peak Construction Emissions**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2023	1.71	16.00	35.50	0.04	3.24	1.02
2024	55.60	18.90	39.70	0.05	3.89	1.30
Winter						
2023	2.00	42.10	79.20	0.15	6.01	2.85
2024	55.50	19.20	35.30	0.05	3.89	1.30
<b>Maximum Daily Emissions</b>	<b>55.60</b>	<b>40.80</b>	<b>78.90</b>	<b>0.14</b>	<b>6.01</b>	<b>2.85</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: AQ, 2022 (Appendix B).

## Operation

**Less than Significant Impact.** Implementation of the proposed Project 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. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of the warehouse building with 30 percent cold storage uses. As shown in Table 5.3-8, the Project's operational activities would not exceed the numerical thresholds of significance established by the SCAQMD for emissions of any criteria pollutants and impacts would be less than significant.

**Table 5.3-8: Summary of Peak Operational Emissions**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Area Source	13.60	0.16	18.90	<0.005	0.03	0.03
Energy Source	0.21	3.76	3.16	0.02	0.29	0.29
Mobile Source	3.70	23.50	47.80	0.27	6.49	1.60
TRU Source	3.64	4.04	0.43	1.62E-05	0.18	0.16
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
<b>Total Maximum Daily Emissions</b>	<b>21.27</b>	<b>31.84</b>	<b>86.74</b>	<b>0.29</b>	<b>7.01</b>	<b>2.11</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Winter						
Area Source	0.00	10.50	0.00	0.00	0.00	0.00
Energy Source	0.21	3.76	3.16	0.02	0.29	0.29
Mobile Source	3.54	24.60	40.10	0.26	6.49	1.60
TRU Source	3.64	4.04	0.43	1.62E-05	0.18	0.16
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
<b>Total Maximum Daily Emissions</b>	<b>7.51</b>	<b>43.28</b>	<b>60.14</b>	<b>0.28</b>	<b>6.98</b>	<b>2.08</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: AQ, 2022 (Appendix B).

**Health Impacts of Emissions.** The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, often referred to as the Friant Ranch case, explained that “it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The SJVAPD described a project-specific health impact analysis as “not practicable and not likely to yield valid information” because “currently available modeling tools are not well suited for this task.” The SJVAPD further noted that “...the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional” cumulative impacts.

Most local agencies, including Riverside County, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or “generic” data to fill the gap of missing local data would not yield accurate results because

such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, readers are directed to the Project's air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation.

The EIR does analyze localized operational impacts associated with the Project's emissions, below under Impact AQ-3, and concludes that such impacts would be less than significant. The SCAQMD's Localized Significance Thresholds ("LST") 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 standard with implementation of mitigation and are developed based on the ambient concentrations of that pollutant for each source receptor and distance to the nearest sensitive receptor. Therefore, the Project would not generate emissions on a localized scale that are expected to result in an exceedance of applicable standards, which are intended to be protective of public health. As discussed above, the Project's regional emissions would be less than the SCAQMD's regional thresholds. As discussed above, given the regional nature of such emissions and numerous unpredictable factors, an analysis that correlates health with regional emissions is not possible. It should also be noted that the EIR does identify health concerns related to criteria pollutant emissions. Table 5.3-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR's analysis is reasonable and intended to foster informed decision making.

**IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS, WHICH ARE LOCATED WITHIN ONE (1) MILE OF THE PROJECT SITE, TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.**

**CO Hotspots**

**Less than Significant Impact.** An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the State's one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a "hot spot". As shown on Table 5.3-9, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations (4.6 ppm x 4 = 18.4 ppm) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).<sup>3</sup>

**Table 5.3-9: Traffic Volumes for Intersections Evaluated in 2003 AQMP**

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: AQ, 2022 (Appendix B).

<sup>3</sup> Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

As shown on Table 5.3-10, with operation of the proposed Project in the opening year, the highest average daily trips on a segment of road in the opening year during AM and PM traffic is 2,951 vph and 3,632 vph, respectively, on I-215 Northbound (NB) Ramps and Placentia Avenue. These trips are lower than the highest daily traffic volumes of 100,000 vehicles per day at the intersection of Wilshire Boulevard and Veteran Avenue in the City of Los Angeles. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO “hot spot”. Therefore, impacts related to CO “hot spots” from operation of the proposed Project would be less than significant.

**Table 5.3-10: Opening Year Peak Hour Traffic Volumes**

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
I-215 SB Ramps/Placentia Avenue	0/0	591/656	709/1,124	736/1,077	2,036/2,858
I-215 NB Ramps/Placentia Avenue	719/568	0/0	907/1,345	854/1,332	2,479/3,245
I-215 SB Ramps/Nuevo Road	0/0	391/436	735/1,318	1,284/1,467	2,409/3,222
I-215 NB Ramps/Nuevo Road	653/507	0/0	871/1,466	1,427/1,659	2,951/3,632

Source: AQ, 2022 (Appendix B).

#### Localized Construction Air Quality Impacts

**Less than Significant Impact.** As discussed previously, the daily construction emissions generated onsite by the proposed Project are evaluated against SCAQMD’s LSTs for a 2.5-acre site for grading and a 3.5-acre site for site preparation activities to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The appropriate SRA for the LST analysis is the Perris Valley Area air monitoring station (SRA 24). The closest sensitive receptor to the Project area is 117 feet from the Project site boundary. Therefore, the LSTs for a receptor distance of 36 meters (117 feet) (the closest threshold) are used to evaluate LST emissions.

Table 5.3-11 identifies daily localized onsite emissions that are estimated to occur during construction of the Project. As shown, emissions during the peak construction activity would not exceed the SCAQMD’s localized significance thresholds, and impacts would be less than significant.

**Table 5.3-11: Localized Significance Emissions Peak Construction**

Construction Activity	Year	Emissions (lbs/day)			
		NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	2023	14.70	28.30	5.76	2.79
	<b>Maximum Daily Emissions</b>	<b>14.70</b>	<b>28.30</b>	<b>5.76</b>	<b>2.79</b>
	SCAQMD Localized Threshold	234	1,446	15	6
	<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Grading	2023	40.30	76.50	4.32	1.51
	<b>Maximum Daily Emissions</b>	<b>40.30</b>	<b>76.50</b>	<b>4.32</b>	<b>1.51</b>

	SCAQMD Localized Threshold	234	1,446	19	7
	<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: AQ, 2022 (Appendix B).

### Localized Operational Air Quality Impacts

**Less than Significant Impact.** As shown on Table 5.3-12, emissions from operation of the Project would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of the proposed Project would result in a less than significant impact related to localized operational emissions.

**Table 5.3-12: Localized Significance Emissions from Project Operation**

Scenario	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer	6.72	28.70	0.39	0.34
Winter	6.72	10.60	0.37	0.31
<b>Maximum Daily Emissions</b>	<b>1.81</b>	<b>1.49</b>	<b>0.31</b>	<b>0.12</b>
SCAQMD Localized Threshold	284	1,841	7	2
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: AQ, 2022 (Appendix B).

### Friant Ranch Case

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the *Brief of Amicus Curiae* by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM<sub>2.5</sub> methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O<sub>3</sub>-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs/day of NO<sub>x</sub> and 89,180 lbs/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O<sub>3</sub>.

The proposed Project does not generate anywhere near 6,620 lbs/day of NO<sub>x</sub> or 89,190 lbs/day of VOC emissions. As shown previously on Tables 5.3-7 and 5.3-8:

- The Project would generate up to 40.80 lbs/day of NO<sub>x</sub> during construction and 43.28 lbs/day of NO<sub>x</sub> during operations (0.61% and 0.65% of 6,620 lbs/day, respectively). The VOC emissions would be a maximum of 55.60 lbs/day during construction and 21.27 lbs/day of during operations (0.06% and 0.02% of 89,190 lbs/day, respectively).

Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Project's development scenarios localized impacts to air quality for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> by comparing the onsite emissions to the SCAQMD's applicable LST thresholds. In addition, a Construction and Mobile Source Health Risk Assessment was prepared, which is discussed below. As described previously, the proposed Project would not result in emissions that exceed the SCAQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

### Diesel Mobile Source Health Risk

**Less than Significant Impact.** A Mobile Source Health Risk Assessment, included as Appendix C, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks traveling to and from the site, maneuvering onsite, and entering and leaving the site during construction operation of the proposed industrial uses. The location of truck activity during construction and operational activities is shown on Figures 5.3-2 through 5.3-4. 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 on-site 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.

SCAQMD recommends using a 10 in one million is used 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.

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# Construction Emission Sources



**LEGEND:**

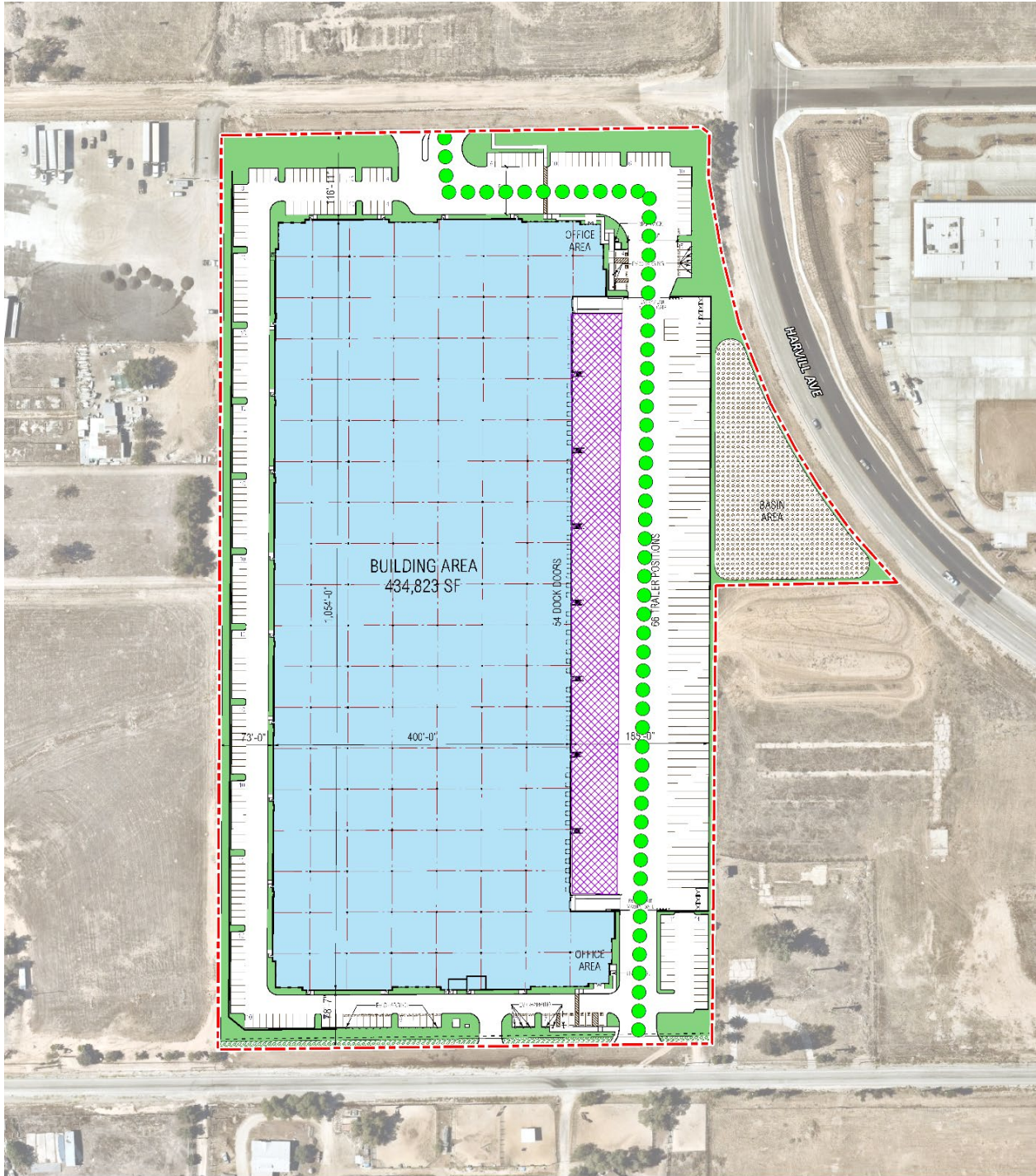
 Construction Activity



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# Onsite Emission Sources



## LEGEND:

- Site Boundary
- Loading Dock Activity
- Truck Movements



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# Project Truck Emissions Sources



**LEGEND:**  
[Red dashed box] Site Boundary    [Green dot] Truck Movements



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## Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R1, which is located approximately 117 feet south of the Project site at an existing residence at 23805 Orange Avenue. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade facing the Project site. At the Maximally Exposed Individual Receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 2.16 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be  $<0.01$ , which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. As such, construction of the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

## Operational Impacts

### Residential Exposure

The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R1 which is located approximately 117 feet south of the Project site at an existing residence located at 23805 Orange Avenue. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade facing the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 2.03 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be  $<0.01$ , which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site than the MEIR analyzed herein, and TACs generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

### Workers Exposure

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R5, which represents the potential worker receptor approximately 259 feet east of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.43 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be  $<0.01$ , which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

### School Children Exposure

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on California Air Resources Board (CARB) and SCAQMD emissions and modeling analyses, an

80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.<sup>4</sup>

The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources. A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above.

There are no schools within 0.25-mile of the Project site. The nearest school is Val Verde Elementary School, which is located approximately 2,900 feet east of the Project site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than 0.25-mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project.

### Construction and Operational Impacts

The land use with the greatest potential increased cancer risk due to exposure to Project construction-source and operational-source DPM emissions is Location R1. At this location, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 3.15 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 <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location. Therefore, impacts would be less than significant.

### **IMPACT AQ-4: THE PROJECT WOULD NOT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.**

**Less Than Significant Impact.** The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

*A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.*

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass

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<sup>4</sup> Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. 2005.



manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project would implement industrial development within the Project site. This land use does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Odors generated by industrial land uses are generated from uses such as manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed industrial building are unknown. However, new tenants for these types of uses would be required to be reviewed through the County's permitting process. If potential concerns related to odors are identified for future building uses, the County would require appropriate hazardous materials permitting (as detailed in Section 5.9, *Hazards and Hazardous Materials*) and odor minimization plans or features would be required compliance with SCAQMD Rule 402, included as PPP AQ-3, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials.

In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with other operation- and construction-generated emissions, such as odors, would be less than significant.

### 5.3.7 CUMULATIVE IMPACTS

As described previously, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impacts AQ-2 and AQ-3 above, emissions from construction and operation of the proposed Project would not exceed SCAQMD's thresholds for any criteria pollutant at the regional or local level after implementation of existing regulations. Therefore, construction and operational-source emissions would not be cumulatively considerable, and cumulative air quality impacts would be less than significant.

### 5.3.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

#### Existing Regulations

##### State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

##### Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors

- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 2305: Indirect Source Rule

### Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

**PPP AQ-1: 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.

**PPP AQ-2: 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.

**PPP AQ-3: 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.

## 5.3.9 PROJECT DESIGN FEATURES

None.

## 5.3.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impacts AQ-1, AQ-2, AQ-3, and AQ-4 would be less than significant.

## 5.3.11 MITIGATION MEASURES

None required.

### 5.3.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to air quality would be less than significant. No significant and unavoidable air quality impacts would occur.

### REFERENCES

Riverside County. General Plan. Accessed: 5 May 2022. <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>

Riverside County. General Plan Final Program Environmental Impact Report. Accessed: 5 May 2022. <https://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html#4.4>

Riverside County. Map My County. Accessed: 5 May 2022. [https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC\\_Public](https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public)

Urban Crossroads. "Harvill & Water Warehouse Air Quality Analysis." 21 July 2022. Appendix B.

Urban Crossroads. "Harvill & Water Warehouse Mobile Source Health Risk Assessment." 21 July 2022. Appendix B.

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## 5.4 Biological Resources

### 5.4.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to biological resources. The information and analysis herein rely on the following technical reports and documents regarding the biological resources and conditions of the Project site:

- *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Harvill Business Center Project Located in Riverside County, California*; ELMT Consulting; October 2021; Appendix D
- *BCIF Harvill Business Center Project Burrowing Owl Focused Survey Report*; ELMT Consulting; September 2021; Appendix E
- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*

### 5.4.2 REGULATORY SETTING

#### 5.4.2.1 Federal Regulatory Setting

##### **Federal Endangered Species Act**

The Federal Endangered Species Act (FESA) of 1973 defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the FESA, unless properly permitted, it is unlawful to “take” any endangered or threatened listed species. “Take” is defined in Section 3(18) of FESA as: “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the USFWS, through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action which could affect a federally listed plant or animal species, the property owner and agency are required to consult with USFWS pursuant to Section 7 of the FESA if there is a federal nexus, or consult with USFWS and potentially obtain a permit pursuant to Section 10 of the FESA in the absence of a federal nexus. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

##### **Migratory Bird Treaty Act**

The Migratory Bird Treaty Act (MBTA) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed.

If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by USFWS.

### 5.4.2.2 State Regulatory Setting

#### California Endangered Species Act

Under the California's Endangered Species Act (CESA) (Fish and Game Code § 2050 et seq.), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se but warrant consideration in the preparation of biological resource assessments. For some species, the CNDDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. The California Department of Fish and Wildlife (CDFW) administers CESA and enforces relevant statutes from the California Fish and Game Code and Title 14 of the California Code of Regulations (CCR).

#### California Rare Plant Ranks (CRPR)

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on collected scientific information. Although CNPS's designations have no legal status or protection under federal or state endangered species legislation (CNPS 2015), three designations meet the criteria of Section 15380 of the CEQA Guidelines—CRPR 1A, plants presumed extinct; CRPR 1B, plants rare, threatened, or endangered in California and elsewhere; and CRPR 2, plants rare, threatened, or endangered in California, but more numerous elsewhere.

#### California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

#### Native Plant Protection Act of 1977

This act (Fish and Game Code § 1900 et seq.) directed CDFW to “preserve, protect and enhance rare and endangered plants in this State.” It gave the California Fish and Game Commission the power to designate native plants as “endangered” or “rare” and protect endangered and rare plants from take. CESA, which came later, entered all “rare” animals as “threatened” species, but not rare plants. Thus, there are three listings for plants in California: rare, threatened, and endangered. Because rare plants are not included in CESA, mitigation measures for impacts to rare plants are specified in a formal agreement between CDFW and the project proponent.

### 5.4.2.3 Local & Regional Regulatory Setting

#### Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County MSHCP was adopted by Riverside County on June 17, 2003. The MSHCP is a comprehensive, multijurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA, as well as an NCCP pursuant to the California Fish and Game Code. As long as compliance with the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include Riverside County and 18 cities, are allowed to authorize incidental take of covered plant and wildlife species. The MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area (Riverside County, 2015).

#### Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP)

In October 1988, the Stephens' Kangaroo Rat (SKR) was listed as an endangered species by the U.S. Fish and Wildlife Service (USFWS). On February 17, 2022, the USFWS reclassified the Stephens' Kangaroo Rat from endangered to threatened under the Endangered Species Act. The Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) was designed to acquire and permanently conserve, maintain, and fund the conservation, preservation, restoration, and enhancement of SKR-occupied habitat. The SKR HCP covers approximately 534,000 acres and includes approximately 30,000 acres of occupied SKR habitat (Riverside County, 2015).

#### Riverside County General Plan

The Riverside County General Plan contains the following policies related to biological resources that are applicable to the Project:

**Policy OS 6.1** During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

**Policy OS 17.1** Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand alone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every stand alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department's Environmental Programs Division. Habitat assessment and species specific focused surveys shall not be required as part of this initial HANS assessment for stand alone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.

**Policy OS 17.2** Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of development applications.

**Policy OS 18.1** Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.

### **Mead Valley Area Plan**

The Mead Valley Area Plan includes the following objectives and policies are related to biological resources and the proposed Project:

- MVAP 15.1** Protect the Santa Ana River watershed, its tributaries, and surrounding habitats, and provide flood protection through adherence to the Floodplain and Riparian Area Management, Wetlands, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the Multipurpose Open Space Element.
- MVAP 16.1** Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.
- MVAP 17.6** Protect sensitive biological resources in Mead Valley Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

### **Riverside County Ordinances**

**Ordinance Number 559 Regulating the Removal of Trees.** This ordinance regulates the removal of living native trees on parcels greater than 0.5-acre, located above 5,000 feet in elevation within unincorporated Riverside County. Projects that remove living native trees on such parcels are required to obtain a permit to do so.

## **5.4.3 ENVIRONMENTAL SETTING**

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. The topography of the Project site is primarily flat with elevations ranging from approximately 1,520 feet above mean sea level (AMSL) in the northeastern corner to 1,560 feet above AMSL near the southwestern corner. The main soil type mapped within the Project site is Greenfield sandy loam (2 to 8 percent slopes, eroded), Hanford coarse sandy loam (0 to 5 percent slopes), Monserate sandy loam (5 to 8 percent slopes, eroded), and Monserate sandy loam (8 to 15 percent slopes, eroded).

The Project site is bound to the east by Harvill Avenue, to the south by Orange Avenue, and to the north by Water Street. The parcels adjacent to the Project site directly west contain large-lot single-family residences. Multiple of the single-family residential lots are also used for car storage. The parcels adjacent to the Project site directly north are vacant and undeveloped. The parcels adjacent to the Project site directly south are developed with large-lot single-family residences. Multiple of the lots are also used for truck storage. The parcels adjacent to the Project site directly east are developed with industrial warehouses.



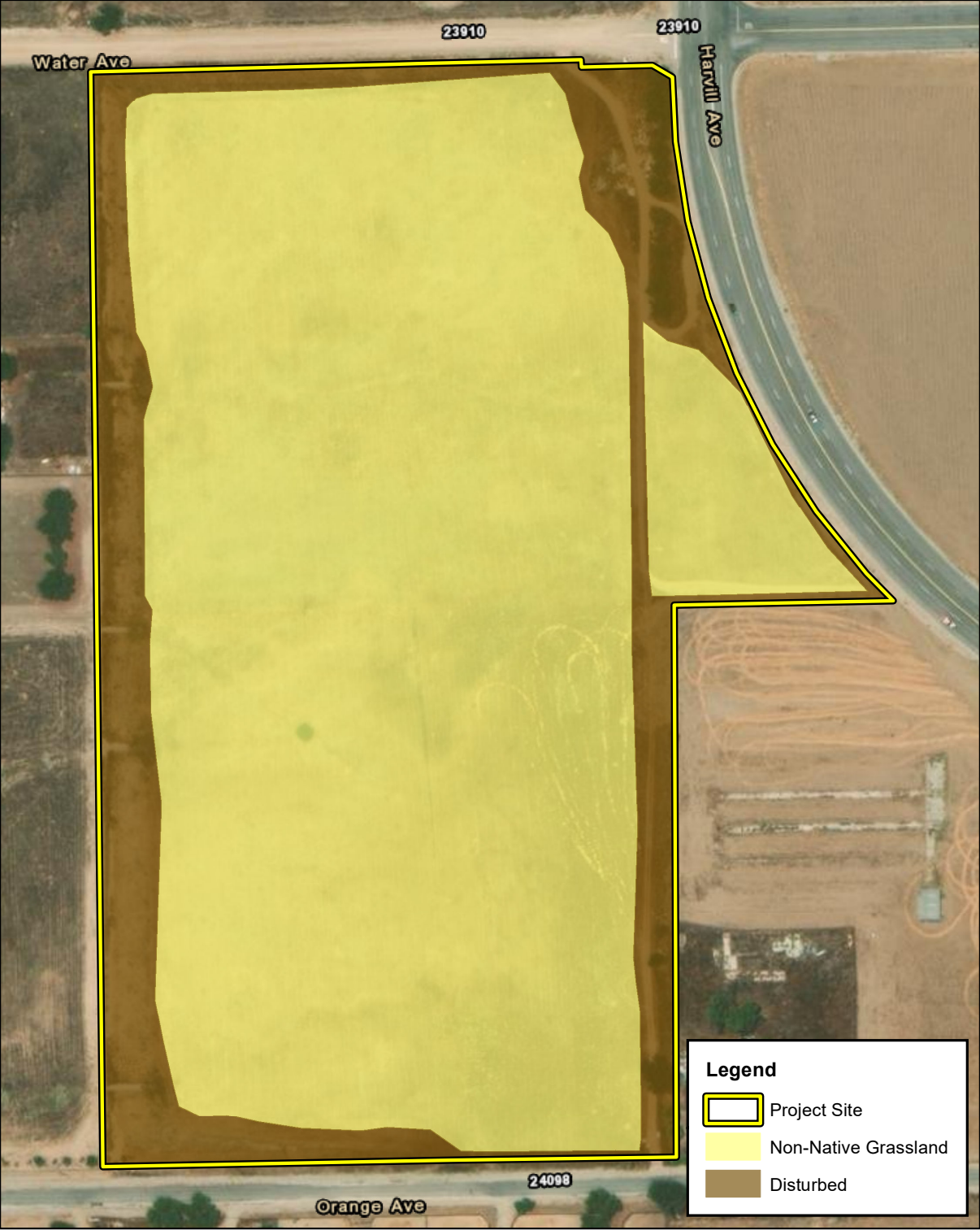
### **Vegetation Communities and Land Covers**

The Project site, inclusive of offsite infrastructure areas, is comprised of two types of vegetation communities and land covers: Disturbed lands and Non-native grasslands. They are described below. Figure 5.4-1, *Onsite Vegetation*, shows where these communities and land covers are within the Project site.

1. **Disturbed:** Disturbed areas onsite occur along site boundaries and two dirt access roads that transverse the Project site. These disturbed areas are impacted by routine weed abatement, vehicle and pedestrian traffic, and illegal dumping. These areas primarily support weedy-early successional species such as Mediterranean mustard, horseweed (*Erigeron* sp.), Russian thistle (*Salsola tragus*), and telegraph weed (*Heterotheca grandiflora*). In addition, a row of ornamental, non-native trees occurs on the northeastern corner of the site along one of the dirt roads that extends south from the intersection of Water Street and Harvill Avenue.
2. **Non-Native Grassland:** The majority of the site supports a non-native grassland. This community is dominated by non-native grasses such as bromes (*Bromus* spp.), Mediterranean grass (*Schismus barbatus*), and oats (*Avena* spp.). Additional species observed in the non-native grassland onsite include Russian thistle (*Salsola tragus*), Mediterranean mustard (*Hirschfeldia incana*), sandmat (*Euphorbia* sp.), telegraph weed (*Heterotheca grandiflora*), puncturevine (*Tribulus terrestris*), and jimsonweed (*Datura wrightii*). A single Peruvian pepper tree (*Schinus mole*) is also present.

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# Onsite Vegetation



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### Special-Status Plant Communities

According to the CNDDDB, three special-status habitats have been recorded within the Perris and Steele Peak quadrangles: Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland. No CDFW special-status plant communities occur within the boundaries of the Project site (ELMTa, 2021).

### Special-Status Plant Species

According to the CNDDDB and CNPS, 23 special-status plant species have been recorded in the Perris and Steele Peak quadrangles. Table 5.4-1 shows special-status plant species known to exist in the region. No special-status plant species were observed onsite during the field survey. Additionally, based on habitat requirements for these species and the availability, the quality of onsite habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur onsite and are all presumed absent (ELMTa, 2021)

**Table 5.4-1: Special-Status Plant Species Recorded in Perris & Steele Peak Quadrangles**

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Abronia villosa</i> var. <i>aurita</i>	Chaparral sand-verbena	CNPS 1B.1	Grows in sandy soils in coastal sage scrub and in chaparral habitats. Grows in elevation from 262 to 5,249 feet. Blooming period ranges from January to September.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Allium munzii</i>	Munz's onion	Fed END, CA THR, CNPS 1B.1	Found in chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Found at elevations ranging from 974 to 3,510 feet. Blooming period ranges from March to May.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Atriplex coronate</i> var. <i>notatior</i>	San Jacinto Valley crownscale	CNPS 1B.1	Grows in alkaline conditions within playas, mesic valley and foothill grasslands, and vernal pools. Found at elevations ranging from 456 to 1,640 feet. Blooming period is from April to August.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Atriplex parishii</i>	Parish's brittlescale	CNPS 1B.1	Habitat types include chenopod scrub, playas, and vernal pools. Found at elevations ranging from 82 to 6,234 feet. Blooming period is from June to October.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Atriplex serenana</i> var. <i>davidsonii</i>	Davidson's brittlescale	CNPS 1B.2	Grows in alkaline soils within coastal bluff scrub and coastal scrub. Found at elevations ranging from 33 to 656 feet.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.

			Blooming period is from April to October.	
<i>Brodiaea filifolia</i>	Thread-leaved brodiaea	Fed THR, CA END, CNPS 1B.1	Grows in chaparral openings, cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools, often in clay soils. Found at elevations ranging from 82 to 3,675 feet. Blooming period is from April to October.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Caulanthus simulans</i>	Payson's jewelflower	CNPS 4.2	Occurs on granitic sandy soils in chaparral and coastal scrub habitats. Found at elevations ranging from 295 to 7,218 feet. Blooming period is from February to June.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Cantromadia pungens</i> <i>ssp. Laevis</i>	Smooth tarplant	CNPS 1B.1	Found in alkaline soils within chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland habitats. Found at elevations ranging from 0 to 2,100 feet. Blooming period is from April to September.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Chorizanthe leptotheca</i>	Peninsular spineflower	CNPS 4.2	Found in granitic soils within chaparral, coast scrub, and lower montane coniferous forest habitats. Found at elevations ranging from 984 to 6,234 feet. Blooming period is from May to August.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Chorizanthe parryi</i> var. <i>parryi</i>	Parry's spineflower	CNPS 1B.1	Occurs on sandy and/or rocky soils in chaparral, coastal sage scrub, and sandy opening within alluvial washes and margins. Found at elevations ranging from 951 to 3,773 feet. Blooming period is from April to June.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Chorizanthe parryi</i> var. <i>longispina</i>	Long-spined spineflower	CNPS 1B.2	Typically found on clay lenses which are largely devoid of shrubs. Can be found on the periphery of vernal pool habitat and even on the periphery of montane meadows near vernal seeps. Found at elevations ranging from 98 to 5,020 feet. Blooming period is April to July.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.

<i>Convolvulus simulans</i>	Small-flowered morning-glory	CNPS 4.2	Grows in clay soils within serpentinite seeps, chaparral, coastal scrub, valley and foothill grassland habitats. Found at elevations ranging from 98 to 2,297 feet. Blooming period is from March to July	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Deinandra paniculate</i>	Paniculate tarplant	CNPS 4.2	Typically found in vernally mesic, sometimes sandy soils in coastal scrub, valley and foothill grasslands, and vernal pools. Found at elevations ranging from 82 to 3,084 feet. Blooming period is from April to November.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Harpagonella palmeri</i>	Palmer's grapplinghook	CNPS 4.2	Occurs on clay soils in chaparral, coastal scrub, and valley and foothill grasslands. Found at elevations ranging from 66 to 3,133 feet. Blooming period is from March to May	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Hordeum intercedens</i>	Vernal barley	CNPS 3.2	Found in coastal dunes, coastal scrub, vernal pools, and valley and foothill grassland habitats. Found at elevations ranging from 16 to 3,281 feet. Blooming period is from March to June.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Lasthenia glabrata</i> ssp. <i>Coulteri</i>	Coulter's goldfields	CNPS 1B.1	Prefers playas, vernal pools, and coastal salt marshes and swamps. Found at elevations ranging from 3 to 4,003 feet. Blooming period is from February to June.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Lepidium virginicum</i> var. <i>robinsonii</i>	Robinson's pepper-grass	CNPS 4.3	Dry soils on chaparral and coastal sage scrub. Found at elevations ranging from 3 to 2,904 feet. Blooming period is from January to July.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Myosurus minimum</i> ssp. <i>Apus</i>	Little mousetail	CNPS 3.1	Occurs in alkaline soils in valley and foothill grassland and vernal pools. Found at elevations ranging from 66 to 2,100 feet. Blooming period is from March to June.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Navarretia fossalis</i>	Spreading navarretia	Fed THR, CNPS 1B.1	Grows in chenopod scrub, assorted shallow freshwater marshes and swamps, playas, and vernal pools. Found at	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.

			elevations ranging from 98 to 2,149 feet. Blooming period is from April to June.	
<i>Romneya coulteri</i>	Coulter's matilija poppy	CNPS 4.2	Found in recently burned areas within chaparral and coastal scrub habitats. Found at elevations ranging from 66 to 3,937 feet. Blooming period is from March to July.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Texosporium sancti-jacobi</i>	Woven-spored lichen	CNPS 3	Found on soil, small mammal pellets, dead twigs, and on Selaginella sp. within opening in chaparral habitat. Found at elevations ranging from 951 to 2,165 feet.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Tortula californica</i>	California screw moss	CNPS 1B.2	Found in chenopod scrub and valley and foothill grassland. Grows on sandy soil. Found at elevations ranging from 33 to 4,790 feet.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Trichocoronis wrightii</i> var. <i>wrightii</i>	Wright's trichocoronis	CNPS 2B.1	Grows in alkaline soils in meadows and seeps, marshes and swamps, riparian forest, and vernal pools. Found at elevations ranging from 16 to 1,427 feet. Blooming period is from May to September.	<b>Presumed Absent.</b> No suitable habitat is present within or adjacent to the Project site.

Source: ELMT Consulting, 2021 (Appendix D)

U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, Candidate-Candidate for listing under the California Endangered Species Act, FP-California Fully Protected, SSC- Species of Special Concern, WL- Watch List; California Native Plant Society (CNPS) *California Rare Plant Rank*: 1B- Plants Rare, Threatened, or Endangered in California or Elsewhere, 2B-Plants Rare, Threatened, or Endangered in California, but more common elsewhere, 3- Plants about which more information is needed- a review list, 4- Plants of Limited Distribution- a watch list; CNPS Threat Ranks: 0.1-seriously threatened in California, 0.2-moderately threatened in California, 0.3- not very threatened in California

### Special-Status Wildlife Species

Sensitive animal species include federally and state listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or are species of special concern (SSC) pursuant to CDFW. Seventy-six (76) special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed during biological surveys. Table 5.4-2 shows special-status animal species which were previously recorded within the Fontana quadrangle and their potential to occur onsite.

**Table 5.4-2 Special-Status Animal Species Recorded in Perris & Steele Peak Quadrangles**

Species Name	Common Name	Status	Habitat, Ecology, and Life History	Potential to Occur
<i>Accipiter cooperii</i>	Cooper's Hawk	CA WL	Generally found in forested areas up to 3,000 feet in elevation, especially near edges and rivers. Prefers hardwood stands and mature forests but can be	<b>Moderate.</b> Marginal foraging habitat is present onsite. This species is adapted to urban environments and occurs commonly. The Project site does



			found in urban and suburban areas where there are tall trees for nesting. Common in open areas during nesting season.	not provide suitable nesting opportunities.
<i>Accipiter striatus</i>	Sharp-shinned hawk	CA WL	Found in pine, fir, and aspen forests. They can be found hunting in forest interior and edges from sea level to near alpine areas. Can also be found in rural, suburban, and agricultural areas, where they often hunt at bird feeders. Typically found in southern California in the winter months.	<b>Moderate.</b> Marginal foraging habitat is present onsite. This species does not nest in southern California. This species is adapted to urban environments and occurs commonly.
<i>Agelaius tricolor</i>	Tricolored blackbird	CA THR, SSC	Range is limited to the coastal areas of the Pacific coast of North America, from Northern California to upper Baja California. Can be found in a wide variety of habitat including annual grasslands, wet and dry vernal pools and other seasonal wetlands, agricultural fields, cattle feedlots, and dairies. Occasionally forage in riparian scrub habitats along marsh borders. Basic habitat requirements for breeding include open accessible water, protected nesting substrate (freshwater marsh dominated by cattails, willows, and bulrushes [ <i>Schoenoplectus</i> sp.]), and either flooded or thorny or spiny vegetation and suitable foraging space providing adequate insect prey.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Aimophila ruficeps canescens</i>	Southern California rufous-crowned sparrow	CA WL	Typically found between 3,000 and 6,000 feet in elevation. Breed in sparsely vegetated scrubland on hillsides and canyons. Prefers coastal sage scrub dominated by California sagebrush ( <i>Artemisia californica</i> ), but they can also be found breeding in coastal bluff scrub, low-growing serpentine chaparral, and along the edges of tall chaparral habitats.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Ammodramus savannarum</i>	Grasshopper sparrow	CA SSC	Occurs in grassland, upland meadow, pasture, hayfield, and old field habitats. Optimal habitat contains short- to medium-height bunch grasses interspersed with patches of bare ground, a shallow litter layer, scattered forbs, and few shrubs. May inhabit thickets, weedy lawns, vegetated landfills, fence rows, open fields, or grasslands.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

<i>Anniella stebbinsi</i>	Southern California legless lizard	CA SSC	Occurs in sparsely vegetated habitat types including coastal sand dunes, chaparral, pine-oak woodland, desert scrub, open grassland, and riparian areas. Requires sandy or loose loamy substrates conducive to burrowing.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Aquila chrysaetos</i>	Golden eagle	CA FP, WL	Occupies nearly all terrestrial habitats of the western states except densely forested areas. Favors secluded cliffs with overhanging ledges and large trees for nesting and cover. Hilly or mountainous country where takeoff and soaring are supported by updrafts is generally preferred to flat habitats. Deeply cut canyons rising to open mountain slopes and crags are ideal habitat.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Ardea alba</i>	Great egret	-	Yearlong resident throughout California, except for the high mountains and deserts. Feeds and rests in fresh, and saline emergent wetlands, along the margins of estuaries, lakes, and slow-moving streams, on mudflats and salt ponds, and in irrigated croplands and pastures.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Ardea Herodias</i>	Great blue heron	-	Forages along streams, marshes, lakes, and meadows. Nests colonially in tall trees (typically Eucalyptus sp.), on cliffsides, or in isolated spots in marshes.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Arizona elegans occidentalis</i>	California glossy snake	CA SSC	Inhabits arid scrub, rocky washes, grasslands, and chaparral habitats.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Artemisiospiza belli belli</i>	Bell's sparrow	CA WL	Generally prefers semi-open habitats with evenly spaced shrubs 1 – 2 meters in height. Dry chaparral and coastal sage scrub. Less common in tall dense, old chaparral.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Asio otus</i>	Long-eared owl	CA SSC	Hunts mostly at night over grasslands and other open habitats. Nesting occurs in dense trees such as oaks and willows where it occupies stick nests of other species, particularly raptors or corvids.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Aspidoscelis hyperythra</i>	Orangethroat whiptail	CA WL	Semi-arid brushy areas typically with loose soil and rocks, including washes, streamsides, rocky hillsides, and coastal chaparral.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Aspidoscelis tigris Stejnegeri</i>	Coastal whiptail	CA SSC	Found in a variety of ecosystems, primarily hot and dry open areas with sparse foliage - chaparral, woodland, and riparian areas.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Athene cunicularia</i>	Burrowing owl	CA SSC	Occurs in open, annual or perennial grasslands, deserts, and scrublands characterized by low-growing	<b>Moderate.</b> Although heavily disturbed, the site provides line-of-sight opportunities favored by burrowing

			vegetation. Dependent upon fossorial mammals for burrows, most notable ground squirrels.	owls. Suitable burrows (>4 inches in diameter) are present along site boundaries. Was not observed onsite during 2021 focused surveys.
<i>Aythya americana</i>	Redhead	CA SSC	Typically found in shallow freshwater lakes, ponds, and marshes.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Bombus crotchii</i>	Crotch bumblebee	CA CE	Exclusive to coastal California east towards the Sierra-Cascade Crest; less common in western Nevada.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Buteo regalis</i>	ferruginous hawk	CA WL	Occurs primarily in open grasslands and fields, but may be found in sagebrush flats, desert scrub, low foothills, or along the edges of pinyon-juniper woodland. Feeds primarily on small mammals and typically found in agricultural or open fields.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Buteo swainsoni</i>	Swainson's hawk	CA THR	Typical habitat is open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grassland or suitable grain or alfalfa fields or livestock pastures.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Calypte costae</i>	Costa's hummingbird	-	Desert and semi-desert, arid brushy foothills and chaparral. A desert hummingbird that breeds in the Sonoran and Mojave Deserts. Departs desert heat moving into chaparral, scrub, and woodland habitats.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Chaetodipus californicus femoralis</i>	Dulzura pocket mouse	CA SSC	Occurs in desert and coastal habitats in southern California, Mexico, and northern Baja California, from sea level to at least 1,400 meters. Found in a variety of temperate habitats ranging from chaparral and grasslands to scrub forests and deserts. Requires low growing vegetation or rocky outcroppings, as well as sandy soils for burrowing.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Chaetodipus fallax fallax</i>	Northwestern San Diego pocket mouse	CA SSC	Occurs in desert and coastal habitats in southern California, Mexico, and northern Baja California, from sea level to at least 1,400 meters. Found in a variety of temperate habitats ranging from chaparral and grasslands to scrub forests and deserts. Requires low growing vegetation or rocky outcroppings, as well as sandy soils for burrowing.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

<i>Chaetura vauxi</i>	Vaux's swift	CA SSC	Prefers redwood and Douglas-fir habitats with nest-sites in large hollow trees and snags, especially tall, burned-out snags. Fairly common migrant throughout most of the state in April and May, and August and September.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Charadrius montanus</i>	mountain plover	CA SSC	Found in short grasslands, freshly-plowed fields, newly-sprouting grain fields, and sometimes in sod farms. Prefers short vegetation or bare ground with flat topography, particularly grazed areas or areas with fossorial rodents.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Circus hudsonius</i>	Northern harrier	CA SSC	Frequents meadows, grasslands, open rangelands, desert sinks, fresh and saltwater emergent wetlands; seldom found in wooded areas. Mostly found in flat, or hummocky, open areas of tall, dense grasses moist or dry shrubs, and edges for nesting, cover, and feeding.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Coleonyx variegatus Abbotti</i>	San Diego banded gecko	CA SSC	Occurs in coastal and cismontane southern California from interior Ventura County south, although it is absent from the extreme outer coast. It is uncommon in coastal scrub and chaparral, most often occurring in granite or rocky outcrops in these habitats.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Crotalus ruber</i>	Red-diamond rattlesnake	CA SSC	It can be found from the desert, through dense chaparral in the foothills (it avoids the mountains above around 4,000 feet), to warm inland mesas and valleys, all the way to the cool ocean shore. It is most commonly associated with heavy brush with large rocks or boulders. Dense chaparral in the foothills, cactus or boulder associated coastal sage scrub, oak and pine woodlands, and desert slope scrub associations are known to carry populations of the northern red-diamond rattlesnake; however, chamise and red shank associations may offer better structural habitat for refuges and food resources for this species than other habitats.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Diadophis punctatus Modestus</i>	San Bernardino ringneck snake	-	Common in open, relatively rocky areas within valley-foothill, mixed chaparral, and annual grass habitats.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Diadophis punctatus similis</i>	San Diego ringneck snake	-	Prefers moist habitats, including wet meadows, rocky hillsides, gardens, farmland, grassland, chaparral, mixed coniferous forests, and woodlands.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

<i>Dipodomys merriami Parvus</i>	San Bernardino kangaroo rat	FED END; CA CEA, SSC	Primarily found in Riversidian alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. May occur at lower densities in Riversidian upland sage scrub, chaparral and grassland in uplands and tributaries in proximity to Riversidian alluvial fan sage scrub habitats. Tend to avoid rocky substrates and prefer sandy loam substrates for digging of shallow burrows.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Dipodomys simulans</i>	Dulzura kangaroo rat	-	Typical habitat is open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grassland or suitable grain or alfalfa fields or livestock pastures.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Dipodomys stephensi</i>	Stephen's kangaroo rat	FED END; CA THR	Occur in arid and semi-arid habitats with some grass or brush. Prefer open habitats with less than 50% protective cover. Require soft, well-drained substrate for building burrows and are typically found in areas with sandy soil.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Egretta thula</i>	Snowy egret	-	Widespread in California along shores of coastal estuaries, fresh and saline emergent wetlands, ponds, slow-moving rivers, irrigation ditches, and wet fields. In southern California, common yearlong in the Imperial Valley and along the Colorado River.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Elanus leucurus</i>	White-tailed kite	CA FP	Occurs in low elevation, open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands. Uses trees with dense canopies for cover.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Empidonax traillii</i>	Willow flycatcher	CA END	A rare to locally uncommon, summer resident in wet meadow and montane riparian habitats (2,000 to 8,000 ft) in the Sierra Nevada and Cascade Range. Most often occurs in broad, open river valleys or large mountain meadows with lush growth of shrubby willows.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Empidonax traillii extimus</i>	Southwestern willow flycatcher	FED END; CA END	Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

			have standing or running water, or are at least moist.	
<i>Emys marmorata</i>	Western pond turtle	CA SSC	Found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking. May enter brackish water and even seawater. Found at elevations from sea level to over 5,900 feet (1,800 m).	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Eremophila alpestris actia</i>	California horned lark	CA WL	Generally found in shortgrass prairies, grasslands, disturbed fields, or similar habitat types along the coast or in deserts. Trees and shrubs are usually scarce or absent. Generally rare in montane, coniferous, or chaparral habitats. Forms large flocks outside of the breeding season.	<b>Moderate.</b> Marginal foraging habitat is present onsite. Minimal nesting habitat.
<i>Eumops perotis Californicus</i>	Western mastiff bat	CA SSC	Primarily a cliff-dwelling species, roost generally under exfoliating rock slabs. Roosts are generally high above the ground, usually allowing a clear vertical drop of at least 3 meters below the entrance for flight. In California, it is most frequently encountered in broad open areas. Its foraging habitat includes dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, and agricultural areas.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Euphydryas editha quino</i>	Quino checkerspot butterfly	FED END	Range is now limited to a few populations in Riverside and San Diego counties. Common in meadows and upland sage scrub/chaparral habitat.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Falco columbarius</i>	Merlin	CA WL	Nest in forested openings, edges, and along rivers across northern North America. Found in open forests, grasslands, and especially coastal areas with flocks of small songbirds or shorebirds.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Falco mexicanus</i>	Prairie falcon	CA WL	Commonly occur in arid and semiarid shrubland and grassland community types. Also occasionally found in open parklands within coniferous forests. During the breeding season, they are found commonly in foothills and mountains which provide cliffs and escarpments suitable for nest sites.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

<i>Falco peregrinus anatum</i>	American peregrine falcon	FED DL; CA DL, FP	Uncommon winter resident of the inland region of southern California. Active nesting sites are known along the coast north of Santa Barbara, in the Sierra Nevada, and in other mountains of northern California. Breeds mostly in woodland, forest, and coastal habitats. Riparian areas and coastal and inland wetlands are important habitats yearlong, especially in nonbreeding seasons.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Haliaeetus leucocephalus</i>	Bald eagle	FED DL; CA END, FP	Occur primarily at or near seacoasts, rivers, swamps, and large lakes. Need ample foraging opportunities, typically near a large water source.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Hydroprogne caspia</i>	Caspian tern	-	Occurs near large lakes, coastal waters, beaches, and bays. Found on both fresh and salt water, favoring protected waters such as bays and lagoons, rivers, not usually foraging over open sea. Nests on open ground on islands, coasts.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Icteria virens</i>	Yellow-breasted chat	CA SSC	Primarily found in tall, dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush with well developed understories. Nesting areas are associated with streams, swampy ground, and the borders of small ponds. Breeding habitat must be dense to provide shade and concealment. It winters south the Central America.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Lanius ludovicianus</i>	Loggerhead shrike	CA SSC	Often found in broken woodlands, shrublands, and other habitats. Prefers open country with scattered perches for hunting and fairly dense brush for nesting.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Larus californicus</i>	California gull	CA WL	Require isolated islands in rivers, reservoirs and natural lakes for nesting, where predations pressures from terrestrial mammals are diminished. Uses both fresh and saline aquatic habitats at variable elevations and degrees of aridity for nesting and for opportunistic foraging.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Lasiurus xanthinus</i>	western yellow bat	CA SSC	Roosts in palm trees in foothill riparian, desert wash, and palm oasis habitats with access to water for foraging.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Lepus californicus Bennettii</i>	San Diego black-tailed jackrabbit	CA SSC	Occurs in diverse habitats, but primarily is found in arid regions supporting shortgrass habitats. Openness of open scrub habitat is preferred over dense chaparral.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

<i>Lynx rufus pallescens</i>	Pallid bobcat	-	Found on the western edge of the great basin habitat in extreme northeast California. Live in a variety of habitats including forests, deserts, mountains, swamps and farmland.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Myotis yumanensis</i>	Yuma myotis	-	Found in forests and woodlands near water. Roosts in caves, buildings, mines, and crevices.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Neolarra alba</i>	White cuckoo bee	-	Found in dry, sandy areas (particularly deserts) in the American southwest near the host plants for <i>Perdita</i> bee species, of which it is a nest parasite.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Neotoma lepida Intermedia</i>	San Diego desert woodrat	CA SSC	Occurs in coastal scrub communities between San Luis Obispo and San Diego Counties. Prefers moderate to dense canopies, and especially rocky outcrops.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Numenius americanus</i>	Long-billed curlew	CA WL	Preferred winter habitats include large coastal estuaries, upland herbaceous areas, and croplands. On estuaries, feeding occurs mostly on intertidal mudflats.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Nycticorax nycticorax</i>	Black-crowned night heron	-	Fairly common, yearlong resident in lowlands and foothills throughout most of California, including the Salton Sea and Colorado River areas, and very common locally in large nesting colonies. Feeds along the margins of lacustrine, large riverine, and fresh and saline emergent habitats and rarely, on kelp beds in marine sub tidal habitats. Nests and roosts in dense-foliaged trees and dense emergent wetlands.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Nyctinomops Femorosaccus</i>	Pocketed free-tailed bat	CA SSC	Often found in pinyon-juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oasis.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Onychomys torridus Ramona</i>	Southern grasshopper mouse	CA SSC	Inhabits alkali desert scrub and other desert scrub habitats, and to a lesser extent succulent shrubs, desert washes, desert riparian, coastal scrub, mixed chaparral, and sagebrush habitats. Generally rare in valley foothill and montane riparian habitats. Prefers low to moderate shrub cover and requires friable soils.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Pandion haliaetus</i>	Osprey	CA WL	Remain close to still or slow-moving bodies of water including oceans, rivers, lakes, mangroves, coastal wetlands, lagoons, reefs, estuaries and marshes. Generally nest in high places, such as trees, power poles, or cliffs.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.



<i>Pelecanus erythrorhynchos</i>	American white pelican	CA SSC	Locally common winter resident of southern California. Typically forage in shallow inland waters, such as open areas in marshes and along lake or river edges. Also occur in shallow coastal marine habitats.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Pelecanus occidentalis Californicus</i>	California brown pelican	FED DL; CA DL, FP	Coastal areas, with nesting occurring on islands. Species found occasionally along Arizona's lakes and rivers. This species inhabits shallow inshore waters, estuaries and bays, avoiding the open sea. Its diet is comprised mostly of fish, causing great congregations in areas with abundant prey. Prey species include sardines and anchovies, but has been seen to take shrimps and carrion, and even nestling egrets. It regularly feeds by plunge diving and is often the victim of kleptoparasites.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Perognathus longimembris brevinasus</i>	Los Angeles pocket mouse	CA SSC	Occurs in lower elevation grasslands and coastal sage scrub communities in and around the Los Angeles Basin. Prefers open ground with fine sandy soils. May not dig extensive burrows, but instead will seek refuge under weeds and dead leaves instead.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Phalacrocorax auritus</i>	double-crested cormorant	CA WL	Common yearlong resident in southern California. Occurs widely in freshwater and marine habitats along coastlines. Require open water where they can forage for schooling fish.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Phrynosoma blainvillii</i>	Coast horned lizard	CA SSC	Occurs in a wide variety of vegetation types including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland and coniferous forest. In inland areas, this species is restricted to areas with pockets of open microhabitat, created by disturbance (i.e., fire, floods, roads, grazing, fire breaks). The key elements of such habitats are loose, fine soils with a high sand fraction; an abundance of native ants or other insects; and open areas with limited overstory for basking and low, but relatively dense shrubs for refuge.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Plegadis chihi</i>	White-faced ibis	CA WL	Prefers to feed in fresh emergent wetland, shallow lacustrine waters, muddy ground of wet meadows, and irrigated or flooded pastures and croplands. Nests in dense, fresh emergent wetland.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

<i>Polioptila californica californica</i>	coastal California gnatcatcher	FED THR; CA SSC	Obligate resident of sage scrub habitats that are dominated by California sagebrush ( <i>Artemisia californica</i> ). This species generally occurs below 750 feet elevation in coastal regions and below 1,500 feet inland. Ranges from the Ventura County, south to San Diego County and northern Baja California and it is less common in sage scrub with a high percentage of tall shrubs. Prefers habitat with more low-growing vegetation.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Polioptila melanura</i>	Black-tailed gnatcatcher	CA WL	In Mojave, Great Basin, Colorado and Sonoran Desert communities, prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and salt bush with scattered bursage, burrowed, ocotillo, saguaro, barrel cactus, nipple cactus, and prickly pear and cholla.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Pyrocephalus rubinus</i>	Vermilion flycatcher	CA SSC	Occupies desert riparian habitat, particularly cottonwoods, willows, mesquite, and other large desert riparian trees, in habitat adjacent to irrigated fields, irrigation ditches, pastures, and other open, mesic areas where it can forage.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Salvadora hexalepis virgulata</i>	Coast patch-nosed snake	CA SSC	Found in brushy or shrubby vegetation along the coast and requires small mammal burrows for refuge and overwintering.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Setophaga petechia</i>	Yellow warbler	CA SSC	Nests over all of California except the Central Valley, the Mojave Desert region, and high altitudes and the eastern side of the Sierra Nevada. Winters along the Colorado River and in parts of Imperial and Riverside Counties. Nests in riparian areas dominated by willows, cottonwoods, sycamores, or alders or in mature chaparral. May also use oaks, conifers, and urban areas near stream courses.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Spea hammondi</i>	Western spadefoot	CA SSC	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washed, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rainpools which do not contain bullfrogs, fish, or crayfish are necessary for breeding.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

<i>Spinus lawrencei</i>	Lawrence's goldfinch	-	Open woodlands, chaparral, and weedy fields. Closely associated with oaks. Nests in open oak or other arid woodland and chaparral near water.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Streptocephalus woottoni</i>	Riverside fairy shrimp	FED END	Freshwater crustacean that is found in vernal pools in the coastal California area.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Taxidea taxus</i>	American badger	CA SSC	Primarily occupy grasslands, parklands, farms, tallgrass and shortgrass prairies, meadows, shrub-steppe communities and other treeless areas with sandy loam soils where it can dig more easily for its prey. Occasionally found in open chaparral (with less than 50% plant cover) and riparian zones.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Vireo bellii pusillus</i>	Least Bell's vireo	FED END; CA END	Primarily occupy Riverine riparian habitat that typically feature dense cover within 1 -2 meters of the ground and a dense, stratified canopy. Typically it is associated with southern willow scrub, cottonwood-willow forest, mule fat scrub, sycamore alluvial woodlands, coast live oak riparian forest, arroyo willow riparian forest, or mesquite in desert localities. It uses habitat which is limited to the immediate vicinity of water courses, 2,000 feet elevation in the interior.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.
<i>Xanthocephalus Xanthocephalus</i>	Yellow-headed blackbird	CA SSC	Uncommon yearlong resident of southern California throughout freshwater emergent wetlands, and moist, open areas along agricultural areas, and mudflats of lacustrine habitats. Prefers to nest in dense wetland vegetation characterized by cattails, tules, or other similar plant species along the border of lakes and ponds.	<b>Presumed absent.</b> No suitable habitat is present within or adjacent to the Project site.

Source: ELMT Consulting, 2021 (Appendix D)

U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, Candidate-Candidate for listing under the California Endangered Species Act, FP-California Fully Protected, SSC- Species of Special Concern, WL- Watch List

### ***Jurisdictional Waters and Wetlands***

No jurisdictional drainage or wetland features were observed on the Project site during the field investigation. Further, no blue-line streets have been recorded on the Project site. A concrete lined v-ditch extends along the western boundary of the Project site, along the property line between the Project site and the adjacent residences. Additionally, four concrete lined v-ditches extend from the v-ditch on the western property line. The concrete lined ditch was installed between 2002 and 2003 to help reduce erosion due to the historical use of the Project site as a borrow site. These concrete lined v-ditches would not be considered jurisdictional by the regulatory agencies or riparian/riverine habitat under the Western Riverside County MSHCP (ELMT, 2021).

**Wildlife Movement**

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site has been heavily disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (ELMT, 2021).

**Critical Habitat**

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 3.5 miles southeast of the Project site for spreading navarretia and thread-leaved brodiaea along the San Jacinto River.

**Western Riverside MSHCP**

The Project site is located within the Mead Valley Area Plan of the MSHCP within Criteria Cell 2529 that contributes to the assembly of Proposed Noncontiguous Habitat Block 4. Additionally, the Project site is located within the designated survey area for burrowing owl pursuant to Section 6.3.2 of the MSHCP. A Habitat Assessment & Negotiation Strategy (HANS) Review and Joint Project Review (HANS01444/JPR 06-03-24-01) was completed on the parcels associated with the proposed Project in April 2006. This review determined that the proposed Project site is not located in close proximity to the areas that are currently within or proposed for conservation as part of the MSHCP Conservation Area.

## 5.4.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

BIO-1: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.

BIO-2: 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).

BIO-3: 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.

BIO-4: 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.

BIO-5: 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.

BIO-6: 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.

BIO-7: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

## 5.4.5 METHODOLOGY

The analysis within this Draft EIR section is based on the biological studies completed for the Project site: Habitat Assessment and Western Riverside MSHCP Consistency Analysis and Burrowing Owl Focused Survey Report. The assessments are based on literature review of biological resources occurring within the Project site and surrounding vicinity. The literature review was based on the review of the following: California Natural Diversity Database, a CDFW species account database, Federal Register listings, California Native Plant Society), USFWS critical habitat maps, MSHCP covered species, and numerous regional flora and fauna field guides. Field surveys were conducted to document existing conditions within the Project site and surrounding lands. A general biological field survey, in-field habitat assessments, burrowing owl habitat assessments and focused surveys, vegetation mapping, and investigation of jurisdictional waters and wetlands were conducted.

## 5.4.6 ENVIRONMENTAL IMPACTS

**IMPACT BIO-1: THE 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.**

**Less than Significant with Mitigation Incorporated.** The Project site is located within the boundaries of the Western Riverside County MSHCP Mead Valley Area Plan. The Project site is not located within or adjacent to a Plan Cell Group, or Conservation 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. As a result, the Burrowing Owl Focused Survey Report that was prepared for the Project conducted the habitat assessment outlined by the MSHCP in *Step 1: Habitat Assessment*, which identified suitable habitat for burrowing owls and determined that no burrowing owls are currently on the site. 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 August 12, 2021, August 18, 2021, August 24, 2021, and August 30, 2021. Based on the focused surveys, the Burrowing Owl Focused Survey Report concluded that burrowing owls do not currently exist on the site.

However, due to the fact that the Project site is located within the MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of Project activities, as included in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential conflict with the MSHCP would be less than significant.

Regarding MSHCP Section 6.1.2, the Project area does not contain any drainage, riparian, or riverine features. In addition, none of the riparian/riverine bird species listed in Section 6.1.2 of the MSHCP were found within the Project area. Due to the lack of suitable riparian habitat on the Project site, focused surveys for riparian/riverine bird species listed in Section 6.1.2 of the MSHCP are not warranted and were not conducted. None of the conditions associated with vernal pools (i.e., depressions, ponded water, hydric soils, etc.) were observed on site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water (e.g., mud cracks, tire ruts, drainages) were recorded. 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). Thus, impacts related to MSHCP Sections 6.1.2 and 6.1.3 would not occur.

Regarding MSHCP Section 6.1.4, Guidelines Pertaining to the Urban/Wildlands Interface, the proposed Project is located within Criteria Cell 2529, which contributes to the assembly of Proposed Non-Contiguous Habitat Block 4. As previously discussed, a HANS Review and Joins Project Review was completed on the Project site parcels in April 2006, which determined that the site is not located in close proximity to the areas that are currently proposed or in conservation as part of the MSHCP Conservation Area. Additionally, while a HANS process under 6.1.1 of the MSHCP is required for development within a Criteria Cell, the HANS Review was completed previously and demonstrated that the proposed Project is consistent with the Reserve Assembly objectives for this area as it is located in the central/southeastern corner of Cell 2529, away from the western portion of the Cell that is targeted for conservation. As a result, the Project would not conflict with MSHCP Sections 6.1.4 or 6.1.1.

Additionally, the Project applicant would be required to pay fees required pursuant to Riverside County Ordinance No. 810 (Western Riverside County MSHCP Fee Program Ordinance), included as PPP BIO-1, and fees required pursuant to Riverside County Ordinance No. 663 (Stephens' Kangaroo Rat Mitigation Fee Ordinance), included as PPP BIO-2. With payment of fees pursuant to PPP BIO-1 and PPP BIO-2 and incorporation of Mitigation Measure BIO-1, the Project would not result in any conflicts with the MSHCP, and impacts would be less than significant with mitigation incorporated.

**IMPACT BIO-2: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY ENDANGERED, OR THREATENED SPECIES, AS LISTED IN TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS (SECTIONS 670.2 OR 670.5) OR IN TITLE 50, CODE OF FEDERAL REGULATIONS (SECTIONS 17.11 OR 17.12).**

**Less than Significant with Mitigation Incorporated.** As shown in Figure 5.4-1, the Project site is comprised of two types of vegetation communities and land covers: Disturbed and Non-Native Grasslands. None of these vegetation communities are considered sensitive pursuant to local or regional plans, policies, regulations or by CDFW or USFWS.

**Special-Status Plants:** As shown on Table 5.4-1, twenty-three rare plant species were recorded within the Perris and Steele Peak quadrangle database search conducted on CNDDDB and CNPS. None of the special-

status plant species were observed during the general biological surveys conducted on May 21, 2021 and September 18, 2021, and there is no potential for their occurrence in the Project site due to a lack of habitat, as described above in Table 5.4-1. As shown, development within the Project site is not expected to impact any rare plant species and impacts would be less than significant.

**Special-Status Animal Species:** As shown on Table 5.4-2, a total of 76 sensitive animal species have been recorded within the Fontana quadrangle database search conducted on CNDDb. None of these animal species were observed during the general biological surveys. Additionally, 73 of the species are considered to have no potential to occur and 4 have moderate potential to occur in the Project site, despite none of the species being observed during biological surveys. Based on habitat requirements for specific species and the availability and quality of onsite habitats, it was determined that the Project site has a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), burrowing owl, and California horned lark (*Eremophila alpestris actia*).

As a result, 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 August 12, 2021, August 18, 2021, August 24, 2021, and August 30, 2021. Based on the focused surveys, the Burrowing Owl Focused Survey Report concluded that the burrowing owls do not currently exist on the site (ELMTb, 2021). However, due to the Project location within the Western Riverside County MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of Project activities, as included in Mitigation Measure BIO-1.

Additionally, to ensure no impacts occur to the aforementioned special-status avian species from implementation of the proposed Project, a pre-construction nesting bird clearance survey shall be conducted prior to ground disturbance pursuant to Mitigation Measure BIO-2. With implementation of Mitigation Measures BIO-1 and BIO-2, potential impacts to threatened or endangered animal species would be less than significant.

**IMPACT BIO-3: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL-STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U. S. WILDLIFE SERVICE**

**Less than Significant with Mitigation Incorporated.** As described in the previous response, the focused burrowing owl surveys were conducted on August 12, 2021, August 18, 2021, August 24, 2021, and August 30, 2021. Based on the focused surveys, the Burrowing Owl Focused Survey Report concluded that the burrowing owls do not currently exist on the site (ELMTb, 2021). However, due to the Project location within the Western Riverside County MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of Project activities, as included in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential impacts to candidate, sensitive, or special-status animal species would be less than significant.

Additionally, to ensure no impacts occur to the aforementioned special-status avian species from implementation of the proposed Project, a pre-construction nesting bird clearance survey shall be conducted prior to ground disturbance pursuant to Mitigation Measure BIO-2. With implementation of Mitigation Measures BIO-1 and BIO-2, potential impacts to candidate, sensitive, or special-status species in local or regional plans, or state regulations would be less than significant.

**IMPACT BIO-4: THE PROJECT WOULD NOT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES.**

**Less than Significant with Mitigation Incorporated.**

### **Wildlife Movement**

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 relatively flat, and no hillside or drainages exist on the site. No wildlife movement corridors were found to be present within the Project site. Areas of industrial, residential, and undeveloped land 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.

### **Migratory Birds**

The Project site contains shrubs and trees that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. 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 vegetation clearing. With the implementation of Mitigation Measure BIO-2, impacts related to nesting birds would be reduced to a less than significant level.

**IMPACT BIO-5: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, AND REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U. S. FISH AND WILDLIFE SERVICE.**

**No Impact.** The Habitat Assessment and Western Riverside MSHCP Consistency Analysis 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 mostly non-native grassland with disturbed areas along the Project boundaries; none of which is a sensitive natural community (ELMT, 2021a). Therefore, the Project would not result in impacts related to riparian habitat or other sensitive natural community.

**IMPACT BIO-6: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.**

**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.



**IMPACT BIO-7: THE PROJECT WOULD NOT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.**

**No Impact.** The proposed Project would not conflict with any local policies or ordinances protecting biological resources. See prior discussions under Impact BIO-1 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 1,520 feet above mean sea-level to 1,560 feet above mean sea-level (ELMT, 2021a). 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 occur.

### 5.4.7 CUMULATIVE IMPACTS

This cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site as well as the projects identified in Section 4.0, *Environmental Setting*, Table 4-6, *Cumulative Project List*. None of the projects identified in Table 4-6 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Mead Valley area, in the general vicinity of the project. Focused biological resource studies have been conducted to assess potential impacts associated with development of the proposed Project. The proposed Project would not have significant impacts related to jurisdictional waters, wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities, and habitat fragmentation. In addition, although the proposed Project could have significant impacts to special-status wildlife species and nesting birds, compliance with the below mitigation measures would reduce impacts to less than significant levels.

The cumulative projects would be required to comply with applicable survey requirements pursuant to Riverside County and MSHCP requirements and mitigation for biological resources. Since all projects would be required to implement their respective mitigation measures, their contribution would not be cumulatively considerable. There are no projects that would, in combination with the Project, produce a significant impact to biological resources.

### 5.4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

#### Existing Regulations

##### Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

##### State

- California's Endangered Species Act

- California Fish and Game Code

#### Local

- Ordinance Number 559 Regulating the Removal of Trees

#### Plans, Programs, or Policies (PPPs)

**PPP BIO-1: 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.

**PPP BIO-2: County Ordinance No. 663.** Prior to the issuance of any grading permits, fees required pursuant to Riverside County Ordinance No. 663 (Stephens' Kangaroo Rat Mitigation Fee Ordinance) shall be submitted to the County. County Ordinance No. 663 requires a per-acre local development impact and mitigation fee payment prior to the issuance of grading permit.

### 5.4.9 PROJECT DESIGN FEATURES

None.

#### 5.4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact BIO-1 Impacts related to conflict with a habitat conservation plan.
- Impact BIO-2 Impacts to threatened or endangered species.
- Impact BIO-3 Impacts to candidate, sensitive, or sensitive-status species.
- Impact BIO-4 Impacts to wildlife movement or native wildlife nursery sites.

The following would result in **no impacts**:

- Impact BIO-5 Impacts to riparian habitat or sensitive communities.
- Impact BIO-6 Impacts to state or federally protected wetlands.
- Impact BIO-7 Impacts related to conflict with local policies or ordinances.

#### 5.4.11 MITIGATION MEASURES

**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 during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. 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.

## 5.4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measures BIO-1 and BIO-2 would ensure that impacts to burrowing owls and nesting birds would not occur during Project construction and ensure that the Project would comply with MSHCP requirement. The mitigation measures listed above, and existing regulations would reduce potential impacts associated with biological resources for Impacts BIO-1 through BIO-4 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to biological resources would occur.

## REFERENCES

California Department of Fish and Wildlife. "California Regional Conservation Plans." April 2019. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>

ELMT Consulting, Inc. "Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Harvill Business Center Project Located in Riverside County, California." October 2021. (ELMT, 2021 a) Appendix D.

ELMT Consulting, Inc. "BCIF Harvill Business Center Project Burrowing Owl Focused Survey Report." September 2021. (ELMT, 2021b). Appendix E.

Riverside County. General Plan. Accessed: 5 May 2022. <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>

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United States, Fish and Wildlife Service. "National Wetlands Inventory." 20 May 2022. <https://www.fws.gov/wetlands/data/mapper.html>

## 5.5 Cultural Resources

### 5.5.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Phase I Cultural Resources Assessment for the Water and Harvill Project*; Brian F. Smith and Associates; 9 February 2022; Appendix F
- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

### 5.5.2 REGULATORY SETTING

#### 5.5.2.1 Federal Regulations

##### **National Historic Preservation Act**

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

- a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- b) Properties that are associated with the lives of persons significant in our past;
- c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic “integrity,” which is “the ability of a property to convey its significance.” The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register, and as such, are considered historical resources for CEQA purposes.

### 5.5.2.2 State Regulations

#### California Register of Historical Resources

Eligibility for inclusion in the California Register is determined by applying the following criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- 2) It is associated with the lives of persons important in California's past;
- 3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- 4) It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

#### California Health and Safety Code Section 7050.5

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

#### Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

### State CEQA Guidelines Section 15064.5

Section 15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

### 5.5.2.3 Local Regulations

#### Riverside County General Plan

The Riverside County General Plan contains the following policies related to cultural resources that are applicable to the Project:

- Policy LU 9.1** Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values.
- Policy OS 19.2** The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that , at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law.
- Policy OS 19.3** Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.
- Policy OS 19.5** Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

#### Riverside County Ordinances

**Ordinance Number 578 Historic Preservation Districts.** This ordinance establishes historic preservation districts within Riverside County and includes provisions for demolition and alteration of historic structures within a Historic Preservation District.

## 5.5.3 ENVIRONMENTAL SETTING

### Historic

Euro-American development in Riverside County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. In the late 18<sup>th</sup> century, the San Gabriel, San Juan Capistrano, and San Luis Rey missions began colonizing southern California and gradually expanded their use to the Inland Empire, and western Riverside County, for raising grain and cattle to support the missions. In 1869, with the development of the transcontinental railroad, land speculators, developers, and colonists began to invest in southern California. The first colony in present-day Riverside County was the City of Riverside, where Judge John Wesley North founded Riverside on part of the Jurupa Rancho. In May 1893, voters living within portion of San Bernardino County and San Diego County approved the formation of Riverside County.

The Project site is located within an area traditionally known as Val Verde, which has historically been associated with the City of Perris. In 1881, the Southern California Railroad laid tracks for the Santa Fe Railroad through the plains east of the Project site. The Val Verde Tract was platted in 1893 about five miles northwest of Perris and briefly flourished due to the establishment of a railway station. A portion of the Colorado River Aqueduct was constructed in 1939. Due to the aqueduct and availability of water in the area, the Val Verde community continued to be dominated by agricultural uses throughout the twentieth century (BFSA 2022).

### **Project Site**

Based on historical aerials, as early as 1966, the Project site was vacant grassland that was surrounded by agricultural and residential uses (NETRonline). The Phase 1 Cultural Resources Assessment identified 10 historic buildings and structures within one mile of the boundaries of the Project site that date to the late nineteenth and early twentieth centuries. None of these structures are within the Project site. The closest resources to the Project site are historic and mainly associated with the built environment. The closest mapped resource is P-33-007628, located adjacent to the southwestern boundary of the Project site. Site P-33-007628 was recorded as a Queen Anne Victorian single-family residence constructed in 1889 and historically known as the Leavitt House. Based upon recent aerial photographs, the house was removed from the adjacent property between 2017 and 2019. Based on the Phase 1 Cultural Resources Assessment, there are no known historical resources, including resources designated within the California Historical Landmarks, California Historical Point of Interest, California Register of Historical Resources, or National Register of Historic Places. Additionally, there are no historic-age structures within the Project site (BFSA, 2022).

### **Archaeological**

Due to the nature of prehistoric archaeological sites identified by the Phase 1 Cultural Resources Assessment, the prehistoric setting discussion begins at the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points. The Project is within an area where the traditional use territories of the Gabrielino, Serrano, and Cahuilla meet.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Phase 1 Cultural Resources Assessment identified 55 prehistoric resources within one mile of the Project site. These prehistoric resources include bedrock milling sites, rock shelters, artifact scatters, and petroglyphs. The records search also identified two historical archaeological sites related to prehistoric bedrock milling features, a prehistoric lithic scatter, and a historic trash scatter less than one mile from the Project site. None of the archaeological resources are within the Project site.



## 5.5.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

CUL-1: Alter or destroy a historic site.

CUL-2: Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5.

CUL-3: Alter or destroy an archaeological site.

CUL-4: Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5.

CUL-5: Disturb any human remains, including those interred outside of formal cemeteries.

### Historic Resources Thresholds

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (State CEQA Guidelines Section 15064.5[a][3]). Additionally, State CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

## 5.5.5 METHODOLOGY

The cultural resources analysis is based on the Phase 1 Cultural Resources Assessment (BFSA 2022) and contains information that was compiled through field reconnaissance, record searches, and reference materials. This study is included as Appendix F.

**Archaeological and Historic Records Search.** An archaeological and historical records search was completed by the Eastern Information Center (EIC) of the California Historical Resources Inventory System (CHRIS), located at University of California Riverside on August 16, 2021. This search included the Project site with an additional 1-mile buffer. The EIC search also included a standard review of the National Register

of Historic Places (NRHP) and the Office of Historic Preservation (OHP) Historic Property Directory. Land patent records, held by the Bureau of Land Management (BLM) and accessible through the BLM General Land Office (GLO) website, were also reviewed for pertinent Project information.

**Archaeological and Historic Field Surveys.** An intensive pedestrian reconnaissance survey was conducted that included a series of parallel survey transects spaced at 5- to 10-meter intervals. The survey of the Project site was conducted on September 3, 2021. The entire Project site was covered by the survey process and photographs were taken to document Project conditions during the survey.

## 5.5.6 ENVIRONMENTAL IMPACTS

### **IMPACT CUL-1: THE PROJECT WOULD NOT ALTER OR DESTROY A HISTORIC SITE.**

**Less than Significant Impact.** As described by the Phase I Cultural Resources Assessment and Section 5.5.3, above, the Project site is undeveloped, vacant land with no previous development. Additionally, the Project site is adjacent to undeveloped, vacant land, industrial warehouse buildings, and single-family residences. There are no historic sites within the Project site. However, as discussed in the Phase I Cultural Resources Assessment, Site P-33-007628 is located adjacent to the southwestern boundary of the Project site. Site P-33-007628 was recorded as a Queen Anne Victorian single-family residence constructed in 1889 and historically known as the Leavitt House. Based upon recent aerial photographs, the house was removed from the adjacent property between 2017 and 2019. As such, there are no existing historical sites within the immediate vicinity of the Project, and impacts related to historic sites would not occur from implementation of the Project.

### **IMPACT CUL-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE, PURSUANT TO CALIFORNIA CODE OF REGULATIONS, SECTION 15064.5.**

**Less than Significant Impact.** Historical resources are defined as “a resource listed or eligible for listing on the California Register of Historical Resources” (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under State CEQA Guidelines Section 15064.5(a), the term “historical resources” includes the following:

- (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (Public Resources Code, Section 5024.1).
- (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:

- (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
  - (B) Is associated with the lives of persons important in California's past;
  - (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
  - (D) Has yielded, or may be likely to yield, information important in prehistory or history.
- (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

As described by the Phase I Cultural Resources Assessment and Section 5.5.3, above, the Project site is undeveloped, vacant land with no previous development. Additionally, the Project site is adjacent to undeveloped, vacant land, industrial warehouse buildings, and single-family residences. There are no historic sites within the Project site. However, as discussed in the Phase I Cultural Resources Assessment, Site P-33-007628 is located adjacent to the southwestern boundary of the Project site. Site P-33-007628 was recorded as a Queen Anne Victorian single-family residence constructed in 1889 and historically known as the Leavitt House. Based upon recent aerial photographs, the house was removed from the adjacent property between 2017 and 2019. As such, there are no existing historical resources within the Project site or within the immediate vicinity of the Project, and impacts related to historic resources would not occur from implementation of the Project.

**IMPACT CUL-3: THE PROJECT WOULD NOT ALTER OR DESTROY AN ARCHAEOLOGICAL SITE.**

**Less than Significant with Mitigation Incorporated.** The Project site is an undeveloped vacant site. As described previously, the Project site has been previously disturbed from past use of the site as a borrow site. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center (UCR-EIC). The UCR-EIC is the countywide clearing house/repository for all archaeological and cultural studies completed within the Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that 77 cultural resources have been recorded within 1-mile of the Project area, with none of the previously recorded resources occurring onsite. Furthermore, the cultural resources survey conducted on September 3, 2021 found no existing archaeological resources at the site. However, as discussed in the Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. As a result, the potential for archaeological resources existing onsite is considered unknown to low. Therefore, Mitigation Measure CUL-2 has been included to require a qualified professional archeologist to prepare and implement a Cultural Resource Monitoring Program (CRMP) in coordination with the consulting tribe(s). The CRMP will include the archaeologist(s) presence at the pre-grade meeting, archaeological monitoring of ground disturbing activities, and for contractors to halt work in the event of uncovering a potential archaeological resource and to have the find evaluated by the qualified archaeologist. Further, the CRMP will include measures to ensure the proper treatment of any unknown resources that might be identified during construction activities. Therefore, Mitigation Measures CUL-1 through CUL-4, which provide measures for unanticipated discoveries

and artifact disposition, requires archaeological monitoring for initial ground disturbing activities, and requires preparation of a Phase IV Monitoring Report, shall be implemented to reduce impacts related to archaeological resources to a less than significant level.

**IMPACT CUL-4: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE, PURSUANT TO CALIFORNIA CODE OF REGULATIONS, SECTION 15064.5.**

**Less than Significant with Mitigation Incorporated.** As previously described, the Project site does not contain any historic-age structures or known cultural resources. The Phase I Cultural Resources Assessment (including field survey) prepared for the Project did not identify any historical or archaeological resources within the Project site. However, as discussed in the Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. As a result, the potential for archaeological resources existing onsite is unknown to low. Therefore, Mitigation Measures CUL-1 through CUL-4, which require archaeological monitoring and disposition requirements, shall be implemented to reduce impacts related to historical and archaeological resources to a less than significant level.

**IMPACT CUL-5: THE PROJECT WOULD NOT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES.**

**Less than Significant 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, State CEQA Guidelines Section 15064.5, and Public Resources Code Section 5097.98, included as PPP CUL-1, 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. Therefore, impacts from development of the Project on human remains would be less than significant.

### 5.5.7 CUMULATIVE IMPACTS

**Historic Resources:** The Project's contribution to cumulative impacts to historical resources was analyzed in context with past projects in the Mead Valley and Val Verde region of Riverside County that were once similarly influenced by the historical agricultural industry in the region. Record searches and field surveys indicate the absence of significant historical sites and resources within the Project site. Therefore, Project implementation would have no potential to contribute towards a significant cumulative impact to historical sites and/or resources. With compliance with County regulations and project-specific mitigation for cumulative projects, cumulatively considerable impacts would be less than significant.

**Archaeological Resources:** The Project's impact to prehistoric archaeological resources was analyzed in the context of the Mead Valley and Val Verde region of Riverside County, which is identified as sensitive for archaeological resources. Construction activities within the Project site – as with other development projects in the region – may uncover subsurface prehistoric archaeological resource that meet the CCR § 15064.5

definition. However, mitigation has been included to reduce the potential of the Project to contribute to a significant cumulative impact to archaeological resources. With compliance with project-specific mitigation, cumulatively considerable impacts would be less than significant.

**Disturbance of Human Remains:** Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and State CEQA Guidelines Section 15064.5 would assure that the Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices, thereby avoiding significant cumulative impacts.

## 5.5.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

### Plans, Programs, or Policies (PPPs)

**PPP CUL-1: Human Remains. (COA Planning-CUL 1).** If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the “Most Likely Descendant”. The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

## 5.5.9 PROJECT DESIGN FEATURES

None.

## 5.5.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts CUL-1 and CUL-2 would be less than significant. Upon implementation of Plans, Programs, or Policies, Impact CUL-5 would be reduced to less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- Impact CUL-3: Implementation of the Project may impact an archaeological site.
- Impact CUL-4: Earth-moving construction activities could impact archaeological resources.

## 5.5.101 MITIGATION MEASURES

**Mitigation Measure CUL-1: Unanticipated Resources (COA Planning-CUL 3).** 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 Project archaeologist 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, 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.

**Mitigation Measure CUL-2: Cultural Resource Monitoring Program (060-Planning-CUL.1).** Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

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

**Mitigation Measure CUL-3: Artifact Disposition (070-Planning-CUL.1).** In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods.

Any artifacts identified and collected during construction grading activities are not to leave the project area and shall remain onsite in a secure location until final disposition.

#### *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), have been curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

### *Prehistoric and/or Tribal Cultural Resources*

One of the following treatments shall be applied.

1. Preservation—in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

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

### *Human Remains*

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

**Mitigation Measure CUL-4: Phase IV Monitoring Report (070-Planning-CUL.2).** Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department’s requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

## 5.5.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures would help ensure suitable monitoring plans and appropriate provisions are in place to identify and protect any unknown cultural resources that may be located prior to, and during, any ground disturbance activities. With implementation of Mitigation Measures CUL-1, CUL-2, CUL-3, and CUL-4 as well as TCR-1 in Section 5.16, and compliance with regulatory requirements, included herein as PPPs, Project impacts to cultural resources in the Project site would be less than significant.

## REFERENCES

Brian F. Smith and Associates, Inc. A Phase I Cultural Resources Assessment for the Water and Harvill Project. 9 February 2022. (BFSA, 2022). Appendix F.

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## 5.6 Energy

### 5.6.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section 5.8, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.18, *Utilities and Service Systems*, for a discussion of water consumption. This section includes data from the following County documents and reports prepared by Urban Crossroads and are included in Appendix G to this Draft EIR:

- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*
- *Harvill & Water Warehouse Energy Analysis*, Urban Crossroads, 31 August 2022, Appendix G

### 5.6.2 REGULATORY SETTING

#### 5.6.2.1 Federal Regulations

##### **Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards**

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

#### 5.6.2.2 State Regulations

##### **California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)**

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,

- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

### **Title 24 Energy Efficiency Standards and California Green Building Standards**

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards that became effective on January 1, 2023.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The 2022 CALGreen standards that reduce GHG emissions include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

- Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
- Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the County of Riverside by Ordinance Number 457. However, due to the timing of submittal, the Project would be subject to the 2019 CalGreen Building Standards Code.

### 5.6.2.3 Local Regulations

The Riverside County General Plan contains the following policies related to energy that is applicable to the Project:

- |                        |  |
|------------------------|--|
| <b>Policy AQ 5.1</b>   | Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.   |
| <b>Policy AQ 5.4</b>   | Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.                   |
| <b>Policy AQ 20.10</b> | Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. |

**Policy AQ 20.11** Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.

### 5.6.3 ENVIRONMENTAL SETTING

#### Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the County of Riverside. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2020 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the state to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 and 80 percent from the same baseline by 2050 in order to help achieve carbon neutrality by 2045. It describes that in 2020 approximately 43% of power that SCE delivered to customers came from carbon-free resources (SCE 2020).

The Project site is currently served by the electricity distribution systems that exist along the roadways adjacent to the Project site.

#### Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the County of Riverside and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2020 report (CGEU 2020).

The Project site is currently served by the natural gas distribution system that exists within the roadways that are adjacent to the site.

### 5.6.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

E-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

### 5.6.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors

such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the State CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the State CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

## 5.6.6 ENVIRONMENTAL IMPACTS

### **IMPACT E-1: THE PROJECT WOULD NOT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION.**

#### **Construction**

**Less than Significant Impact.** 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, 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.

Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The energy analysis modeling for construction of the Project (included as Appendix G) details that the total construction would utilize 257,288 kWh of electricity as detailed in Table 5.6-1.

**Table 5.6-1: Estimated Construction Electricity Usage**

<b>Construction Area</b>	<b>Cost Per kWh</b>	<b>Electricity Usage (kWh)</b>
Warehouse Building	\$0.13	128,462
Parking Lot	\$0.13	29,005
Other Asphalt Surfaces	\$0.13	60,189
Landscape	\$0.13	39,573
<b>Total Electricity Usage</b>		<b>257,288</b>

Source: Urban Crossroads, 2022 (Appendix G).

Also, as shown in Table 5.6-2, construction of the Project is estimated to result in the need for 73,430 gallons of diesel fuel.

**Table 5.6-2: Estimated Construction Fuel Consumption**

Phase Name	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	HP-hrs/day	Total Fuel Consumption
Site Preparation	10	Rubber Tired Dozers	367	3	8	3,523	1,904
		Crawler Tractors	84	4	8	995	538
Grading	45	Graders	148	2	8	971	2,362
		Excavators	36	2	8	219	532
		Crawler Tractors	84	2	8	497	1,210
		Scrapers	423	6	8	9,746	23,706
		Rubber Tired Dozers	367	1	8	1,174	2,857
Building Construction	285	Forklifts	82	3	8	394	6,064
		Generator Sets	14	2	8	166	2,554
		Cranes	367	1	8	851	13,117
		Welders	46	2	8	331	5,102
		Tractors/Loaders/Backhoes	84	3	8	746	11,491
Paving	20	Pavers	81	2	8	544	588
		Paving Equipment	89	2	8	513	554
		Rollers	36	2	8	219	237
Architectural Coating	40	Air Compressors	37	2	8	284	614
<b>CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)</b>							<b>73,430</b>

Source: Urban Crossroads, 2022 (Appendix G)

Table 5.6-3 shows that construction workers would use approximately 38,264 gallons of fuel in automobiles during construction of the Project.

**Table 5.6-3: Estimated Construction Worker Fuel Consumption (Automobiles)**

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	LDA						
	Site Preparation	10	9	18.5	1,665	30.60	54
	Grading	45	17	18.5	14,153	30.60	462
	Building Construction	204	92	18.5	347,208	30.60	11,346
	LDT1						
	Site Preparation	10	5	18.5	925	24.15	38

2024	Grading	45	9	18.5	7,493	24.15	310
	Building Construction	204	46	18.5	173,604	24.15	7,188
	LDT2						
	Site Preparation	10	5	18.5	925	23.88	39
	Grading	45	9	18.5	7,493	23.88	314
	Building Construction	204	46	18.5	173,604	23.88	7,269
	LDA						
	Building Construction	81	92	18.5	137,862	31.51	4,376
	Paving	20	8	18.5	2,960	31.51	94
	Architectural Coating	40	19	18.5	14,060	31.51	446
	LDT1						
	Building Construction	81	46	18.5	68,931	24.62	2,800
Paving	20	4	18.5	1,480	24.62	60	
Architectural Coating	40	10	18.5	7,400	24.62	301	
LDT2							
Building Construction	81	46	18.5	68,931	24.57	2,805	
Paving	20	4	18.5	1,480	24.57	60	
Architectural Coating	40	10	18.5	7,400	24.57	301	
<b>TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION</b>							<b>38,264</b>

Source: Urban Crossroads, 2022 (Appendix G)

Table 5.6-4 shows that approximately 25,418 gallons of fuel would be used by vendor trucks for construction of the Project.

**Table 5.6-4: Estimated Construction Vendor Fuel Consumption**

Year	Construction Activity	Duration (Days)	Vendor Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	MHD						
	Site Preparation	10	1	10.2	102	8.40	12
	Grading	45	5	10.2	2,295	8.40	273
	Building Construction	204	30	10.2	62,424	8.40	7,431
	HHD (Vendor)						
	Site Preparation	10	1	10.2	102	6.04	17
	Grading	45	5	10.2	2,295	6.04	380
Building Construction	204	30	10.2	62,424	6.04	10,331	

2024	MHD						
	Building Construction	81	30	10.2	24,786	8.47	2,925
	HHD						
	Building Construction	81	30	10.2	24,786	6.12	4,049
<b>TOTAL CONSTRUCTION VENDOR FUEL CONSUMPTION</b>							<b>25,418</b>

Source: Urban Crossroads, 2022 (Appendix G)

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. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

**Operation**

**Less than Significant Impact.** Once operational, the proposed 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 within the building, 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, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As detailed in Table 5.6-5, operation of the Project is estimated to annually use 555,544 gallons of fuel. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

**Table 5.6-5: Estimated Annual Operational Vehicle Fuel Consumption**

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	31.51	2,267,375	71,966
LDT1	24.62	183,637	7,458
LDT2	24.57	901,652	36,694
MDV	15.52	736,030	47,438
MCY	15.52	108,436	6,989
LHD1	16.16	416,301	25,758
LHD2	15.52	117,533	7,575
MHD	8.47	281,268	33,194
HHD	6.12	1,664,646	271,960
TRUs			46,512
<b>TOTAL (ALL VEHICLES)</b>		<b>6,676,878</b>	<b>555,544</b>

Source: Urban Crossroads, 2022 (Appendix G)



Table 5.6-6 details that operation of the Project would use approximately 7,007,171 thousand British thermal units (kBtu) per year of natural gas and 4,253,662 kilowatts (kWh) per year of electricity. In addition, the Project would require operation of one 175 horsepower, natural gas-powered cargo handling equipment, which would operate approximately 4 hours a day, 365 days a year. Operation of the cargo handling equipment would require approximately 4,642 kBtu per year of natural gas, as shown on Table 5.6-7.

**Table 5.6-6: Estimated Annual Natural Gas Demand (kBtu/year)**

Land Use	Natural Gas Demand (kBtu/year)	Electricity Demand (kWh/year)
High-Cube Fulfillment (70%)	4,464,321	1,400,845
High-Cube Cold Storage (30%)	2,542,850	2,852,817
Parking Lot	0	0
Other Asphalt Surfaces	0	0
Landscape Area	0	0
<b>TOTAL PROJECT ENERGY DEMAND</b>	<b>7,007,171</b>	<b>4,253,662</b>

Source: Urban Crossroads, 2022 (Appendix G)

**Table 5.6-7: Estimated Onsite Cargo Handling Equipment Fuel Consumption**

Equipment	Quantity	Usage Hours	Days of Operation	EMFAC2021 Fuel Consumption (gal./yr)	EMFAC2021 Activity (hrs./yr)	Total Fuel Consumption
Cargo Handling Equipment - Port Tractor	1	4	365	17,909	5,633	4,642
<b>ONSITE CARGO HANDLING EQUIPMENT FUEL DEMAND (GALLONS FUEL)</b>						<b>4,642</b>

Source: Urban Crossroads, 2022 (Appendix G)

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through County permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

**IMPACT E-2: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.**

**Less than Significant Impact.** As described previously, the proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of the proposed 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 the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling. Furthermore, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. In addition, since the Project building square footage is over

100,000 SF, the Project would be required to comply with CAP Measure R2-CE1, 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. Therefore, future building tenants would be required to install solar panels prior to Project occupancy in order to offset the Project's energy demands by 20 percent. Thus, the Project would not obstruct use of renewable energy or energy efficiency. Overall, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

### 5.6.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed mixed uses would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

### 5.6.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

#### Existing Regulations

The following standard regulations would reduce potential impacts related to energy:

- California Energy Code (Code of Regulations, Title 24 Part 6)
- CalGreen Building Standards Code as included in County Ordinance No. 457

#### Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

**PPP E-1: CalGreen Compliance:** The Project is required to comply with the CalGreen Building Code as included in County Ordinance No. 457 to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

### 5.6.9 PROJECT DESIGN FEATURES

None.

### 5.6.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1 and E-2 would be less than significant.

### 5.6.11 MITIGATION MEASURES

Impacts related to energy would be less than significant and no mitigation measures are required.

### 5.6.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant.

## REFERENCES

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## 5.7 Geology and Soils

### 5.7.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to geology, soils, and seismicity. The impacts examined include risks related to geologic hazards such as earthquakes, liquefaction, expansive soils; impacts on the environment related to soil erosion and sedimentation. The analysis in this section is based, in part, on the following documents and resources:

- *Geotechnical Investigation Proposed Warehouse SWC Water Street and Harvill Avenue Riverside County (Perris), California for BCIF Acquisitions LLC*, Southern California Geotechnical, 10 June 2021 (SGC, 2021), Appendix H.
- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*

### 5.7.2 REGULATORY SETTING

#### 5.7.2.1 Federal Regulations

##### **Earthquake Hazards Reduction Act**

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Act established the National Earthquake Hazards Reduction Program that provides characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. Programs under this Act provide building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which development under the proposed Project would be required to adhere.

#### 5.7.2.2 State Regulations

##### **Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish “Earthquake Fault Zones” and publish appropriate maps that depict these zones. The boundary of an Earthquake Fault Zone is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The Act also requires local agencies to regulate development within Earthquake Fault Zones. Before a development project can be permitted within an Earthquake Fault Zone, a geologic investigation is required to demonstrate that proposed buildings would not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault.

### **Seismic Hazards Mapping Act**

The Seismic Hazards Mapping Act addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist to assist local governments in land use planning. The Act states “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.” Section 2697(a) of the Act states that “cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”

### **California Building Code**

The California Building Code (CBC) is included in Title 24 of the California Code of Regulations. The current CBC was adopted by the County and is included in Chapter 15 of the County Development Code. The code provide standards to protect property and public safety. They regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, and thereby mitigate the effects of seismic shaking and adverse soil conditions. The code also regulates grading activities, including drainage and erosion control.

### **California Construction General Permit**

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) that regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan. The Construction General Permit requires the SWPPP to identify Best Management Practices (BMPs) that will be implemented to reduce soil erosion. Types of BMPs include preservation of vegetation and sediment control (e.g., fiber rolls). The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state’s 303(d) list of impaired waters.

### **Requirements for Geotechnical Investigations**

Requirements for geotechnical investigations are included in CBC Appendix J, Grading, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in the California Health and Safety Code Sections 17953 to 17955 and in CBC Section 1803. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction,

differential settlement, and expansiveness. CBC Section J105 sets forth requirements for inspection and observation during and after grading.

### 5.7.2.3 Regional Regulations

#### SCAQMD Rule 403

SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a, off-site nuisance. Applicable Rule 403 dust suppression (and PM<sub>10</sub> generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep on-site streets (and off-site streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

### 5.7.2.4 Local Regulations

#### Riverside County General Plan

The Riverside County General Plan contains the following policies related to geology and soils that are applicable to the Project:

**Policy S 2.1** Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following:

- a) Require geologic studies or analyses for critical structures, lifelines, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map. The County geologist shall review and make recommendations based on the results to reduce the potential risk.
- b) Request geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined by the Riverside County Geologist, is accepted. The County of Riverside may request geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.
- c) Require that infrastructure systems, such as energy, communications, and transportation infrastructure be designed to resist, without failure to the extent feasible, their crossing of a fault, should fault rupture occur.
- d) Support efforts by the California Department of Conservation, California Geological Survey, to develop geologic and engineering solutions in areas of ground deformation due to faulting and seismic activity, in those areas where a fault cannot be reliably located.
- e) Encourage and support efforts by the geologic research community to define better the locations and risks of Riverside County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.

**Policy S 2.2** Request geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landslides, or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory structures/buildings, as determined by County officials. Any studies or surveys should be prepared/completed by a state-licensed professional.

**Policy S 2.3** Require that a state-licensed professional investigate the potential for liquefaction in areas designated as underlain by “Susceptible Sediments” and “Shallow Groundwater” for all proposed critical facilities, except for accessory buildings. Any studies must be prepared/completed by a state-licensed professional.

**Policy S 2.4** Request that engineered slopes be designed to resist seismically-induced failure as appropriate. For lower-risk projects, this may include requiring slope design to be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher risk projects, appropriate standards may include requiring the stability analyses to factor in the intensity of expected ground-shaking, using a Newmark-type deformation analysis or other analyses as appropriate.

**Policy S 2.5** Request that cut-and-fill transition lots appropriately mitigate the potential of seismically-induced differential settlement, including through using over-excavation or other techniques as required by geotechnical, soils, and grading requirements.

**Policy S 2.6** Request structures in liquefaction and slope instability hazard zones to mitigate the potential of seismically-induced differential settlement through appropriate techniques as determined by geotechnical studies, including a 100-percent maximum variation of fill depths as warranted.

**Policy S 2.8** Request the following in landslide potential hazard management zones, or when deemed necessary for compliance with the California Environmental Quality Act (CEQA), prior to the issuance of development permits or approval of project designs:

- a) Preliminary geotechnical and geologic investigations, including certification regarding the stability of the site against adverse effects of earthquake and subsidence.
- b) Evaluations of site stability, including any possible impact on adjacent properties.



c) Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications, shall be prepared by state-licensed professionals.

**Policy S 2.9** Require new development in areas prone to geologic hazards (e.g., landslides, steep topography, slope instability) to be adequately mitigated against these hazards, as feasible. Any development in hillside areas should prepare drainage plans to direct runoff and drainage away from potentially unstable slopes. New developments should incorporate hillside design techniques and features to mitigate and support slope stability.

**Policy S 2.10** Identify and request mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements, particularly during the entitlement or permitting process.

**Policy S 2.11** Request grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, to ensure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.

**Policy S 2.15** Request geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, prior to the issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto, and Elsinore Valleys, the studies should address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.

### **Mead Valley Area Plan**

The Mead Valley Area Plan includes the following objectives and policies are related to geology and soils and the proposed Project:

**MVAP 20.1** Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

### **Riverside County Ordinances**

**Ordinance Number 457 Riverside County Building and Fire Codes.** The County of Riverside adopts the California Building Standards Code (CCR Title 24), with some adaptations, every three years as the Riverside County Building and Fire Codes. These codes set site-specific investigation requirements, construction standards and inspection procedures to ensure that development projects within the County do not pose a threat to the public. The California Building Standards Code contains baseline standards to prevent unsafe building development.

**Ordinance Number 547 Implementation of the Alquist-Priolo Earthquake Fault Zoning Act.** This ordinance sets the policies and procedures utilized by the County to implement the Alquist-Priolo Act. It requires projects within an earthquake fault zone to comply with the provisions set forth in the Alquist-Priolo Act. Additionally, it includes regulations for construction near fault zones.

### 5.7.3 ENVIRONMENTAL SETTING

#### Regional Setting

The Project is within the Peninsular Ranges Geomorphic province of California. The Peninsular Ranges consist of several northwesterly-trending ranges in southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic period, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. The Project site is mostly flat with a gentle eastward gradient, situated along the western edge of the Perris Valley.

#### Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone. There are no known active faults within 500 feet of the Project site. According to the General Plan Map S-1, there are multiple faults within the County, including the San Andreas Fault and the San Jacinto Fault. The nearest active fault zone is the San Jacinto Fault, which is approximately 9.5 miles northeast of the Project site. The Elsinore Fault, which is 14.43 miles southwest of the Project site. Both of these faults, as well as other faults in the southern California region could cause moderate to intense ground shaking during the lifetime of the Project.

#### Ground Rupture

Ground rupture occurs when movement on a fault breaks the rough to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. There are no fault zones within vicinity of the Project site. Therefore, ground rupture is considered to be low at the Project site.

#### Soils

The Geotechnical Investigation describes native younger alluvium was encountered at the ground surface and extended to depths of at least 25 feet below ground surface (bgs). Near surface alluvium consisted of loose to very dense silty sands, silty fine to medium sands, fine to coarse sands, and clayey to medium sands. The underlying alluvium generally consisted of older alluvial soils, which were encountered beneath the younger alluvium of Boring No. B-3, extending to a depth of approximately 20 feet bgs. The older alluvium generally consists of medium dense to very dense fine to coarse sand and slightly cemented silty file to coarse sand. Val Verde Tonalite bedrock was encountered beneath the alluvium of Boring Nos. B-2 and B-6, extending to at least 25 feet bgs. The bedrock generally consists of medium dense to very dense highly decomposed, friable fine- to medium-grained tonalite (SGC, 2021).

#### Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack,

or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the Project site is underlain by silty sands with no appreciable clay content. These materials have a low to non-expansive classification (SGC, 2021).

### Groundwater

No groundwater was encountered in any of the borings conducted as part of the site-specific geotechnical report for each of the Project site. The borings ranged between 5 to 25 feet bgs. Additionally, the California Department of Water Resources' nearest monitoring well indicates a historic high groundwater deeper than 54 feet bgs at the Project site (SGC, 2021).

### Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the 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. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Different phenomena associated with liquefaction are described below:

Lateral Spreading: Lateral spreading is the lateral movement of stiff, surficial blocks of sediments as a result of a subsurface layer liquefying. The lateral movements can cause ground fissures or extensional, open cracks at the surface as the blocks move toward a slope face, such as a stream bank or in the direction of a gentle slope. When the shaking stops, these isolated blocks of sediments come to rest in a place different from their original location and may be tilted.

Ground Oscillation: Ground oscillation occurs when liquefaction occurs at depth but the slopes are too gentle to permit lateral displacement. In this case, individual blocks may separate and oscillate on a liquefied layer. Sand boils and fissures are often associated with this phenomenon.

Bearing Strength Loss: Bearing strength decreases with a decrease in effective stress. Loss of bearing strength occurs when the effective stresses are reduced due to the cyclic loading caused by an earthquake. Even if the soil does not liquefy, the bearing of the soil may be reduced below its value either prior to or after the earthquake. If the bearing strength is sufficiently reduced, structures supported on the sediments can settle, tilt, or even float upward in the case of lightly loaded structures such as gas pipelines.

Ground Fissuring and Sand Boils: Ground fissuring and sand boils are surface manifestations associated with liquefaction and lateral spreading, ground oscillation and flow failure. As apparent from the above descriptions, the likelihood of ground fissures developing is high when lateral spreading, ground oscillations, and flow failure occur. Sand boils occur when the high water pressures are relieved by drainage to the surface along weak spots that may have been created by fissuring. As the water flows to the surface, it can carry sediments, and if the pore water pressures are high enough create a gusher (sand boils) at the point of exit.

- Sediments must be relatively young in age and must not have developed large amounts of cementation;
- Sediments must consist mainly of cohesionless sands and silts;
- The sediment must not have a high relative density;
- Free groundwater must exist in the sediment; and
- The site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

As mentioned, the borings conducted –as part of the site-specific geotechnical report for the Project site did not encounter groundwater. In addition, according to the California Department of Water Resources, the historical high groundwater table within the Project site is deeper than 50 feet below grade. Based on mapping of liquefaction hazards by Riverside County and borings, the Project site is at low risk for liquefaction and lateral spreading.

### **Subsidence**

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. As shown on the Riverside County GIS platform, the Project site is in an area that is susceptible to subsidence. However, according to the Geotechnical Investigation, shrinkage and subsidence are not considered a design concern for development in the Project site (SGC, 2021).

### **Landslides**

Earthquake-induced landsliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical and subsurface groundwater conditions are conducive to permanent ground displacements.

Based on the Riverside County General Plan Figure S-3, *Landslide Risk*, the Project site is not in a landslide risk area. Additionally, as discussed in the Geotechnical Investigation, the site and surrounding vicinity is relatively flat and would not be susceptible to landslides (SGC, 2021).

## **5.7.4 THRESHOLDS OF SIGNIFICANCE**

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

GEO-1: 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.

GEO-2: Be subject to seismic-related ground failure, including liquefaction.

GEO-3: Be subject to strong seismic ground shaking.

GEO-4: 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.

GEO-5: 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.

GEO-6: Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard.

GEO-7: Change topography or ground surface relief features.

GEO-8: Create cut or fill slopes greater than 2:1 or higher than 10 feet.

GEO-9: Result in grading that affects or negates subsurface sewage disposal systems.

GEO-10: Result in substantial soil erosion or the loss of topsoil.

GEO-11: 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

GEO-12: Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water.

GEO-13: Be impacted by or result in an increase in wind erosion and blowsand, either on or off site.

## 5.7.5 METHODOLOGY

A site-specific Geotechnical Investigation was prepared for the Project site (SGC, 2021). The following were conducted as part of the site-specific Geotechnical Investigation: field exploration, exploratory soil borings, obtaining representative soil samples, laboratory testing, engineering analysis, and the review of pertinent geological literature. The laboratory testing determined the characteristics of the geology and soils that underlie the site. The subsurface conditions were then analyzed to identify potential significant impacts resulting from construction and operation of the proposed development in relation to geology and soils.

In determining whether a geotechnical related impact would result from the Project, the analysis includes consideration of state law, including the California Building Code that is integrated into Riverside County Ordinances, and implemented/verified during permitting approvals. In general, existing state law, building codes, and ordinances that are implemented by the approving agency provide for an adequate level of safety or reduction of potential effects such that projects developed and operated to code reduce potential of impacts.

## 5.7.6 ENVIRONMENTAL IMPACTS

**IMPACT GEO-1: 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 ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT.**

**No Impact.** The Project site is not located within an Alquist-Priolo Earthquake Fault zone (SGC, 2021). The closest Alquist-Priolo Earthquake Fault zone is the San Jacinto Fault zone that is located approximately 9.5 miles northeast of the Project site. Due to the distance of the Project site from the closest fault zone, there is

no potential for the Project to be subject to rupture of a known earthquake fault. Impacts related to a fault zone would not occur from implementation of the proposed Project.

**IMPACT GEO-2: THE PROJECT WOULD NOT BE SUBJECT TO SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION.**

**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.

As discussed in the Geotechnical Investigation, the site is situated in an area of low liquefaction susceptibility. No groundwater was encountered during onsite borings and is estimated to be approximately 50 feet below the ground surface (SGC, 2021). 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 Riverside County Ordinance Number 457. 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 (California Building standards Commission) 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.

**IMPACT GEO-3: THE PROJECT WOULD BE SUBJECT TO STRONG SEISMIC GROUND SHAKING BUT WOULD NOT RESULT IN SIGNIFICANT IMPACTS.**

**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 fault to the project site is the San Jacinto Fault Zone that is located approximately 9.5 miles to the northeast of the Project site. The San Jacinto Fault Zone is the most seismically active component of the San Andreas system, which is a right-lateral strike slip fault.

A major earthquake along this fault 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.

**IMPACT GEO-4 THE PROJECT WOULD NOT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, COLLAPSE, OR ROCKFALL HAZARDS.**

**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 elevation of the Project site ranges between 1,520 feet above mean sea-level to 1,560 feet above mean sea-level (ELMT 2021). The Project site and the adjacent parcels are relatively flat, with a slight slope in the easterly direction, and do not contain any hills or steep slopes. As such, 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. No groundwater was encountered during the Geotechnical Investigation in the Project vicinity. The investigation also found that the potential for liquefaction at this site to be very low due to the dense and very dense subsurface soils. Therefore, the Geotechnical Investigation determined that the Project site is not susceptible to liquefaction (SGC, 2021). Similarly, the site is not susceptible to lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

In addition, the Geotechnical Investigation describes that native alluvium to depths of 4.5 to 6 feet below existing grades possess moderate consolidation and collapse characteristics. The Geotechnical Investigation describes that the recommended remedial grading would remove a portion of the near-surface native alluvium, including collapsible/compressible soils, and replace these soils as compacted structural fill (SGC, 2021). As such, excavation and recompaction of the artificial fill soils in compliance with the CBC as required through the County's permitting process would ensure that settlement related impacts would be less than significant.

**IMPACT GEO-5: THE PROJECT WOULD NOT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN GROUND SUBSIDENCE.**

**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 drainage. The Project site is located within a susceptible subsidence hazard zone as shown on Riverside County General Plan Figure S-7. However, native alluvium onsite would result in shrinkage values of 0 percent to a maximum of 21 percent, and risk of subsidence would be lowered through adherence to CBC grading and earthwork operation recommendations. 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.

**IMPACT GEO-6: THE PROJECT WOULD NOT BE SUBJECT TO GEOLOGIC HAZARDS SUCH AS SEICHE, MUDFLOW, OR VOLCANIC HAZARD.**

**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 over 4 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 1,520 feet above mean sea-level to 1,560 feet above mean sea-level (ELMT 2021). 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.

**IMPACT GEO-7: THE PROJECT WOULD NOT CHANGE TOPOGRAPHY OR GROUND SURFACE RELIEF FEATURES.**

**No Impact.** As described previously, the project site and the adjacent parcels are relatively flat. The elevation of the Project site ranges between 1,520 feet above mean sea-level to 1,560 feet above mean sea-level (ELMT 2021). The 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 5-feet below existing grade and to a depth of approximately 5-feet below the building pad subgrade elevation, whichever is greater. These areas would be backfilled with recompacted onsite soils and imported soils to be used for recompaction on the site. Thus, the Project would not change topography or ground surface relief features, and impacts would not occur.

**IMPACT GEO-8: THE PROJECT WOULD NOT CREATE CUT OR FILL SLOPES GREATER THAN 2:1 OR HIGHER THAN 10 FEET.**

**No Impact.** As described in the previous response, the Project would include excavation to a depth of approximately 3-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.

**IMPACT GEO-9: THE PROJECT WOULD NOT RESULT IN GRADING THAT AFFECTS OR NEGATES SUBSURFACE SEWAGE DISPOSAL SYSTEMS.**

**No Impact.** The Project includes installation of an onsite sewer system that would connect to the existing 8-inch sewer line in Harvill Avenue. 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.

**IMPACT GEO-10: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL EROSION OR THE LOSS OF TOPSOIL.**

**Less than Significant Impact.**

**Construction**

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, County Ordinance No. 754, 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 Ordinance No. 754 stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, 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.

**Operation**

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 Draft EIR Section 5.10, *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 basins, 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.

**IMPACT GEO-11: THE PROJECT WOULD NOT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN SECTION 1803.5.3 OF THE CALIFORNIA BUILDING CODE (2019), CREATING SUBSTANTIAL DIRECT OR INDIRECT RISKS TO LIFE OR PROPERTY.**

**Less than Significant Impact.** Expansive soils contain significant amounts of fine-grained silt and clay particles that swell when wet and shrink when dry. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils, and the amount of moisture that the soil is exposed to. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage

of the soils, which can cause physical distress on the structure. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation prepared for the Project describes that near-surface soils consist of silty sands with no appreciable clay content that is underlain by granitic bedrock, which is not liquefiable (SGC, 2021). 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.

**IMPACT GEO-12: THE PROJECT WOULD NOT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER.**

**No Impact.** The Project includes installation of an onsite sewer system that would connect to the 8-inch sewer line in Harvill Avenue 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.

**IMPACT GEO-13: THE PROJECT WOULD NOT BE IMPACTED BY OR RESULT IN AN INCREASE IN WIND EROSION AND BLOWSAND, EITHER ON OR OFF SITE.**

**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 PPP GEO-1), 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.

### 5.7.7 CUMULATIVE IMPACTS

**Geology and Soils:** Geotechnical impacts are site-specific rather than cumulative in nature. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the California Building Code, County of Riverside Ordinances, and site-specific geotechnical recommendations, which will be incorporated as part of the Project's design and construction efforts. With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site, and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) the development, are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects at the Project site.

Impacts related to erosion and loss of topsoil could be cumulatively considerable. However, as discussed in Impact GEO-10, mandates related to the NPDES permit, preparation of a WQMP, Erosion Control Plan,

and SWPPP, as well as compliance with SCAQMD Rule 403 (Fugitive Dust) incorporate measures during construction activities to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project site would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and related projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

## 5.7.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

- Ordinance Number 457 Riverside County Building Code

### Standard Conditions

None.

### Plans, Programs, or Policies (PPPs)

**PPP GEO-1: CBC Compliance.** The project is required to comply with the California Building Standards Code as included in County Ordinance No. 457 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.

## 5.7.9 PROJECT DESIGN FEATURES

None.

## 5.7.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts GEO-2, GEO-3, GEO-4, GEO-5, GEO-10, and GEO-11 would be less than significant. No impacts would occur related to Impacts GEO-1, GEO-6, GEO-7, GEO-8, GEO-9, GEO-12, and GEO-13.

## 5.7.11 MITIGATION MEASURES

No mitigation measures are required.

## 5.7.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to geology and soils would occur.

## REFERENCES

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## 5.8 Greenhouse Gases

### 5.8.1 INTRODUCTION

This section of the Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contributes to elevated levels of GHGs in the Earth's atmosphere and consequently contributes to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following County documents and technical reports by Urban Crossroads:

- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*
- *Harvill & Water Warehouse Greenhouse Gas Analysis*, Urban Crossroads, 21 July 2022, Appendix J.

### 5.8.2 REGULATORY SETTING

#### 5.8.2.1 State Regulations

##### **California Assembly Bill 1493– Pavley**

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

##### **California Executive Order S-3-05 – Statewide Emission Reduction Targets**

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

##### **Assembly Bill 1279**

Assembly Bill (AB) 1279 requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels, and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

**California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)**

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce greenhouse gas (GHG) emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG reduction goal. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. This update defines CARB's climate change priorities for the next five years and sets the groundwork to reach long-term goals set forth in Executive Order S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the state's "longer-term" GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes.

On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy (CAP) consistent with State CEQA Guidelines section 15183.5.

**Senate Bill 375 (Chapter 728, Statutes of 2008)**

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375, which addresses GHG emissions associated with the transportation sector through regional

transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

### **Executive Order B-30-15 – 2030 Statewide Emission Reduction Target**

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state’s 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor’s Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

### **Senate Bill 32 (Chapter 249, Statutes of 2016)**

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 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 GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

### **AB 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)**

AB 398 was signed by Governor Brown on July 25, 2017 and became effective immediately as urgency legislation. AB 398, among other things, extending the cap and trade program through 2030.

### **Senate Bill 97 (Chapter 185, Statutes of 2007)**

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the State CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, State CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Section gives discretion to the lead agency whether to: (1) use a

model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were State CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

### **Title 24 Energy Efficiency Standards and California Green Building Standards**

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards that became effective on January 1, 2023.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The 2022 CALGreen standards that reduce GHG emissions include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2,



or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the County of Riverside by Ordinance Number 457. However, due to the timing of Project submittal, the Project would be subject to the 2019 CalGreen Building Standards Code.

### 5.3.2.2 Local Regulations

#### Riverside County General Plan

The Riverside County General Plan contains the following policies related to greenhouse gas emissions that is applicable to the Project:

- Policy AQ 3.1** Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.
- Policy AQ 3.2** Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.
- Policy AQ 18.2** Adopt GHG emissions reduction targets. Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve sufficient reductions in greenhouse gas emissions in order to be found consistent with the County's Climate Action Plan.
- Policy AQ 18.4** Implement policies and measures to achieve reduction targets. The County shall implement the greenhouse gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals.
- Policy AQ 20.3** Reduce VMT and GHG emissions by improving circulation network efficiency.
- Policy AQ 20.6** Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.
- Policy AQ 21.1** The County shall require new development projects subject to County discretionary approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project's fare-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target.
- a. For the purposes of this policy, the "operational life" of a new development shall be defined as a 30-year span with construction emissions amortized over the 30 years.
  - b. For the purposes of this policy, "new development" refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions of Approval. This definition generally corresponds to projects found non-exempt pursuant to the California Environmental Quality Act (CEQA), but is nevertheless subject to the sole discretion of the County of Riverside as lead agency.
  - c. Other methods for showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory "paper" reductions achieved merely through baseline manipulation.
  - d. Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.

**Policy AQ 21.2** Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project's Mitigation and Monitoring Programs as required mitigation measures under CEQA to ensure the measures are implemented appropriately. Such Implementation Measures may also be separately incorporated into the Conditions of Approval issued by the County. In the event no Mitigation and Monitoring Program is required for a project, the Implementation Measures shall be incorporated into a project's Conditions of Approval issued by the County.

**Policy AQ 21.3** Discretionary Measures - Because of the varied nature of the private development proposals reviewed by the County, in some cases, the Implementing Measures in the CAP may not provide the most appropriate means for achieving the required Interim GHG reductions. In such cases, the following alternate measures may be utilized, at the County's discretion:

a. For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.

b. In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP's Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets.

c. Project-specific analysis may be particularly valuable when assessing large-scale mixed use developments. In such developments, significant energy efficiencies and VMT reductions can result from smart growth design features, such as provision of housing, jobs, services and recreation within a 5- to 10-minute walking radius. Project-specific analysis in these cases may result in the need for fewer add-on Implementing Measures and potentially yield substantial savings on construction costs.

### County of Riverside 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 CAP 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 CO<sub>2</sub>e below the Adjusted Business As Usual (ABAU)<sup>1</sup> scenario by 2030 and at least 2,982,948 MT CO<sub>2</sub>e 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

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

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 MTCO<sub>2e</sub> per year is used to determine if additional analysis is required. The 3,000 MTCO<sub>2e</sub> per year value is used in defining small projects that, when combined with the modest efficiency measures required by Title 24 requirements, are considered less than significant. Projects that exceed the 3,000 MTCO<sub>2e</sub> per year are required to quantify and disclose the anticipated GHG emissions, then either 1) demonstrate GHG emissions reductions at project buildout year levels from implementation of project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables.

Projects that garner at least 100 points (equivalent to an approximate 49 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.

### 5.8.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO<sub>2</sub> is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO<sub>2</sub> equivalents (CO<sub>2e</sub>). For example, SF<sub>6</sub> is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF<sub>6</sub>, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO<sub>2</sub>. Therefore, an emission of one metric ton (MT) of SF<sub>6</sub> could be reported as an emission of 22,800 MT of CO<sub>2e</sub>. Large emission sources are reported in million metric tons (MMT) of CO<sub>2e</sub>. The principal GHGs are described below, along with their global warming potential.

**Carbon dioxide:** Carbon dioxide (CO<sub>2</sub>) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

**Methane:** Methane (CH<sub>4</sub>) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

**Nitrous oxide:** Nitrous oxide (N<sub>2</sub>O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

**Sulfur hexafluoride:** Sulfur hexafluoride (SF<sub>6</sub>) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This

gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

**Perfluorocarbons:** Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

**Hydrofluorocarbons:** Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

### Existing Project Site Conditions

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. As shown in Figure 4-2, *Existing General Plan Designations*, the Project site has a Riverside County General Plan Land Use designation of Business Park (BP).

The Project site is located in the Mead Valley area of unincorporated Riverside County. The Valley Region is the most populated and urbanized in the county. The primary GHG emissions in the Mead Valley area are from on-road transportation; building energy; and waste.

## 5.8.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

State CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

State CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, State CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The County of Riverside adopted its Climate Action Plan Update in 2019, which provides direction for evaluation of GHG emissions during the CEQA review of proposed development projects within the County. The County employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO<sub>2e</sub>/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO<sub>2e</sub>/yr are required to either achieve a minimum 100 points per the Screening Tables or a 25 percent reduction over 2020 GHG emissions levels. Consistent with State CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

## 5.8.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2022.1 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions,

GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no Statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the most relevant to the County of San Bernardino and the proposed Project.

## 5.8.6 ENVIRONMENTAL IMPACTS

### **IMPACT GHG-1: THE PROJECT WOULD NOT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, IN A WAY THAT WOULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.**

**Less than Significant with Mitigation Incorporated.** Implementation of the proposed Project would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment). For construction emissions, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis. Table 5.8-1 provides the estimated construction emissions from Project buildout.

**Table 5.8-1: Project Construction Greenhouse Gas Emissions**

Year	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e
2023	1,043.00	0.04	0.04	0.72	1,058.00
2024	296.00	0.01	0.01	0.27	301.00
Total GHG Emissions	1,339.00	0.05	0.05	0.99	1,359.00
<b>Amortized Construction Emissions</b>	<b>44.63</b>	<b>0.00</b>	<b>0.00</b>	<b>0.03</b>	<b>45.30</b>

Source: Urban Crossroads, 2022 (Appendix J)

Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

- Mobile Source Emissions.** The Project related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Traffic Impact Analysis (Appendix O) were utilized to quantify the GHGs from operation of the Project at buildout. To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 14.2 miles for 2-axle and 3-axle (LHDT1, LHDT2, and MHDT) trucks and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages taken from the Harvill & Water Warehouse Traffic Analysis. The trip length function for the warehouse use has been revised 31.45 miles, with an assumption of 100% primary trips for the proposed industrial land uses.
- Transport Refrigeration Unit (TRU) Emissions.** In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes 50 trucks have the potential to include TRUs.
- Onsite Cargo Handling Equipment Emissions.** It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. For purposes of analysis, it is assumed that the proposed industrial warehousing use would require one 175 horsepower (hp), natural gas-powered cargo handling equipment – port tractor operating at 4 hours a day for 365 days of the year.
- Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

The annual GHG emissions associated with the proposed project are summarized in Table 5.8-2. As shown, construction and operation of the Project would generate a net total of approximately 8,967.64 MTCO<sub>2</sub>e/yr; and would exceed the screening threshold of 3,000 MTCO<sub>2</sub>e/yr.

**Table 5.8-2: Project Generated Greenhouse Gas Emissions**

Emission Source	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	44.63	0.00	0.00	0.03	45.30
Mobile Source	4,582.00	0.11	0.52	6.60	4,747.00
Area Source	8.82	< 0.005	< 0.005	0.00	8.85
Energy Source	1,416.00	0.13	0.01	0.00	1,422.00
Water Usage	142.00	3.28	0.08	0.00	248.00



Waste	36.50	3.65	0.00	0.00	128.00
Refrigerants	-	-	-	1,365.00	1,365.00
On-Site Cargo Handling Equipment	-	-	-	-	286.15
TRUs	-	-	-	-	717.34
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>8,967.64</b>				

Source: Urban Crossroads, 2022 (Appendix J).

As described previously, the County employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO<sub>2</sub>e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO<sub>2</sub>e/yr are required to either achieve a minimum 100 points per the Screening Tables or a 25 percent reduction over 2020 emissions levels.

According to the County's CAP Update, any project that adopts at least 100 points of GHG performance standards listed in the Screening Tables, would be consistent with the County's CAP Update to reduce emissions to 49 percent below 2008 levels by 2030 and 83 percent below 2008 levels by 2050. Meeting this reduction would be consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045, and therefore, would result in a less than significant impact related to GHG emissions.

As shown in Tables 5.8-3, the proposed Project would earn 115 points on the County CAP Screening Tables, which would exceed 100 points. Mitigation Measure GHG-1 has been included to ensure application of the GHG reduction measures. Additionally, as stipulated by Mitigation Measure GHG-1, the Project can utilize different measures than those chosen in Table 5.8-3 as long as the total of the measures utilized meet 100 points. Therefore, impacts related to greenhouse gas emissions would be less than significant with mitigation.

**Table 5.8-3: Screening Table for GHG Reduction Measures for the Proposed Project**

Feature	Description	Points
<b>EE10.A Building Envelope</b>		
EE10.A.1	Modestly Enhanced Insulation (walls R-13, roof/attic R-38)	9
EE10.A.2 Windows	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	5
EE10.A.4 Air Infiltration	Blower Door HERS Verified Envelope Leakage or equivalent	6
EE10.A.5 Thermal Storage of Building	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)	4
<b>EE10.B Indoor Space Efficiencies</b>		
EE10.B.1 Heating/Cooling Distribution System	Modest Duct Insulation (R-6)	5

Feature	Description	Points
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	High efficiency Water Heater (0.72 Energy Factor)	10
EE10.B.5 Daylighting	All rooms daylighted	1
EE10.B.6	Very High Efficiency Lights (100% of in-unit fixtures are high efficiency)	8
<b>W2.D Irrigation and Landscaping</b>		
W2.D.1 Water Efficient Landscaping	Only low water using plants	3
W2.D.2 Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water)	3
<b>W2.E Potable Water</b>		
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	3
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
<b>Reduction Measure R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses</b>		
T3.A.3 Employee Bicycle/Pedestrian Programs	Bike lockers and secure racks	1
<b>T1.F Preferential Parking</b>		
T1.F.1 Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.	1
<b>Reduction Measure R2-T4: Electrify the Fleet</b>		
T4.B.1 Electric Vehicle (EV) Recharging	Provide circuit and capacity in garages/parking areas for installation of EV charging stations	16 <sup>2</sup>
	Install EV charging stations in garages/parking areas	32 <sup>3</sup>
<b>Reduction Measure R2-S1: Reduce Waste to Landfills</b>		

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

<sup>3</sup> The Project is anticipated to include 4 electric vehicle charging stations. Per the Screening Tables, each station is 8 points.

Feature	Description	Points
S1.B.1 Recycling	County initiated recycling program diverting 80% of waste requires coordination with commercial development to realize this goal. The following recycling features will help the County fulfill this goal: Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up	2
<b>TOTAL POINTS EARNED BY COMMERCIAL/INDUSTRIAL PROJECT</b>		<b>115</b>

**IMPACT GHG-2: THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.**

**Less than Significant with Mitigation Incorporated.** The County of Riverside's CAP was designed to implement GHG reduction efforts at the local level. Because the proposed Project includes features that result in over 100 points of GHG reduction measures listed in the County's Screening Tables, it would be consistent with the County's CAP Update, and conflict with the County's CAP Update would not occur.

As detailed in Tables 5.8-3, the Project would include contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Project would not interfere with the state's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it does not interfere with implementation of the GHG reduction measures listed in CARB's Updated Scoping Plan (2022).

As listed previously in Impact GHG-1, the development resulting from the Project would include sustainable design features related to reduction of GHG emissions that would meet existing regulatory requirements and be consistent with the 2022 CARB Scoping Plan that provides measures to reduce GHG emissions, which the Project is consistent with as discussed below and detailed in Table 5.8-4. Thus, the Project would not conflict with the CARB Scoping Plan and related regulations.

- **Pavley emissions standard and Low Carbon Fuel Standard:** Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The Project would be consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- **Medium/Heavy-Duty Vehicle Regulations:** Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- **Tractor-Trailer Greenhouse Gas Regulation:** Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The Project is consistent with this regulation, as it applies to specific trucks that are used throughout the State.

- Energy Efficiency – Title 24/CalGreen: The proposed Project subject to the CalGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.8.2, *Regulatory Setting* that reduce energy consumption. Compliance with the CalGreen standards would be verified by the County during building permitting process.
- Renewable Portfolio Standard. As a customer of Southern California Edison (SCE), the future tenant of the Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- Million Solar Roofs Program: The Project is consistent with this scoping plan measure as the Project would provide solar photovoltaic panels to offset at least 20 percent of its energy demands.
- Water Efficiency and Waste Diversion: Development and operation of the Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

**Table 5.8-4: Project Consistency with the CARB 2022 Scoping Plan**

Action	Consistency
<b>GHG Emissions Reductions Relative to the SB 32 Target</b>	
40% Below 1990 levels by 2030.	<b>Consistent.</b> The Project would comply with the 2019 Title 24, Part 6 building energy requirements along with other local and state initiatives that aim to achieve the 40% below 1990 levels by 2030 goal. Further, the Project would include various measures aimed at reducing GHG emissions in compliance with the Riverside County CAP requirements.
<b>Smart Growth/Vehicle Miles Traveled VMT</b>	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	<b>Consistent.</b> As discussed in Chapter 5.16, <i>Transportation</i> , of this Draft EIR, multiple TDM measures are incorporated into the Project design, including PDF TR-1, PDF TR-2, PDF TR-3, and PDF TR-4, which include providing designated carpool/vanpool parking, installing end-of-trip facilities such as bicycle parking and lockers, installing onsite electric vehicle charging stations beyond required, and constructing sidewalks along the Project frontage. Additionally, the Project applicant would implement Mitigation Measure TR-1, which requires the Project applicant to provide onsite and/or online commute information services. Therefore, the Project would be consistent with policies aimed at reducing VMT.
<b>Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)</b>	
100% of LDV sales are ZEV by 2035.	<b>Consistent.</b> The proposed Project would be designed and constructed in accordance with the 2019 Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations.
<b>Truck ZEVs</b>	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	<b>Consistent.</b> The proposed Project would not inhibit the sale or use of zero emission trucks.
<b>Aviation</b>	

Action	Consistency
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	<b>Not Applicable.</b> The proposed Project would not utilize aviation fuel.
<b>Ocean-going Vessels (OGV)</b>	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	<b>Not Applicable.</b> The proposed Project would not utilize any OGVs.
<b>Port Operations</b>	
100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	<b>Not Applicable.</b> The proposed Project would not impact any operations at any ports.
<b>Freight and Passenger Rail</b>	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	<b>Not Applicable.</b> The proposed Project would not involve any freight or passenger rail operations.
<b>Oil and Gas Extraction</b>	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	<b>Not Applicable.</b> The proposed Project would not involve any oil or gas extraction.
<b>Petroleum Refining</b>	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	<b>Not Applicable.</b> The proposed Project would not involve any petroleum refining.
<b>Electricity Generation</b>	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO <sub>2e</sub> ) in 2030 and 30 MMTCO <sub>2e</sub> in 2035. Retail sales load coverage 134 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	<b>Consistent.</b> The Project would comply with the 2019 Title 24, Part 6 building energy requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption. In addition, since the Project building square footage is over 100,000 SF, the Project would be required to comply with CAP Measure R2-CE1, 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.
<b>New Residential and Commercial Buildings</b>	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	<b>Consistent.</b> The Project would comply with the 2019 Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances.
<b>Existing Residential Buildings</b>	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035.	<b>Not Applicable.</b> The proposed Project would not involve any existing residential buildings.

Action	Consistency
Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	
<b>Existing Commercial Buildings</b>	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	<b>Not Applicable.</b> The proposed Project would not involve any existing commercial buildings.
<b>Food Products</b>	
7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.	<b>Consistent.</b> The proposed Project would include approximately 30 percent cold storage. However, no perishable food products would be associated with the operation of the proposed warehouse. The proposed Project would comply with the 2019 Title 24, Part 6 building energy requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption. In addition, since the Project building square footage is over 100,000 SF, the Project would be required to comply with CAP Measure R2-CE1, 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.
<b>Construction Equipment</b>	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	<b>Consistent.</b> The proposed Project would be required to use construction equipment that are registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25% in 2030 and 75% in 2045.
<b>Chemicals and Allied Products; Pulp and Paper</b>	
Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.	<b>Consistent.</b> The proposed Project would not be utilized for pulp and/or paper products food products. The proposed Project would comply with the 2019 Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances.
<b>Stone, Clay, Glass, and Cement</b>	
CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	<b>Consistent.</b> The proposed Project would not include manufacturing of stone, clay, glass or cement. In addition, all necessary and applicable air permits associated with the storage of stone, clay, glass, and/or cement would be obtained before operations commence.
<b>Other Industrial Manufacturing</b>	
0% energy demand electrified by 2030 and 50% by 2045.	<b>Consistent.</b> The proposed Project would develop a speculative warehouse building. As such, future operations are unknown. However, since the Project

Action	Consistency
	building square footage is over 100,000 SF, the Project would be required to comply with CAP Measure R2-CE1, 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.
<b>Combined Heat and Power</b>	
Facilities retire by 2040.	<b>Not Applicable.</b> The proposed Project would not involve any existing combined heat and power facilities.
<b>Agriculture Energy Use</b>	
25% energy demand electrified by 2030 and 75% by 2045.	<b>Not Applicable.</b> The proposed Project would not involve any agricultural uses.
<b>Low Carbon Fuels for Transportation</b>	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	<b>Not Applicable.</b> The proposed Project would not involve any production of biofuels.
<b>Low Carbon Fuels for Buildings and Industry</b>	
In 2030s, biomethane 135 blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	<b>Not Applicable.</b> The proposed Project would not involve any production of fuels for buildings and industry.
<b>Non-combustion Methane Emissions</b>	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	<b>Not Applicable.</b> The proposed Project would not involve any landfill and/or dairy uses.
<b>High GWP Potential Emissions</b>	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	<b>Consistent.</b> The proposed Project would 30 percent cold storage. However, since the Project building square footage is over 100,000 SF, the Project would be required to comply with CAP Measure R2-CE1, 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.

The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Further, the Project is consistent with the Riverside County CAP. As such, the Project would not be inconsistent with the 2022 Scoping Plan. Thus, the Project would be consistent with the State's requirements for GHG reductions.

In addition, the County has included the efficient use of energy resources as a goal in the General Plan Air Quality Element. As detailed in Table 5.8-5 below, the Project would not conflict with the relevant General Plan goals and policies.

**Table 5.8-5: Project Consistency with the County General Plan Air Quality Element Policies**

General Plan Goal/Policy	Consistency
<b>Policy AQ 3.1</b> Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.	<b>Consistent.</b> The proposed Project would not conflict with allowing the marketplace to determine economical approaches to cutting emissions. Therefore, the Project is consistent with Policy AQ 3.1.
<b>Policy AQ 3.2</b> Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.	<b>Consistent.</b> As described in Section 5.15, <i>Transportation</i> , the Project would include multiple measures to reduce vehicle miles traveled. Therefore, the proposed Project is consistent with Policy AQ 3.2.
<b>Policy AQ 18.2</b> Adopt GHG emissions reduction targets. Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve sufficient reductions in greenhouse gas emissions in order to be found consistent with the County's Climate Action Plan.	<b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100 points on the County's CAP Screening Tables, as demonstrated in Table 5.8-3, and would comply with all CalGreen (Title 24) Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policy AQ 18.2.
<b>Policy AQ 18.4</b> Implement policies and measures to achieve reduction targets. The County shall ensure implementation of the greenhouse gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals.	<b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100 points on the County's CAP Screening Tables and would comply with all CalGreen/Title 24 Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policy AQ 18.4.
<b>Policy AQ 20.3</b> Reduce VMT and GHG emissions by improving circulation network efficiency.	<b>Consistent.</b> As described in Section 5.15, <i>Transportation</i> , the Project would include multiple measures to reduce vehicle miles traveled, including installation of public sidewalks and a multipurpose trail, which would improve circulation network efficiency. Therefore, the proposed Project is consistent with Policy AQ 20.3.
<b>Policy AQ 20.6</b> Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.	<b>Consistent.</b> As described previously, the Project includes installation of electric vehicle charging infrastructure. Therefore, the Project would be consistent with Policy AQ 20.6
<b>Policy AQ 21.1</b> The County shall require new development projects subject to County discretionary	<b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100



<p>approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project's fare-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target.</p> <p>a. For the purposes of this policy, the "operational life" of a new development shall be defined as a 30-year span with construction emissions amortized over the 30 years.</p> <p>b. For the purposes of this policy, "new development" refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions of Approval. This definition generally corresponds to projects found non-exempt pursuant to the California Environmental Quality Act (CEQA), but is nevertheless subject to the sole discretion of the County of Riverside as lead agency.</p> <p>c. Other methods for showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory "paper" reductions achieved merely through baseline manipulation.</p> <p>d. Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.</p>	<p>points on the County's CAP Screening Tables, as demonstrated in Table 5.8-3, and would comply with all CalGreen (Title 24) Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policy AQ 21.1.</p>
<p><b>Policy AQ 21.2</b> Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project's Mitigation and Monitoring Programs as required mitigation measures under CEQA to ensure the measures are implemented appropriately. Such Implementation Measures may also be separately incorporated into the Conditions of Approval issued by the County. In the event no Mitigation and Monitoring Program is required for a project, the Implementation Measures shall be incorporated into a project's Conditions of Approval issued by the County.</p>	<p><b>Consistent.</b> As further described in Mitigation Measure GHG-1, prior to the issuance of a building permit, the Project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating that the Project includes the measures from the County of Riverside Climate Action Plan (CAP) GHG Emission Screening Tables, as needed to achieve a minimum of 100 points. Specific measures set forth in Table 5.8-3 may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to the County of Riverside Transportation Land Management Agency review.</p>
<p><b>Policy AQ 21.3</b> Discretionary Measures - Because of the varied nature of the private development proposals reviewed by the County, in some cases, the Implementing Measures in the CAP may not provide the most appropriate means for achieving the required Interim GHG reductions. In such cases, the following alternate measures may be utilized, at the County's discretion:</p> <p>a. For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.</p>	<p><b>Consistent.</b> As demonstrated in the analysis under Threshold GHG-1, the proposed Project would be capable of implementing the Implementing Measures included in the Riverside County CAP Screening Tables. Therefore, the Project would not be required to analyze alternate measures.</p>

<p>b. In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP's Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets.</p> <p>c. Project-specific analysis may be particularly valuable when assessing large-scale mixed use developments. In such developments, significant energy efficiencies and VMT reductions can result from smart growth design features, such as provision of housing, jobs, services and recreation within a 5- to 10-minute walking radius. Project-specific analysis in these cases may result in the need for fewer add-on Implementing Measures and potentially yield substantial savings on construction costs.</p>	
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In addition, the Project would be consistent with the County's CAP, as detailed in Table 5.8-6.

**Table 5.8-6: Project Consistency with CAP**

<b>GHG Reduction Measures</b>	<b>Project Consistency</b>
R1-T1: Assembly Bill 1493: Pavley I	<b>Consistent.</b> Project vehicles would be required to comply with CARB's standards related to motor vehicles.
R1-T2: Assembly Bill 1493: Pavley II	
R1-T3: Executive Order S-1-07 (Low Carbon Fuel Standard)	
R2-T1: Alternative Transportation Options	<b>Consistent.</b> The Project would include construction of a sidewalk along the site's Water Street, Orange Avenue, and Harvill Avenue frontages to promote walking. The Project would also include a bike lane on Harvill Avenue. Additionally, the building would include a bike rack to promote biking.
R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County	<b>Not Applicable.</b> This measure is intended for the County. However, the Project would not conflict with the use of existing bike lanes.
R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses	<b>Consistent.</b> The Project would provide preferential parking spaces for ride-share, carpool, and electric vehicles. Additionally, the Project would include a bike rack.
R2-T4: Electrify the Fleet	<b>Consistent.</b> The Project would include preferential parking for electric vehicles. Additionally, the building would include seven electric vehicle charging spaces.
R1-EE1: California Building Code Title 24	<b>Consistent.</b> The proposed Project would be consistent with Title 24 requirements, which would be assured during the building plan check process.
R2-EE1: Energy Efficiency Training, Education, and Recognition in the Residential Sector	<b>Not Applicable.</b> The proposed Project does not include residential development.
R2-EE2: Increase Community Participation in Existing Energy-Efficiency Programs	<b>Not Applicable.</b> This measure is intended for the County, not development projects.
R2-EE3: Home Energy Evaluations	<b>Not Applicable.</b> The proposed Project does not include residential development.
R2-EE4: Residential Home Energy Renovations	<b>Not Applicable.</b> The proposed Project does not include residential development.

R2-EE5: Exceed Energy Efficiency Standards in New Residential Units	<b>Not Applicable.</b> The proposed Project does not include residential development.
R2-EE6: Energy Efficiency Training, Education and Recognition in the Commercial Sector	<b>Not Applicable.</b> This measure is intended for the County, not development projects.
R2-EE7: Increase Business Participation in Existing Energy Efficiency Programs	<b>Not Applicable.</b> This measure is intended for the County, not development projects.
R2-EE8: Non-Residential Building Energy Audits	<b>Not Applicable.</b> This measure is intended for the County, not development projects.
R2-EE9: Non-Residential Building Retrofits	<b>Not Applicable.</b> The proposed Project involves the construction of one new industrial building. It does not involve the retrofit of an existing building.
R2-EE10: Energy Efficiency Enhancement of Existing and New Infrastructure	<b>Consistent.</b> The proposed Project would install energy efficient street lighting along the Orange Avenue, Water Street, and Harvill Avenue frontages.
R2-EE11: Exceed Energy Efficiency Standards in New Commercial Units	<b>Consistent.</b> The Project would comply with existing Title 24 requirements and go beyond Title 24 requirements by installing four electric vehicle charging stations onsite.
R1-CE1: Renewable Portfolio Standard	<b>Consistent.</b> The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
R2-CE1: Clean Energy	<b>Consistent.</b> As the Project would construct a 434,823 SF industrial building, the Project would be required to install solar panels.
R2-CE2: Community Choice Aggregation Program	<b>Not Applicable.</b> This measure is intended for the County, not development projects.
R2-L1: Tree Planting for Shading and Energy Saving	<b>Consistent.</b> The Project would provide landscaping throughout the site, including shade trees.
R2-L2: Light Reflecting Surfaces for Energy Saving	<b>Consistent.</b> As shown on Figure 3-5, Project elevations would be comprised of light colored materials, which would reflect light and heat in order to increase energy efficiency.
R1-W1: Renewable Portfolio Standard Related to Water Supply and Conveyance	<b>Consistent.</b> The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
R2-W1: Water Efficiency through Enhanced Implementation of Senate Bill X7-7	<b>Consistent.</b> The proposed Project would utilize low-irrigation and drought tolerant landscaping in order to reduce water use.
R2-W2: Exceed Water Efficiency Standards	<b>Not Applicable.</b> This measure is intended for the County, not development projects. Furthermore, recycled water is not available to the Project site.

R2-S1: Reduce Waste to Landfills	<b>Consistent.</b> 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.
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In addition, since the Project building square footage is over 100,000 SF, the Project would be required to comply with CAP Measure R2-CE1, 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.

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Project would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of sustainable design features. The Project would not interfere with the state's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it would be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the state. In addition, the Project would be consistent with the relevant County General Plan goal and policies and the County of Riverside CAP. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would not occur.

## 5.8.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft EIR effectively constitutes an analysis of the Project's contribution to the cumulative impact of GHG emissions. State CEQA Guidelines Section 15183.5(b) states that compliance with GHG related plans can support a determination that a project's cumulative effect is not cumulatively considerable. As the Project would be implemented in compliance with applicable plans for the reduction of GHG emissions, detailed previously, the contribution of the Project to significant cumulative GHG impacts would be less than cumulatively considerable. Also, it is presumed that future projects in the County shall comply with the County of Riverside CAP and other applicable state and local GHG reduction regulations and policies.

## 5.8.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

#### State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

#### Local

- County of Riverside Climate Action Plan (2015)

### Standard Conditions

None.

### Plans, Programs, or Policies (PPPs)

**PPP E-1: CALGreen Code.** Listed previously in Section 5.6, *Energy*.

## 5.8.9 PROJECT DESIGN FEATURES

None.

## 5.8.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impact would be **potentially significant**:

Impact GHG-1: The proposed Project would result in new source sources of GHG emissions that could directly and indirectly have an impact on the environment.

Impact GHG-2: The proposed Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

## 5.8.11 MITIGATION MEASURES

**Mitigation Measure GHG-1: Climate Action Plan Measures.** Prior to the issuance of a building permit, the Project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating that the Project includes the measures from the County of Riverside Climate Action Plan (CAP) GHG Emission Screening Tables, as needed to achieve a minimum of 100 points. Specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction,

subject to the County of Riverside Transportation Land Management Agency review. The County shall verify incorporation of the identified Screening Table Measures within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy.

### 5.8.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

**Impact GHG-1:** After implementation of Mitigation Measure GHG-1, the proposed Project would earn over 100 points on the County's CAP Screening Tables, would be consistent with the County's CAP, and impacts would be less than significant.

**Impact GHG-1:** After implementation of Mitigation Measure GHG-1, the proposed Project would be consistent with the County's CAP and SCAQMD, State, and federal regulations.

### REFERENCES

Riverside County. General Plan. Accessed: 5 May 2022. <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>

Riverside County. General Plan Final Program Environmental Impact Report. Accessed: 5 May 2022. <https://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html#4.4>

Urban Crossroads. "Harvill & Water Warehouse Greenhouse Gas Analysis." 21 July 2022. Appendix J.

## 5.9 Hazards and Hazardous Materials

### 5.9.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials and physical hazards and impacts that would result from implementation of the Project. It identifies the ways that hazardous materials and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of Project.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Project area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials. The analysis in this section is based, in part, on the following documents and resources:

- *Phase I Environmental Site Assessment*, Path Forward Environmental Engineering & Geology, 21 June 2021, (PF, 2021), Appendix K
- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*

### 5.9.2 REGULATORY SETTING

#### 5.9.2.1 Federal Regulations

##### **Resource Conservation and Recovery Act of 1976**

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to RCRA, the U.S. Environmental Protection Agency (USEPA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a “cradle to grave” manner. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

RCRA allows the USEPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the USEPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

RCRA also allows the USEPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

### **Occupational Safety and Health Act of 1970**

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by the U.S. Department of Labor Occupational Safety and Health Administration (OSHA). Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates the administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a “hazardous atmosphere” within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

### **Hazardous Materials Transportation Act**

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration (RSPA) of the US Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. USDOT has regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

### **Title 49, Code of Federal Regulations, Chapter I**

Under Code of Federal Regulations (CFR) Title 49, Chapter I, USDOT’s Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

### **Emergency Planning and Community Right-to-Know Act**

Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA)(42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses



to report the locations and quantities of chemicals stored onsite to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; offsite transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory. To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, 6 local committees, and 81 Certified Unified Program agencies. Cal OES coordinates and provides staff support for the commission and local committees.

### **Toxic Substances Control Act**

The Toxic Substances Control Act (TSCA) of 1976 (15 USC § 2601 et seq.) gave the EPA the ability to track the 75,000 industrial chemicals produced or imported into the United States. The EPA repeatedly screens these chemicals; can require reporting or testing of any that may pose an environmental or human health hazard; and can ban the manufacture and import of chemicals that pose an unreasonable risk. The EPA tracks the thousands of new chemicals each year with unknown or dangerous characteristics. The act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under EPCRA.

### **Code of Federal Regulations Title 29, Section 1926.62**

CFR Title 29, Section 1926.62 provides federal regulations for construction work where an employee may be occupationally exposed to lead. It includes standards for exposure assessment, worker protection, methods of compliance, biological monitoring, and medical surveillance.

### **Code of Federal Regulations Title 40, Part 761**

CFR Title 40, Part 761 provides federal regulations for the manufacturing, processing, distribution, use, and clean up of polychlorinated biphenyls (PCBs). It provides remediation standards for the clean up of PCB waste in soils.

## **5.9.2.2 State Regulations**

### **Hazardous Materials Management and Waste Handling**

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency (CalEMA) administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such

materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the Riverside County Department of Environmental Health Hazardous Materials Branch. The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by Cal-EPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures (SPCC) requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

### **Hazardous Waste Control Act**

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal RCRA. California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program.

### **California Government Code Section 65962.5**

Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board as having underground storage tank (UST) leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

### **California Code of Regulations (CCR), Title 22 - Hazardous Waste Control Law, Chapter 6.5**

The Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

### **CCR, Title 23, Chapter 16 – Underground Storage Tanks**

Title 23, Chapter 16 of the CCR establishes construction requirements for new underground storage tanks (USTs); establishes separate monitoring requirements for new and existing USTs; establishes uniform

requirements for unauthorized release reporting and for repair, upgrade, and closure of USTs; and specifies variance request procedures.

### **CCR, Title 27 - Solid Waste**

Title 27 of the CCR contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

### **California Human Health Screening Levels**

The California Human Health Screening Levels (CHHSLs or “Chisels”) are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

### **CCR, Title 8 – Occupational Safety**

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with CCR, Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

### **Emergency Response to Hazardous Materials Incidents**

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife, Regional Water Quality Control Board, South Coast Air Quality Management District, County Fire Department, and the County Department of Environmental Health

### **Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint**

Several regulations and guidelines pertain to abatement of and protection from exposure to asbestos-containing materials (ACM) and lead-based paint (LBP), including Construction Safety Orders 1529

(pertaining to ACM) and Section 1532.1 (pertaining to LBP) from CCR, Title 8, and Part 61, Subpart M, of the Code of Federal Regulations (pertaining to ACM). California Health and Safety Code Section 39650 et seq. provides further regulations on airborne toxic control measures. In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA. Requirements for limiting asbestos emissions from building demolition and renovation are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACMs.

### **California Emergency Services Act**

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

### **5.9.2.3 Regional Regulations**

#### **AB 617, Community Air Protection Program In response to Assembly Bill**

(AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), CARB has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. Air districts are required to host workshops in order to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations has been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. Under AB 617, CARB must prepare an air monitoring plan by October 1, 2018, that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology (BARCT), adopt new rules requiring the latest BARCT for all criteria pollutants for which an area has not achieved attainment of California AAQS, and provide uniform state-wide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the air pollution impacted communities identified by CARB.

### **5.9.2.4 Local Regulations**

#### **March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan**

The March Air Reserve Base (MARB)/ Inland Port Airport Land Use Compatibility Plan (LUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (ALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the Riverside County ALUC has the responsibility of airport land use compatibility planning for public use and military airports in Riverside County. The MARB/Inland Port Airport LUCP sets forth policies that apply to airport planning and developments within the vicinity of the airport.

#### **Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan**

The purpose of the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster ordinances, estimate the probability of future occurrences and set goals to minimize potential risks and to reduce or eliminate long-term risk to

people and property from man-made and natural hazards. The Plan was prepared according to the provisions of the Disaster Mitigation Act of 2000. The plan sets for strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

### Riverside County General Plan

The Riverside County General Plan contains the following policies related to hazards and hazardous materials that are applicable to the Project:

- Policy S 5.1** Enforce land use policies and existing criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County's Hazardous Waste Management Plan (CHWMP).
- Policy S 5.2** Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the County, between the installation and property boundaries sufficient to protect public safety.
- Policy S 5.3** Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.
- Policy S 5.4** Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.
- Policy S 5.5** Regulate the storage of hazardous materials and wastes and require secondary containment and periodic examination for all such materials as necessary.
- Policy S 5.6** Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.
- Policy S 5.7** Identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment. Prohibit the siting of new or expanded hazardous material facilities on such sites to the extent feasible.
- Policy S 5.8** Ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.
- Policy S 5.9** Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.
- Policy S 6.1** Continually strengthen the Riverside County Emergency Management Department's Response Plan and Multi-Jurisdictional Local Hazard Mitigation Plan (as approved by the

Federal Emergency Management Agency) and maintain mutual-aid agreements with federal, state, local agencies, and the private sector to assist in:

- a) Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress
- b) Heavy search and rescue
- c) Fire suppression
- d) Hazardous materials response
- e) Temporary shelter
- f) Geologic and engineering needs
- g) Traffic and crowd control
- h) Building inspection

**Policy N 18.3** Assure that areas subject to noise hazards are identified, quantified, and mapped in a form that is available to decision makers.

### **Mead Valley Area Plan**

The Mead Valley Area Plan includes the following objectives and policies are related to hazards and the proposed Project:

- MVAP 2.1** To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.
- MVAP 18.1** Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.
- MVAP 18.2** Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County.
- MVAP 18.3** Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.
- MVAP 19.1** All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

## Riverside County Ordinances

**Ordinance Number 651.5:** This ordinance is intended to implement the Hazardous Materials Release Response Plans and Inventory Law, Chapter 6.95 of the California Health and Safety Code in the County of Riverside and establishes a system for permitting businesses that handle hazardous materials, to enforce minimum standards respecting such materials, and to designate the County of Riverside Department of Environmental Health as the administrating agency/Certified Unified Program Agency-CUPA responsible for administering and enforcing Chapter 6.95 of the California Health and Safety Code. The ordinance sets forth requirements for handling hazardous materials, requires permitting for certain types and quantities of hazardous materials, requires reporting from business of their hazardous materials inventory, identifies classifications of hazardous materials handlers, and requires reporting of spills or releases of hazardous materials to the Department of Environmental Health and the Governors' Office of Emergency Services.

### 5.9.3 ENVIRONMENTAL SETTING

#### Environmental Site Conditions

The 20.57-acre Project site is comprised of APNs 317-270-006, -010, -015, and -016. The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. Prior to the site being used as a staging area and fill supply, it was utilized for agricultural uses up until approximately 1997.

Uses surrounding the Project site are mixed, similar to those within the Mead Valley area of Riverside County.

- **South:** Orange Street, followed by single-family residences and vacant land.
- **North:** Water Street, followed by vacant land.
- **East:** Harvill Avenue followed by vacant land and warehouses.
- **West:** Single-family residences and vacant land.

No gasoline service stations or dry cleaners are in the immediate vicinity (approximately 500 feet) of the Project site. There are no off-site sources of environmental concern surrounding the Project site.

#### Other Environmental Conditions

According to the Riverside County General Plan and GIS system, the Project site is not within:

- Flood: 100-year flood zone, dam/basin inundation area.
- Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized).
- Fire: high or very high fire hazard severity zone.

The County has identified Interstate 215 and Cajalco Road as potential emergency evacuation routes. This does not mean that other roadways within the community cannot be used as evacuation routes, as County authorities will specify evacuation routes during an emergency in order to respond to the specific needs of the situation and circumstances.

## Airports

The Project site is located approximately 2.9 miles south of the March Air Reserve Base (MARB). The Project site is located in MARB ALUCP Compatibility Zone C2. The risk level associated with Compatibility Zone C2 is considered moderate to low and the noise impact is considered moderate.

### 5.9.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

HAZ-2: 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.

HAZ-3: Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

HAZ-4: 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.

HAZ-5: 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 create a significant hazard to the public or the environment.

HAZ-6: Result in an inconsistency with an Airport Master Plan.

HAZ-7: Require review by the Airport Land Use Commission.

HAZ-8: 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, result in a safety hazard for people residing or working in the project area.

HAZ-9: For a project within the vicinity of a private airstrip, or heliport, would result in a safety hazard for people residing or working in the project area.

### 5.9.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency regulations. Information for this section was obtained, in part, from the Phase I ESA prepared for Project (Appendix K). The Phase I ESA is based on reviews of historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) database records, city directories, historical site occupants, historical site ownership records, site visits, and/or interviews of owners and tenants of the Project site.



## 5.9.6 ENVIRONMENTAL IMPACTS

**IMPACT HAZ-1: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.**

**Less than Significant Impact.** Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes. If the use of these materials does not adhere to established federal, state, and local laws and regulations, workers, building occupants and residents, the public, and/or the environment could be exposed to hazards at the Project site.

### Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Project site. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the Project would not cause greater risks than would occur on other similar construction sites.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC. Additionally, construction activities would require a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included as PPP HYD-1 herein) and enforced by the Santa Ana Regional Water Quality Control Board (RWQCB). The SWPPP will include strict on-site handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment. Impacts would be less than significant.

### Operation

The Project site would be developed with light industrial warehouse uses. Depending on the type of business that would occupy the proposed warehouse building, operations would require the use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal,

and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and County of Riverside.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the Certified Unified Program Agency (CUPA). In Riverside County, the County Department of Environmental Health is the CUPA. If the operations of future tenants of the proposed warehouse facility exceed established thresholds, CUPA permits will be required. The County requires businesses subject to any of the CUPA permits to file a Business Emergency/Contingency Plan. Additionally, businesses would be required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. The compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related the routine transport, use, and disposal of the hazardous materials to less than significant.

**IMPACT HAZ-2: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.**

#### **Less than Significant Impact.**

**De Minimis Conditions.** The Project site was historically used for agricultural purposes. As such, there is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used on site. The subject property is planned for industrial development, and the area of the subject property would largely either be paved over or covered by improvements that make direct contact with any potential remaining concentrations in the soil unlikely. Additionally, as discussed in the Phase I ESA, any residual concentrations, if present, would unlikely be at concentrations that would require cleanup by a regulatory agency or pose a significant human health risk to commercial or industrial site users.

#### **Construction**

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, and included as PPP HYD-1) 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 discussed in Impact HAZ-1, the future tenants within the Specific Plan Area may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; and Riverside regulations enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and County of Riverside. The Riverside

County Department of Environmental Health, as CUPA would require that future tenants prepare Business Emergency/Contingency Plans, which provide information to emergency responders and the general public regarding hazardous materials, and coordinates reporting of releases and spill response among businesses and local, state, and federal government authorities. Moreover, the proposed development Project would include a WQMP, included as PPP HYD-1. BMPs would be incorporated in the WQMP that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project. Therefore, operations within the Project site would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving hazardous material. Impacts would be less than significant.

**IMPACT HAZ-3: THE PROJECT WOULD NOT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR AN EMERGENCY EVACUATION PLAN.**

**Less than Significant 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 California Fire Code (included in County Ordinance No. 457 and County Ordinance No. 787, respectively) 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 and connections to existing infrastructure along Water Street, Orange Avenue, and Harvill 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 be less than significant.

### 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 Water Street and Orange Avenue which are adjacent to the Project site. The Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Ordinance No. 787 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 impacts would be less than significant.

**IMPACT HAZ-4: THE PROJECT WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER (1/4) MILE OF AN EXISTING OR PROPOSED SCHOOL.**

**No Impact.** The closest school site is at the Val Verde Elementary School, located at 2656 Indian Ave, Perris, CA 92571, approximately 0.5-mile northeast of the Project site. Therefore, 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.

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 5.4 of this Draft EIR, 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.

**IMPACT HAZ-5: THE PROJECT WOULD NOT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.**

**No Impact.** The Phase I ESA 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 agricultural uses, the Project site is not located on which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (PF, 2021). No adjoining properties or nearby properties located up to cross gradient were identified on a list of hazardous materials sites. As such, no impacts would occur.

**IMPACT HAZ-6: THE PROJECT WOULD NOT RESULT IN AN INCONSISTENCY WITH AN AIRPORT MASTER PLAN.**

**Less than Significant Impact.** The Project site is located approximately 2.9-miles south of the MARB and is within Compatibility Zones C2 in the MARB ALUCP. The C2 zone is identified as a flight corridor zone for MARB. 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. 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 July 14, 2022, the Project was 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, listed below as PPP HAZ-1, impacts related to an inconsistency with an Airport Master Plan would be less than significant.

**IMPACT HAZ-7: THE PROJECT HAS BEEN REVIEWED BY THE AIRPORT LAND USE COMMISSION AND WOULD NOT RESULT IN CONFLICTS TO AIR TRAFFIC.**

**Less than Significant Impact.** As described in the previous response, the Project has been reviewed for consistency with the ALUCP by the Riverside 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 inconsistency with an Airport Master Plan would be less than significant.

**IMPACT HAZ-8: 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, THE PROJECT WOULD NOT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.**

**Less than Significant Impact.** The Project site is approximately 2.9-miles south of the MARB. As described previously, the Project site is identified as within Compatibility Zone C2, which is a flight corridor zone. The Project has been reviewed by the Riverside County ALUC. ALUC 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.

**IMPACT HAZ-9: FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, OR HELIPORT, THE PROJECT WOULD NOT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.**

**No Impact.** The Project site is not located within the vicinity of a private airstrip. The closest heliport is Castle Heliport, located approximately 2 miles south of the Project site. As such the Project would not result in a safety hazard related to an airstrip or heliport for people residing or working in the Project Area.

## 5.9.7 CUMULATIVE IMPACTS

Cumulative land use changes within the County would have the potential to expose future area residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may contain hazardous materials. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on future project sites, appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations. Compliance with the relevant federal, state, and local regulations, as listed above in Section 5.9.2, during operation and construction throughout the Project site, as well as during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

## 5.9.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

#### Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act

- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- US Environmental Protection Agency Asbestos Hazard Emergency Response Act, 40 United States Code of Regulations Section 763
- United States Code of Federal Regulations Title 49, Chapter I
- United States Code of Federal Regulations Title 29, Section 1926.62
- United States Code of Federal Regulations Title 40, Part 761
- United States Code of Federal Regulations Title 29, Section 1910.120

**State**

- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard
- California Code of Regulations Title 23, Chapter 16: Underground Storage Tanks
- California Code of Regulations Title 8, Section 1529: Asbestos
- California Health and Safety Code Division 20, Chapter 6.9.1, Sections 25400.10 through 25400.47
- California Health and Safety Code Section 39650 et seq.

**Regional**

- South Coast Air Quality Management District Rule 1403: Asbestos

**Local**

- Riverside County Ordinance No. 651.5

**Standard Conditions**

None.

**Plans, Programs, or Policies (PPPs)**

**PPP HAZ-1: ALUC Conditions.** The Project will be required to comply with the following conditions issued by the Airport Land Use Commission on July 14 2022:

1. Any new outdoor lighting that is 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:
  - (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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

(Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters.
  - (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.
  4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the 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.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. 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.
6. The Project has been evaluated to construct 434,823 square foot warehouse building, which includes 424,823 square feet of warehouse area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 34 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 344,124 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
8. In the event that any 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 event, 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 "event"

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, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event 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.

9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, 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 “event” 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 event. For each such event 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.

### 5.9.9 PROJECT DESIGN FEATURES

None.

### 5.9.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and the Project’s design criteria, Impacts HAZ-1, HAZ-2, HAZ-3, HAZ-6, HAZ-7, and HAZ-8 would be less than significant. No impact would occur from Impact HAZ-4, HAZ-5, and HAZ-9.

### 5.9.11 MITIGATION MEASURES

None.

### 5.9.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs and conditions would reduce potential impacts associated with hazards and hazardous materials to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to hazards and hazardous materials would occur.

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# 5.10 Hydrology and Water Quality

## 5.10.1 INTRODUCTION

This section describes the environmental and regulatory settings and identifies potential impacts for hydrology and water quality resources. This section includes data from:

- *Final Hydrology Report for Black Creek Harvill at Water Industrial*, Huitt-Zollars, Inc., 24 April 2023, (HZ, 2023), Appendix L.
- *Project Specific Water Quality Management Plan BCIF Harvill Business Center- Harvill at Water Industrial*, Huitt-Zollars, Inc., 6 April 2022, (HZ, 2022), Appendix M.
- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*

## 5.10.2 REGULATORY SETTING

### 5.10.2.1 Federal Regulations

#### Clean Water Act

The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into “waters of the U.S.” The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the proposed Specific Plan and Upzone Site are:

- Sections 303 and 304, which provide for water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) also requires that the state develop a Total Maximum Daily Loads (TMDLs) for each of the listed pollutants. The TMDL is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the TMDL, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list is administered by the Regional Water Quality Control Boards (RWQCBs).
- Section 401 requires activities that may result in a discharge to a federal water body to obtain a water quality certification to ensure that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the local RWQCBs. The NPDES program provides both general permits (those that cover a number of similar or related activities) and individual permits.

## **National Pollutant Discharge Elimination System**

The NPDES Permit program under the Clean Water Act controls water pollution by regulating point- and nonpoint-sources that discharge pollutants into “waters of the U.S.” California has an approved state NPDES program. The USEPA has delegated authority for NPDES permitting to the SWRCB, which has nine regional boards. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates water quality in the Bloomington area. Discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges (discussed below). Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

### **5.10.2.2 State Regulations**

#### **Porter-Cologne Act**

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the State Water Resources Control Board (SWRCB) to provide comprehensive protection for California’s waters through water allocation and water quality protection. The SWRCB implements the requirements of the CWA and establishes water quality standards that have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine Regional Water Quality Control Boards (RWQCB), including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

The Mead Valley area of unincorporated Riverside County is in the Santa Ana River Basin, Region 8, in the San Jacinto sub-watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

#### **California Anti-Degradation Policy**

A key policy of California’s water quality program is the State’s Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

#### **California Construction General Permit**

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The latest Construction General Permit amendment became effective on July 17,

2012 and is currently being updated. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent (NOI), a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan.

The Construction General Permit requires project applicants to file a NOI with the SWRCB to discharge stormwater, and to prepare and implement a SWPPP for projects that disturb 1 or more acre of soil. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association (CASQA) BMP Handbook that will be employed to prevent water pollution. It must describe BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water bodies. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

### **California Water Resources Control Board Low Impact Development Policy**

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed NPDES Phase I Municipal Separate Storm Sewer System (MS4) permit.

#### **5.10.2.3 Regional/Local Regulations**

##### **Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)**

The Mead Valley area of unincorporated Riverside County is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean

Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting the public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

### **Municipal Regional Stormwater NPDES Permit**

Within the Riverside County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies, including the Riverside County Flood Control and Water Conservation District, Riverside County, and the cities of Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Norco, Perris, Riverside and San Jacinto. The Riverside County Transportation and Land Management Agency is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County and multiple municipalities in Riverside County. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the MS4 permit, Order No. R8-2010-0033, NPDES No. CAS618033. On June 7, 2013, the Santa Ana RWQCB amended the permit (Order No. R8-2013-0024) to include the Cities of Eastvale and Jurupa Valley. On January 29, 2015 the Permittees received an administrative extension of the Riverside County Municipal Stormwater Permit (NPDES No. CAS618033) from the Santa Ana RWQCB.

### **Riverside County Stormwater Compliance Program**

The Riverside County Drainage Area Management Plan (DAMP) is the guidance document for the project's stormwater design compliance with Santa Ana RWQCB requirements. The MS4 permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles
- Evaluate feasibility of on-site LID Best Management Practices (BMPs)
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

### **Riverside County General Plan**

The Riverside County General Plan contains the following policies related to hydrology and water quality that are applicable to the Project:

#### **Policy S 3.1**

All residential, commercial, and industrial structures should be flood-proofed, to the maximum extent possible and as required by law, from the mapped 100-year storm flow, or to an appropriate level determined by site-specific hydrological studies for areas not mapped by the Federal Emergency Management Agency. This may require that the finished floor elevation be constructed at such a height as to meet this requirement. Nonresidential (commercial or industrial) structures may be allowed with a "flood-proofed" finished floor below the Base Flood Elevation (i.e., 100- year flood surface) to the extent permitted by state, federal, and local

regulations. New critical facilities should be constructed above-grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. Residential commercial, and industrial structures shall meet these standards as a condition of approval.

- Policy S 3.8** Update stormwater infrastructure design requirements as needed to maintain consistency with federal, state, and local regulatory requirements.
- Policy S 3.9** Ensure that new development projects and retrofits to existing large-scale projects incorporate design strategies and features to reduce the area of impervious surfaces.
- Policy HC 14.3** When feasible incorporate design features into projects, including flood control and water quality basins, to minimize the harborage of vectors such as mosquitoes.
- Policy HC 16.23** Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.
- Policy OS 3.3** Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.
- Policy OS 3.4** Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP).
- Policy OS 3.5** Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.
- Policy OS 3.6** Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.
- Policy OS 3.7** Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating “Low Impact Development,” green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.
- Policy OS 4.4** Incorporate natural drainage systems into developments where appropriate and feasible.
- Policy OS 4.6** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through “Low Impact Development” or other Best Management Practice measures.
- Policy OS 4.7** Encourage storm water management and urban runoff reduction as an enhanced aesthetic and experience design element. Many design practices exist to accomplish this depending on site conditions, planned use, cost-benefit, and development interest.

## Riverside County Ordinances

**Ordinance Number 754 Stormwater/Urban Water Management and Discharge Controls:** This ordinance sets forth regulations aimed at reducing pollutants in stormwater discharges, regulating illegal connections to the storm drain system, and regulating non-stormwater discharges to the storm drain system in line with the requirements contained in the Federal Clean Water Act (Title 33 U.S.C. §§ 1251 et seq.) and Porter-Cologne Water Quality Control Act (California Water Code §§ 13000 et seq.).

**Ordinance Number 859 Water Efficient Landscape Requirements:** This ordinance sets forth regulations related to the use of water efficient landscaping aimed at reducing water waste and water usage. The ordinance implements the requirements of the California Water Conservation in Landscaping Act 2006 and the California Code of Regulations Title 23, Division 2, Chapter 2.7.

### 5.10.3 ENVIRONMENTAL SETTING

#### Regional Hydrology

The Mead Valley area of Riverside County is in the in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The San Jacinto watershed in western Riverside County consists mainly of snowmelt and storm runoff from the Santa Rosa and San Jacinto mountains.

#### Watershed

The Project site is located in the San Jacinto River watershed. The San Jacinto River is a 42-mile-long river in Riverside County. The watershed covers approximately 780 square miles in western Riverside County. The river's headwaters are in Santa Rosa and San Jacinto Mountains National Monument. Water flows downstream and eventually ends in Lake Elsinore. The natural flow of water through the San Jacinto Watershed carries nutrient-rich sediment into our Canyon Lake and Lake Elsinore (Watersheds, 2022).

The San Jacinto River watershed is regulated by the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana RWQCB's jurisdiction encompasses 2,800 square miles.

#### Groundwater Basin

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 Hemet/San Jacinto Management Plan is implemented by the Hemet-San Jacinto Watermaster (Watermaster). Native potable groundwater production in the Hemet/San Jacinto Basin is limited according to Hemet/San Jacinto Management Plan provisions to prevent continued overdraft.

#### Water Quality

##### Surface

The nearest surface water is the Perris Valley Channel, located approximately 2.25 miles to the east of the Project site. The San Jacinto River is the main receiving water for the Project site. The San Jacinto River, Reach 1 and Reach 3 are not classified as impaired water bodies. Other receiving waters include the Perris Valley Channel, which is not impaired, Canyon Lake, and Lake Elsinore. Canyon Lake and Lake Elsinore are



classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: nutrients and pathogens (Canyon Lake) and polychlorinated biphenyls and toxicity (Lake Elsinore). Since the development site is a tributary to Canyon Lake and Lake Elsinore, the development site is a contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

The County of Riverside has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the County a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0033), which establishes pollution prevention requirements for planned developments. The County participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

### **Groundwater**

As identified by the Eastern Municipal Water District's (EMWD) 2020 Urban Water Management Plan, groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use.

### **Existing Drainage**

Topographically, the Project site is relatively flat with an elevation of 1,520 feet above mean sea-level to 1,560 feet above mean sea-level with no areas of significant topographic relief. The western property boundary includes multiple concrete lined v-ditches. Approximately 191 acres of offsite areas from the southwest hills and westerly properties drain towards the proposed Project site. The runoff from the existing onsite areas flows from west to the east in a sheet flow condition. Existing topography results in the northern half of the site draining to the northeast onto Water Street and Harvill Avenue intersection, while the southern half of the site drains to the southeast onto Orange Avenue. The flow is then conveyed southeasterly down Harvill Avenue to the storm drain on Orange Avenue. The Project site is currently fully undeveloped and permeable.

### **Flood Zone**

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C1430H), the Project site is primarily located in "Zone X", which is an area located outside of the 100-year and 500-year flood plains.

## **5.10.4 THRESHOLDS OF SIGNIFICANCE**

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

HYD-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

HYD-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

HYD-3: 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.

HYD-4: Result in substantial erosion or siltation on-site or off-site.

HYD-5: Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site.

HYD-6: 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.

HYD-7: Impede or redirect flood flows.

HYD-8: In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation.

HYD-9: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## 5.10.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Project would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in the Regulatory Setting Section above), and are implemented to specific waterbodies, such as 303(d) requirements, or development Projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the proposed Project to a less than significant impact.

## 5.10.6 ENVIRONMENTAL IMPACTS

**IMPACTS HYD-1: THE PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY.**

**Less than Significant Impact.**

### Construction

The nearest surface water is the Perris Valley Channel, located approximately 2.25 miles to the east of the Project site. The San Jacinto River is the main receiving water for the Project site. The San Jacinto River, Reach 1 and Reach 3 are not classified as impaired water bodies. Other receiving waters include the Perris Valley Channel, which is not impaired, Canyon Lake, and Lake Elsinore. Canyon Lake and Lake Elsinore are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: nutrients and pathogens (Canyon Lake) and polychlorinated biphenyls and toxicity (Lake Elsinore). Since the development site is a tributary to Canyon Lake and Lake Elsinore, the development site is a contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

Implementation of the Project would include site preparation, construction of a new building, and infrastructure improvements on the Project site. Grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would

expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of BMPs during construction implemented as part of a SWPPP as required by the County of Riverside and the MS4 permit would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Pursuant to Riverside County Ordinance Number 754, the Project Applicant would be required to implement an erosion control plan to minimize potential erosion, which is also required as part of the SWPPP. An erosion control plan would be prepared by a qualified SWPPP developer (QSD). 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

Mandatory compliance with the SWPPP, included as PPP HYD-1, would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Plans for grading, drainage, erosion control and water quality would be reviewed by

the County’s Building & Safety Division prior to issuance of grading permits to ensure that the applicable and required BMPs are constructed during implementation of the Project.

Therefore, compliance with Riverside County ordinances, MS4 permit, and other applicable requirements, which would be verified during the County’s construction permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

**Operation**

Post construction, the Project site would support operation of one warehouse building totaling 434,823 SF. Project operation 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. 2012-006-DWQ, NPDES No. CAS00002, 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, included as PPP HYD-2. The LID site design would 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 landscaped areas would introduce planting media that would likely enhance the capability to store runoff onsite within the media. Some of the runoff would drain into nearby landscaping areas. For the onsite water quality treatment, the development will have one drainage area DMA A, and the storm water from the DMA A will be conveyed to the designated bio-retention basin on the east side of the Project site through two onsite storm drain lines. The basin would be sized to detain the required design capture volume of 32,939 cubic feet, with a maximum capacity of 37,671 cubic feet of storm water. Post construction runoff levels would be less than the pre-developed condition (Appendix M). Optional pre-treatment devices for added redundancy would include downspout filters at the roof drain. The additional types of BMPs that would be implemented as part of the proposed Project are listed in Table 5.10-1.

**Table 5.10-1: Permanent and Operational Source Control Measures**

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
On-site storm drain inlets	Mark all inlets with the words “Only Rain Down the Storm Drain” or similar. Catch basin markers may be available from the Riverside County Flood Control and Water Conservation District	<ul style="list-style-type: none"> <li>• Maintain and periodically repaint or replace inlet markings.</li> <li>• Provide stormwater pollution prevention information to new site owners, lessees, or operators.</li> <li>• Include the following in lease agreements: “Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drain.”</li> </ul>
Loading Docks	The Project site will have truck docks. The truck docks shall be inspected on a weekly basis to help ensure that any trash and debris are collected prior to being washed into the underground storm drain system. All stormwater runoff from	Move loaded and unloaded items indoors as soon as possible. See Fact Sheet SC-30, “Outdoor Loading and Unloading,” in the CASQA Stormwater Quality Handbooks at <a href="http://www.cabmphandbooks.com">www.cabmphandbooks.com</a>

	<p>the loading dock areas will be discharged into infiltration basins and/or underground infiltration chambers prior to conveyance to the public storm drain system. Documentation of such inspection/maintenance shall be kept by the owner in perpetuity.</p>	
<p>Fire Sprinkler Test Water</p>	<p>Underground fire protection service and fire sprinklers test will be provided per the uniform fire code and the requirements of the County of Riverside.</p>	<p>Provide a means to drain fire sprinkler test water to sanitary sewer.</p>
<p>Plazas, sidewalks and parking lots</p>	<p>Documentation of sweeping shall be kept by the owner in perpetuity. Frequency of sweeping shall be adjusted as needed to maintain a clean site.</p>	<p>Sweep plazas, sidewalks, and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.</p>
<p>Refuse Trash Storage Areas</p>	<p>Trash container storage areas shall be paved with an impervious surface designed not to allow run-on from adjoining areas. They shall be designed to divert drainage from adjoining roofs and pavements from the surrounding area, and screened or walled to prevent off-site transport of trash. Trash dumpsters (containers) shall be leak proof and have attached covers and lids. Trash enclosures shall be roofed per County standards. Trash compactors shall be roofed and set on a concrete pad per County standards. The pad shall be a minimum of one foot larger all around than the trash compactor and sloped to drain to the sanitary sewer line. Connection of trash area drains to the MS4 is prohibited. See CASQA SD-32 BMP fact sheet in Appendix 10 for additional information. Signs shall be posted on or near dumpsters with the words "Do not dump hazardous materials here" or similar.</p>	<p>Adequate number of receptacles shall be provided. Inspect receptacles regularly; repair or replace leaky receptacles. Keep receptacles covered. Prohibit/prevent dumping of liquid or hazardous wastes. Post "no hazardous materials" signs. Inspect and pick up litter daily and clean up spills immediately. Keep spill control materials available onsite. See fact sheet SC-34 "Waste Handling and Disposal" in the CASQA Stormwater Quality Handbook at <a href="http://www.cabmphandbooks.com">www.cabmphandbooks.com</a>.</p>

With implementation of the operational source and treatment control BMPs that is outlined in the preliminary WQMP (Appendix M) 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.

**IMPACT HYD-2: THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.**

**Less than Significant Impact.** The proposed Project would not deplete groundwater supplies. The Eastern Municipal Water District (EMWD) provides water services to the Project site and vicinity, which receives a large portion of water from imported sources (UWMP 2020). In addition, vegetated landscaping has also been incorporated into the design to capture and infiltrate stormwater. All stormwater runoff from the site will be conveyed to infiltration basins or landscaped areas that would allow for recharge of the basin. 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 project area (as water supplies would be provided by EMWD), the proposed Project would not result in a substantial depletion of groundwater supplies.

**Table 5.10-1: Impervious Surface Area for Project Site**

Site Condition	Site (SF)
Existing Impervious Surface	0
Proposed Impervious Surface	764,063
<b>Net New Impervious Surface</b>	<b>764,063</b>

As shown in Table 5.10-2, development of the proposed Project would result in a large increase in area of impervious surface (764,063 SF) on the Project site. The Project design includes a bioretention 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.

**IMPACT HYD-3: 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 OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES.**

**Less than Significant Impact.** The Project site does not include, nor is it adjacent to, any river or stream. Thus, impacts related to the alteration of the course of a stream or river would not occur. The Project site generally slopes from the west to east. Within the current condition, drainage runoff from the existing onsite areas flows from west to the east in a sheet flow condition. Existing topography results in the northern half of the site draining to the northeast onto Water Street and Harvill Avenue intersection, while the southern half of the site drains to the southeast onto Orange Avenue. The flow is then conveyed southeasterly down Harvill Avenue to the storm drain on Orange Avenue. The stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed east into a bioretention basin. The basin

has been sized to capture and treat stormwater while providing peak storm mitigation. The proposed bioretention basin would slow down and reduce the storm water volume and rate of runoff during the 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour durations to reduce offsite flow rates below existing undeveloped conditions. Additionally, the Project would construct Laterals H-10 and J-9 in the Water Street and Orange Avenue up to the westerly boundary of the Project site to protect the Project site from offsite runoff (Appendix M).

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 result in less than significant impacts related to alteration of the drainage pattern of the site or area.

**IMPACT HYD-4: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL EROSION OR SILTATION ON-SITE OR OFF-SITE.**

**Less than Significant Impact.**

**Construction**

Construction of the structures proposed by the Project would require excavation, grading, and other site preparation activities that would loosen soils, which has the potential to result in erosion and the loss of topsoil. The Project site is generally flat and does not contain substantial slopes that could induce significant erosion or siltation.

The existing NPDES Construction General Permit, as included in County Ordinance Number 754, and PPP HYD-1, requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer (QSD) for construction activities that disturb 1-acre or more of soils. The SWPPP is required to address site specific conditions related to potential sources for sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of drainage pattern during construction activities. Common types of construction BMPs include:

- 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

In addition, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspection during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. Overall, with implementation of the existing construction regulations that would be verified by the County during the

permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion or siltation would be less than significant.

### Operation

As described previously, proposed development would result in an increase in impervious areas. As a result, the Project would increase surface flows compared to existing conditions. However, the stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed east into a bioretention basin. The basin has been sized to capture and treat stormwater while providing peak storm mitigation. The proposed bioretention basin would slow down and reduce the storm water volume and rate of runoff during the 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour durations to reduce offsite flow rates below existing undeveloped conditions. Additionally, the Project would construct Laterals H-10 and J-9 in the Water Street and Orange Avenue up to the westerly boundary of the Project site to protect the Project site from offsite runoff (Appendix M). Onsite BMPs would be sized to capture and infiltrate the calculated WQMP volume of site storm water. Further, the BMPs identified in the WQMPs would reduce the potential for erosion and siltation. As part of the permitting approval process, the proposed drainage, water quality design, and engineering plans would be reviewed by the County's Transportation and Land Management Agency to ensure it meets the County's NPDES Permit and limits the potential for erosion and siltation. Overall, adherence to the existing regulation and PPP HYD-2 would ensure that Project impacts related to erosion and siltation from operational impacts would be less than significant.

**IMPACT HYD-5: THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON-SITE OR OFF-SITE.**

**Less than Significant Impact.**

### Construction

As described previously, within the current condition, drainage runoff from the existing onsite areas flows from west to the east in a sheet flow condition. Existing topography results in the northern half of the site draining to the northeast onto Water Street and Harvill Avenue intersection, while the southern half of the site drains to the southeast onto Orange Avenue. The flow is then conveyed southeasterly down Harvill Avenue to the storm drain on Orange Avenue. Construction of the proposed Project would include activities that could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP that would address site specific drainage issues related to construction of the Project and include BMPs to eliminate the potential for flooding or alteration of the drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities by a QSP. Compliance with the County's NPDES Permit and a SWPPP, as verified by the County through the construction permitting process, would prevent construction-related impacts related to potential increase in runoff or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

### Operation

As described previously, proposed development would result in an increase in impervious areas onsite. As a result, the Project would increase surface flows compared to existing conditions. However, installation of new storm water drainage facilities, including bioretention basins, pervious landscaped areas, and new storm drains would be installed by the Project. The proposed drainage system would collect onsite flows via a series of subsurface storm drains and sheet flows within pre-treatment drainage basins. Storm water would be conveyed east into a bioretention basin. The basin has been sized to capture and treat stormwater while providing peak storm mitigation. As detailed in the Final Hydrology Report, the proposed bioretention basin



would slow down and reduce the storm water volume and rate of runoff during the 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour durations to reduce offsite flow rates below existing undeveloped conditions. Additionally, the Project would construct Laterals H-10 and J-9 in the Water Street and Orange Avenue up to the westerly boundary of the Project site to protect the Project site from offsite runoff (Appendix M). In addition, landscaped areas would accept runoff water from impervious surfaces and the use of the bioretention basin and landscaping would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. Overall, the proposed drainage facilities proposed for the Project have been sized to be consistent with the County MS4 permit requirements, County Ordinances, and the Riverside County Drainage Area Management Plan. Thus, implementation of the Project would not substantially increase the rate or amount of surface runoff, such that flooding would occur, and impacts would be less than significant.

**IMPACT HYD-6: THE PROJECT WOULD NOT CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.**

**Less than Significant Impact.** As described previously, the runoff generated by the proposed Project would be conveyed to a bioretention basin that would be developed on APN 317-270-016, along Harvill Avenue. 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. The Preliminary WQMP details that the storm drain facilities are sized adequately for the 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour durations to reduce offsite flow rates below existing undeveloped conditions. Runoff would flow through a series of gravel and media, as well as the proposed bioretention basin, prior to entering the storm drain system. Bioretention basins are shallow, vegetated basins underlain by an engineered soil media. Healthy plant and biological activity within the bioretention basin allows the soil to function as both a sponge (retaining water) and a highly effective, self-maintaining biofilter for runoff pollutants. Therefore, the Project would result in a less than significant impact on the capacity of existing or planned stormwater drainage systems and/or additional sources of polluted runoff.

**IMPACT HYD-7: THE PROJECT WOULD NOT IMPEDE OR REDIRECT FLOOD FLOWS.**

**Less than Significant Impact.** As specified previously, the Project site is primarily located in "Zone X", which is an area located outside of the 100-year and 500-year flood plains according to the FEMA FIRM map 06065C1430H. Therefore, the Project site is not considered part of a flood zone. Under existing conditions, the northern portion of the Project site drains northeast to the Water Street and Harvill Avenue intersection and the southern portion of the Project site drains southeast onto Orange Avenue according to the Final Hydrology Report. The Project has been designed to maintain existing drainage paths as the current undeveloped conditions. The Project includes implementation of a bioretention basin, which has been sized to slow down and reduce anticipated stormwater runoff volume and rate below existing undeveloped conditions. Therefore, the Project would result in a less than significant impact related to flood flows.

**IMPACT HYD-8: THE PROJECT WOULD NOT RESULT IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, WHICH COULD RISK THE RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION.**

**Less than Significant Impact.** As described previously, the Project is not located within a 100-year flood hazard area. Tsunamis are large waves that occur in coastal areas; therefore, since the County is not located in a coastal area, no impacts due to tsunamis would occur. Additionally, the Project site and its surroundings

have generally a flat topography and the nearest body of water, Perris Reservoir, is approximately four miles to the northeast. Additionally, the Geotechnical Report prepared for the Project identified the Project site low potential for seiches. Therefore, the Project would result in a less than significant impact related to risk of inundation due to flood hazard, tsunami, or seiche.

**IMPACT HYD-9: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.**

**Less than Significant Impact.** Pursuant to the Sustainable Groundwater Management Act (SGMA), each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). Eastern Municipal Water District (EMWD) Board of Directors is the GSA for the West San Jacinto Groundwater Basin that underlies the Project site and is responsible for development and implementation of a GSP. The GSP has been submitted to DWR and is currently under review. However, based on the 2020 Urban Water Management Plan for EMWD, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for EMWD's entire service area (see Section 5.17 *Utilities*). Therefore, the Project is anticipated to result in a less than significant impact related to conflict with a water quality control plan or sustainable groundwater management plan.

### 5.10.7 CUMULATIVE IMPACTS

**Water Quality:** The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana River watershed because cumulative projects and developments could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments. However, related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a LID plan (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the SWRCB and implemented by the Santa Ana RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

**Drainage:** The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above, with implementation of the Project the onsite pervious surfaces would increase, and stormwater runoff would be accommodated by the proposed stormwater drainage basin infrastructure. Additionally, existing drainage flow patterns would be maintained. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative Projects that could cumulatively combine to impact drainage. Thus, cumulative impacts related to drainage would be less than significant.

## 5.10.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 permit (Order No. R8-2010-0033, NPDES No. CAS618033)
- Riverside County Ordinance No. 754
- Riverside County Ordinance No. 859
- Riverside County Drainage Area Management Plan (DAMP)

### Standard Conditions

None.

### Plans, Programs, or Policies (PPPs)

**PPP HYD-1: 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.

**PPP HYD-2: 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.

## 5.10.9 PROJECT DESIGN FEATURES

None.

## 5.10.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts HYD-1 through HYD-6 and HYD-8 would be less than significant. HYD-7 is anticipated to result in no impact.

## 5.10.11 MITIGATION MEASURES

No mitigation measures are required.

## 5.10.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified and impacts would be less than significant.

## REFERENCES

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## 5.11 Land Use and Planning

### 5.11.1 INTRODUCTION

This section provides an analysis of the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *Riverside County General Plan, December 2015*
- *Riverside County General Plan EIR, December 2015*
- *Mead Valley Area Plan, September 2021*
- *County of Riverside Code of Ordinances*

### 5.11.2 REGULATORY SETTING

#### 5.11.2.1 Regional Regulations

##### **SCAG Regional Transportation Plan and Sustainable Communities Strategy**

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

#### 5.11.2.2 Local Regulations

##### **Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)**

The Western Riverside County MSHCP was adopted by Riverside County on June 17, 2003. The MSHCP is a comprehensive, multijurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA, as well as an NCCP pursuant to the California Fish and Game Code. As long as compliance with the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include Riverside County and 18 cities, are allowed to authorize incidental take of covered plant and wildlife species. The MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area (Riverside County, 2015).

##### **Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP)**

In October 1988, the Stephens' Kangaroo Rat (SKR) was listed as an endangered species by the U.S. Fish and Wildlife Service (USFWS). On February 17, 2022, the USFWS reclassified the Stephens' Kangaroo Rat from endangered to threatened under the Endangered Species Act. The Stephens' Kangaroo Rat

Habitat Conservation Plan (SKR HCP) was designed to acquire and permanently conserve, maintain, and fund the conservation, preservation, restoration, and enhancement of SKR-occupied habitat. The SKR HCP covers approximately 534,000 acres and includes approximately 30,000 acres of occupied SKR habitat (Riverside County, 2015).

### Riverside County General Plan

Riverside County adopted the Riverside County General Plan on December 8, 2015. The General Plan serves as a guide for County decision-making, financial planning, and communications. The Countywide Plan is made up of the following 9 elements:

1. **Land Use Element.** The Land Use Element functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development. It designates the general distribution, general location, and extent of land uses, such as housing, business, industry, open space, agriculture, natural resources, recreation, and public/quasi-public uses. The Land Use Element also discusses the standards of residential density and non-residential intensity for the various land use designations.
2. **Circulation Element.** In compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The Circulation Element also identifies transportation routes, terminals, and facilities.
3. **Multipurpose Open Space Element.** The Multipurpose Open Space Element categorizes issues and policies into those that seek to conserve, or manage the use of, resources and those that seek to preserve resources for the purpose of sustaining their stocks in perpetuity. Additionally, the resource conservation section of the element is subdivided into renewable resources and non-renewable resources. Renewable resources, such as forests, are those that can reproduce, grow, and ultimately perish. Non-renewable resources are those that have a finite stock relative to human consumption over time, and that are not alive in the sense of having an ability to grow.
4. **Safety Element.** The Safety Element conveys the County of Riverside's goals, policies, and actions to minimize the hazards to safety in and around unincorporated Riverside County. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, employees, visitors, and other community members from injury and death. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize physical harm to the buildings and infrastructure in and around unincorporated Riverside County and to reduce damage to local economic systems, community services, and ecosystems.
5. **Noise Element.** The General Plan Noise Element provides a systematic approach to identifying and appraising noise problems in the community; quantifying existing and projected noise levels; addressing excessive noise exposure; and community planning for the regulation of noise. This element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to protecting public health and welfare from noise.
6. **Housing Element.** The Housing Element of the Riverside County General Plan identifies and establishes the County's policies with respect to meeting the housing needs for residents in unincorporated Riverside County. It establishes policies that guide County decision-making and sets forth an action plan to implement its housing goals for the 6th Cycle Housing Element update, through 2029.
7. **Air Quality Element.** One of the intents of the Air Quality Element is to provide background information on the physical and regulatory environment affecting air quality in the County. This element also identifies goals, policies and programs that are meant to balance the County's actions

regarding land use, circulation and other issues with their potential effects on air quality. This element in conjunction with local and regional air quality planning efforts addresses ambient air quality standards set forth by the Federal Environmental Protection Agency and the California Air Resources Board (CARB).

8. **Healthy Communities Element.** The Healthy Communities Element provides a framework for translating the General Plan vision for a healthy Riverside County into reality by identifying policies to achieve that vision. The Healthy Communities Element addresses areas where public health and planning intersect, including transportation and active living, access to nutritious foods, access to health care, mental health, quality of life, and environmental health.
9. **Administration Element.** The Administration Element focuses on the administration of the General Plan. Administration is not the same as implementation, though the two are closely related. Administration of the General Plan is the sole responsibility of the County of Riverside, under the authority of the Board of Supervisors. It is a function strictly within the purview of the Transportation and Land Management Agency. Implementation, on the other hand, may involve a variety of responsible parties including, but not limited to, a variety of Riverside County agencies and departments as well as entities outside the Riverside County organization. Administration applies provisions of the General Plan directly to the land, while implementation may involve a whole array of actions that may or may not apply directly to the land.

Note: The General Plan Elements described above are provided primarily for informational purposes. Nevertheless, this EIR does address all potential inconsistencies between the policies of these Elements and the Project.

### Mead Valley Area Plan

The Project site is located within the Mead Valley Area Plan (MVAP) of the Riverside County General Plan. The MVAP guides the evolving character of the area, and uses the Riverside County General Plan vision to establish policies for development within the Mead Valley area of unincorporated Riverside County. The MVAP provides a description of the location, physical characteristics, and special features, in addition to a Land Use Plan, policies, and exhibits to better understand the physical, environmental, and regulatory characteristics that comprise the area. Each section of the MVAP addresses critical issues facing the Mead Valley community. The MVAP includes sections detailing the features, policy areas, land use, circulation, multipurpose open space, and hazards. (Riverside County, 2021) As shown in Figure 3, Land Use Plan, of the MVAP, the Project site has a Foundation Component of Community Development and a Land Use Designation of Business Park. The Business Park Land Use Designation is intended to provide for employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses at a FAR of 0.25-0.60.

### Riverside County Ordinances

**Ordinance Number 348 Land Use Ordinance.** Riverside County's Land Use Ordinance No. 348 establishes allowable uses of land and sets standards for what and how land may be developed. The ordinance protects the people and property of Riverside County from development of unsuitable land uses and aims to ensure that built areas are developed safely and with minimal conflict with surrounding lands. Ordinance No. 348 also identifies requirements for landscaping associated with development proposals. The landscaping of development projects enhances the visual character and aesthetic quality of a site and its surroundings.

## 5.11.3 ENVIRONMENTAL SETTING

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site

is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. As shown in Figure 4-2, *Existing General Plan Designations*, the Project site has a Riverside County General Plan Land Use designation of Business Park (BP).

The surrounding uses, described below, are dominated by large lot residential and industrial uses. Figure 3-3, *Aerial View* shows the existing and surrounding uses at the Project site.

- **North:** Water Street followed by vacant land.
- **West:** Single-family residences and vacant land.
- **South:** Orange Avenue followed by single-family residences and vacant land.
- **East:** Harvill Avenue followed by vacant land and warehouses.

#### 5.11.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

LU-1: 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.

LU-2: Disrupt or divide the physical arrangement of an established community (including a low-income or minority community).

#### 5.11.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

#### 5.11.6 ENVIRONMENTAL IMPACTS

##### **IMPACT LU-1: THE PROJECT WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.**

**Less than Significant Impact.** The Project site currently has a General Plan and MVAP Land Use designation of Business Park (BP), and the site has a corresponding zoning designation of Manufacturing-Service Commercial (M-SC). The Project site is also located within Specific Plan 100 – “A” Street Corridor. The General Plan and MVAP states that the BP land use designation is intended for employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses. The BP designation allows for development up to a maximum Floor Area Ratio of 0.25-0.60. The proposed Project would be consistent with the BP designation and M-SC zoning for the site. Therefore, potential conflicts with the Land Use Map at the Project site would be less than significant.

The Project has been designed to conform with the goals and policies of the Riverside County General Plan, which are disclosed throughout this Draft EIR. Applicable policies related to land use are discussed in Table 5.11-1, below. Where significant environmental effects are identified, mitigation is provided in the applicable sections of this Draft EIR to reduce the Project’s effects to less-than-significant levels (or, if it is not possible to reduce the Project’s impacts to less-than-significant levels, mitigation is provided that has a proportional nexus to the Project’s impacts to minimize impacts to the maximum level feasible). Further, if the Project is approved, the Project will be consistent with the Riverside County General Plan and MVAP.



Therefore, the Project would not conflict with any specific objectives, policies, or actions provided in the Riverside County General Plan’s Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, or Health Communities elements or within the MVAP that were adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the Project’s consistency with the SCAQMD AQMP is addressed under Draft EIR Section 5.3, *Air Quality*. Similarly, the Project’s consistency with the Western Riverside County MSHCP and the SKR HCP are addressed in Draft EIR Section 5.4, *Biological Resources*. In addition, the Project’s consistency with Riverside County’s Climate Action Plan (CAP) is addressed in Draft EIR Section 5.8, *Greenhouse Gas Emissions*. As discussed in Section 5.3, the Project would be fully consistent with the 2016 SCAQMD AQMP. As indicated in Sections 5.4 and 5.8, the Project would not conflict with the MSHCP, the SKR HCP, or the Riverside County CAP; thus, impacts due to a conflict with the MSHCP, SKR HCP, and CAP would be less than significant. The Project’s consistency with the SCAQMD AQMP, MSHCP, SKR HCP, and the County’s CAP is not further discussed below.

**Riverside County General Plan & MVAP Policies.** The proposed Project has been prepared in conformance with the goals and policies of the Riverside County General Plan and MVAP. Table 5.11-1 lists the General Plan and MVAP policies that are applicable to the proposed Project and were adopted for the purpose of avoiding or mitigating an environmental effect. The table evaluates the Project’s compliance with each policy. As described, the proposed Project would be consistent with all of the applicable General Plan and MVAP policies, as detailed below in Table 5.11-1: *Riverside County General Plan & Mead Valley Area Plan Consistency*. Table 5.11-1 lists the most relevant policies based on the Project’s specific construction and operational characteristics that may result in a physical adverse change to the environment. Impact areas are arranged by General Plan Elements and MVAP Elements. As a result, impacts related to a conflict with a General Plan policy that was adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

**Table 5.11-1: Riverside County General Plan Consistency**

General Plan/ MVAP Policy	Project Consistency
<p><b>Land Use Element</b></p> <p><b>LU 2.1</b> Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (Al 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)</p> <ul style="list-style-type: none"> <li>a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.</li> <li>b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.</li> <li>c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.</li> <li>d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.</li> <li>e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space</li> </ul>	<p><b>Consistent.</b> The proposed Project would be consistent with the development standards of County Ordinance No. 348, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls. Thus, as the Project would not conflict with the policy and incudes design standards, the Project is therefore consistent with the zoning and land use designations for the site.</p>

<p>character of Riverside County to the greatest extent possible.</p> <p>f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.</p> <p>g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.</p>	
<p><b>LU 3.1</b> Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:</p> <p>a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing.</p> <p>b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.</p> <p>c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.</p> <p>d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.</p> <p>e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.</p> <p>f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).</p> <p>g. Provide the opportunity to link communities through access to multi-modal transportation systems.</p>	
<p><b>LU 4.1</b> Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (Al 1, 3, 6, 14, 23, 24, 41, 62)</p> <p>a. Compliance with the design standards of the appropriate area plan land use category.</p> <p>b. Require that structures be constructed in accordance with the requirements of Riverside County’s zoning, building, and other pertinent codes and regulations.</p> <p>c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.</p>	<p><b>Consistent.</b> The proposed Project would be consistent with the development standards of County Ordinance No. 348, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls. Furthermore, loading dock areas and truck circulation areas would be oriented toward Harvill Avenue and away from single-family residences to the west. Additionally, the Project would include sidewalks along Water Street, Harvill Avenue, and Orange Avenue and a multi-purpose trail along Harvill Avenue to increase pedestrian connectivity. Thus, as the Project would not conflict with the policy and incudes design</p>

<p>d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.</p> <p>e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR).</p> <p>f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.</p> <p>g. Encourage innovative and creative design concepts.</p> <p>h. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art.</p> <p>i. Include consistent and well-designed signage that is integrated with the building's architectural character.</p> <p>j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.</p> <p>k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.</p> <p>l. Mitigate noise, odor, lighting, and other impacts on surrounding properties.</p> <p>m. Provide and maintain landscaping in open spaces and parking lots.</p> <p>n. Include extensive landscaping.</p> <p>o. Preserve natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.</p> <p>p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.</p> <p>q. Design parking lots and structures to be functionally and visually integrated and connected.</p> <p>r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.</p> <p>s. Establish safe and frequent pedestrian crossings.</p> <p>t. Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.</p> <p>u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities</p>	<p>standards, the Project is therefore consistent with Policy LU 4.1.</p>
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<p>that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas.</p> <p>v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space</p>	
<p><b>LU 5.1</b> Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers transportation systems, and fire/police/medical services. (AI 3, 4, 32, 74)</p>	<p><b>Consistent.</b> As discussed in Section 5.15, <i>Public Services</i>, the Project would not exceed the ability to provide adequate supporting infrastructure and services. The Project Applicant shall pay all development fees pursuant to Ordinance No. 659.</p>
<p><b>LU 5.2</b> Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.</p>	
<p><b>LU 5.3</b> Review all projects for consistency with individual urban water management plans (AI 3).</p>	<p><b>Consistent.</b> As discussed in the 5.18, <i>Utilities and Service Systems</i>, the Project would be consistent with the existing General Plan designation for the site, which informs the water demand projections in the Eastern Municipal Water District 2020 Urban Water Management Plan. As such, the Project would be consistent with the Urban Water Management Plan.</p>
<p><b>LU 7.1</b> Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3)</p>	<p><b>Consistent.</b> As previously discussed, the Project site has a General Plan designation of Business Park (BP). As outlined in the Project Description, the proposed Project would be consistent with the applicable development standards for the BP designation.</p>
<p><b>LU 7.3</b> Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process. (AI 3)</p>	<p><b>Consistent.</b> The Project's compliance with Riverside County Ordinance No. 348 would ensure the preservation of visual character and quality through architecture, landscaping, and site planning. Therefore, the Project would be consistent with Policy LU 7.3.</p>
<p><b>LU 7.4</b> Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic. (AI 3)</p>	<p><b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i>, the Project's construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3. As shown in Section 5.12, <i>Noise</i>, the Project would not result in noise impacts to surrounding sensitive receptors. As shown in Section 5.15, <i>Transportation</i>, the Project would not result in significant traffic delays. As shown in Section 5.1, <i>Aesthetics</i>, the Project would not result in glare to adjacent residences.</p>
<p><b>LU 7.5</b> Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses. (AI 3)</p>	<p><b>Consistent.</b> As discussed in Section 5.1, <i>Aesthetics</i>, proposed buildings would be set back from residential property lines to the west of the Project site by approximately 73 feet.</p>
<p><b>LU 8.8</b> Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well landscaped work environments, and fit with the character of our varied communities. (AI 17, 19)</p>	<p><b>Consistent.</b> The proposed Project would develop a speculative warehouse on a vacant site. The site is surrounded by large lot residential uses to the west and south, vacant land to the north, and Harvill Avenue followed by industrial uses to the east. Furthermore, as shown in Figures 3-5, <i>Elevations</i>, the proposed buildings would provide an attractive work environment.</p>

<p><b>LU 8.12</b> Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the county.</p>	<p><b>Consistent.</b> Based on the growth projections analyzed in SCAG’s 2020-2045 RTP/SCS, full buildout of the Project would represent approximately 7.2 percent of projected employment growth within unincorporated Riverside County. The projected 2045 jobs-to-housing ratio for unincorporated Riverside County and Riverside County are 0.77 and 0.13, respectively. This means that both unincorporated and incorporated Riverside County is housing rich. Therefore, the Project would help balance the jobs-housing ratio in Riverside County.</p>
<p><b>LU 9.1</b> Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values.</p>	<p><b>Not Applicable.</b> The Project site does not contain any natural resources, known cultural resources, hazards, water features, watercourses, or scenic and recreational values.</p>
<p><b>LU 9.2</b> Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and federal and state regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act. (AI 3, 10)</p>	<p><b>Consistent.</b> As discussed throughout this Draft EIR the proposed Project would be consistent with CEQA Guidelines and would not result in significant impacts to the environment related to all environmental resources, with the exception of Vehicle Miles Traveled.</p>
<p><b>LU 9.3</b> Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas to enhance recreational opportunities and community aesthetics, and improve the quality of life.</p>	<p><b>Consistent.</b> The Project would include sidewalks along Water Street, Harvill Avenue, and Orange Avenue and a multi-purpose trail along Harvill Avenue to increase pedestrian connectivity. Thus, as the Project would not conflict with the policy and incudes design standards, the Project is therefore consistent with Policy LU 8.3.</p>
<p><b>LU 9.6</b> If any area is classified by the State Geologist as an area that contains mineral deposits and is of regional or statewide significance, and Riverside County either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a) of Section 2761 of the Surface Mining and Reclamation Act, or has otherwise not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the potential to extract minerals in that area, Riverside County shall prepare, in conjunction with its project CEQA documentation, a statement specifying its reason for permitting the proposed use, and shall forward a copy to the State Geologist and the State Mining and Geology Board for review.</p>	<p><b>Consistent.</b> As discussed in Section 6 of this Draft EIR, the Project site is located within Mineral Resource Zone 3, which indicates that information related to mineral deposits is unknown. Therefore, the Project would not impact known mineral deposits.</p>
<p><b>LU 10.1</b> Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities. (AI 3)</p>	<p><b>Consistent.</b> As discussed in Section 5.15, <i>Public Services</i>, the Project would not exceed the ability to provide adequate supporting infrastructure and services. The Project Applicant shall pay all development fees pursuant to Ordinance No. 659.</p>
<p><b>LU 10.2</b> Require a fiscal impact analysis for specific plans and major development proposal so as not to have a negative fiscal impact on the County of Riverside.</p>	<p><b>Not Applicable.</b> The proposed Project is not a specific plan or a major development. As such, the proposed Project is not required by Riverside County to complete a fiscal impact analysis.</p>
<p><b>LU 11.1</b> Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting. (AI 1, 17)</p>	<p><b>Consistent.</b> The proposed Project would generate short-term construction jobs and approximately 725 long-term jobs within the proposed warehouse building.</p>
<p><b>LU 11.2</b> Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools. (AI 3)</p>	<p><b>Consistent.</b> As discussed in Section 5.1, <i>Aesthetics</i>, proposed buildings would be set back from residential property lines to the west of the Project site by approximately 73 feet. Additionally, as discussed in Section 5.3, <i>Air Quality</i>, emissions of criteria pollutants</p>

	and diesel particulate matter from the proposed Project would be below SCAQMD thresholds.
<b>LU 11.4</b> Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	<b>Consistent.</b> The Project would include sidewalks along Water Street, Harvill Avenue, and Orange Avenue and a multi-purpose trail along Harvill Avenue to increase pedestrian connectivity.
<b>LU 11.5</b> Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	<b>Consistent.</b> As described in Section 5.7, <i>Greenhouse Gas Emissions</i> , Project GHG emissions would be above the 3,000 MTCO <sub>2</sub> e threshold. However, as demonstrated by Table 5.8-3, the proposed Project would be capable of reaching 100 points on the CAP's Screening Tables, as further required by Mitigation Measure GHG-1. In addition, as demonstrated in Table 5.8-6, the Project would be consistent with applicable CAP goals and policies.
<b>LU 13.2</b> Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	<b>Consistent.</b> The proposed Project would provide employment for 725 long-term employees. The proposed buildings would be easily accessible from I-215 and Harvill Avenue.
<b>LU 14.1</b> Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)	<b>Consistent.</b> The Project would include a building setback of approximately 116 feet along Water Street, a building setback of approximately 185 feet along the eastern property line, a building setback of approximately 78 feet along Orange Avenue, and a landscape setback of approximately 17 feet and building setback of approximately 73 feet along the western property boundary. All setbacks would be greater than what is required by County Ordinance No. 348. Long range views of the surrounding foothills would continue to be available from public vantage points on surrounding streets.
<b>LU 14.2</b> Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (AI 33, 41)	<b>Consistent.</b> While the proposed Project site is not within a scenic corridor, the Project would include a multi-purpose trail along Harvill Avenue.
<b>LU 14.8</b> Avoid the blocking of public views by solid walls. (AI 3)	<b>Consistent.</b> The Project would include a building setback of approximately 116 feet along Water Street, a building setback of approximately 185 feet along the eastern property line, a building setback of approximately 78 feet along Orange Avenue, and a landscape setback of approximately 17 feet and building setback of approximately 73 feet along the western property boundary. All setbacks would be greater than what is required by County Ordinance No. 348. Long range views of the surrounding foothills would continue to be available from public vantage points on surrounding streets.
<b>LU 18.1</b> Ensure compliance with Riverside County's water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather-based controllers and utilize state-of-the-art water-efficient irrigation components.	<b>Consistent.</b> As shown in Figure 3-6, <i>Landscape Plan</i> , the proposed Project would provide drought-friendly, water-efficient landscaping throughout the Project site.

<b>LU 20.7</b> Adhere to Riverside County's Right-to-Farm Ordinance	<b>Consistent.</b> The proposed Project would not conflict with any agricultural uses within the vicinity of the Project site. As such, the Project would not conflict with Riverside County's Right-to-Farm Ordinance.
<b>LU 23.2</b> Encourage that structures be designed to maintain the environmental character in which they are located.	<b>Consistent.</b> The Project site is within an urbanizing area that is mostly developed with residential uses, light industrial uses, and vacant lots planned for industrial development. The Project would be visually consistent with surrounding industrial developments and would not conflict with the environmental character of the area.
<b>LU 25.1</b> The County of Riverside shall develop and maintain a regional park system that provides recreational opportunities for residents and visitors of Riverside County.	<b>Consistent.</b> The Project would include development of sidewalks on all Project frontages where none currently exist and would install a multi-purpose trail along Harvill Avenue. The proposed Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Consequently, Project implementation would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. However, development at the Project site would be accompanied by payment of development impact fees pursuant to the Quimby Act and Riverside County Ordinance No 659, included as PPP PS-1. Riverside County Ordinance No. 659, included as PPP PS-1, 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.
<b>LU 25.3</b> Require that park facilities be accessible to the community, regardless of age, physical limitation or income level.	
<b>LU 25.4</b> Require that new development meet or exceed the parkland requirements as established in the Quimby Act and Riverside County enabling ordinances.	
<b>LU 28.5</b> Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths into new communities and developments to provide both connections within each community and linkages with surrounding features and communities.	
<b>LU 30.1</b> Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps. (AI 1, 2, 6)	<b>Consistent.</b> As previously discussed, the Project site has a General Plan designation of Business Park (BP). As outlined in the Project Description, the proposed Project would be consistent with the applicable development standards for the BP designation.
<b>LU 30.2</b> Control heavy truck and vehicular access to minimize potential impacts on adjacent properties. (AI 43)	<b>Consistent.</b> As discussed in the Project Description, truck access to the site would be limited to the driveway on Water Street and the eastern driveway on Orange Avenue.
<b>LU 30.3</b> Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools that could be impacted by industrial activity.	<b>Consistent.</b> As previously discussed, the Project site has a General Plan designation of Business Park (BP). As outlined in the Project Description, the proposed Project would be consistent with the applicable development standards for the BP designation.
<b>LU 30.4</b> Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors.	<b>Consistent.</b> The proposed industrial buildings would be located in proximity to the I-215 corridor and various truck routes.
<b>LU 30.6</b> Control the development of industrial uses that use, store, produce, or transport toxins, generate unacceptable levels of noise or air pollution, or result in other impacts. (AI 1)	<b>Consistent.</b> Additionally, as discussed in Section 5.3, <i>Air Quality</i> , emissions of criteria pollutants and diesel particulate matter from the proposed Project would be below SCAQMD thresholds. Furthermore, the proposed Project would not regularly use, store produce, or transport toxins.
<b>LU 30.7</b> Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. (AI 3)	<b>Consistent.</b> As discussed in the Utilities Section, the proposed Project would be adequately served by existing water and sewer infrastructure. Additionally, as

	<p>further in the Transportation Section, the Project would be within the capacity of surrounding roadways, and no additional improvements would be needed.</p>
<p><b>LU 30.8</b> Require that industrial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area. (AI 3)</p>	<p><b>Consistent.</b> As shown in Figures 3-5, <i>Elevations</i>, the proposed buildings would provide visual appeal through the use of various materials. Additionally, the Project would transform an underutilized and vacant lot.</p>
<p><b>Circulation Element</b></p>	
<p><b>C 1.4</b> Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.</p>	<p><b>Consistent.</b> The Project would utilize existing infrastructure and utilities to the maximum extent practicable, and would extend infrastructure only as necessary to serve future uses on site.</p>
<p><b>C 1.8</b> Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.</p>	<p><b>Consistent.</b> The Project would include a multi-purpose trail along Harvill Avenue and ADA-compliant sidewalks along all Project frontages. In addition, the development application for the Project has been reviewed by the County to ensure it would not conflict with the California Complete Streets Act.</p>
<p><b>C 2.1</b> 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 (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:</p> <p>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 those areas located within the following Area Plans: &amp; Level of Service A qualitative measure describing the efficiency of traffic flow. Level of Service designations are used to describe the operating characteristics of the street system in terms of level of congestion or delay experienced by traffic. County of Riverside General Plan July 7, 2020 C-7 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.</p> <p>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.</p> <p>LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.</p> <p>Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to</p>	<p><b>Consistent.</b> As discussed further in Section 5.16, <i>Transportation</i>, the proposed Project would generate 926 daily trips including 52 AM peak hour and 72 PM peak hour trips. A Traffic Impact Analysis was prepared for the Project, and is included as Appendix O. 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. Two scenarios were analyzed, one with the driveway on Water Street being utilized by trucks and the other with the driveway on Water Street being limited to just passenger vehicles. As shown in Table 5.15-6, 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 in both scenarios. As such, no roadway improvements are required for the Project. Therefore, the proposed Project would be consistent with Policy C 2.1.</p>



<p>meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)</p>	
<p><b>C 2.2</b> Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)</p>	
<p><b>C 2.3</b> Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements. (AI 3)</p>	
<p><b>C 2.4</b> The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.</p>	
<p><b>C 2.5</b> The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.</p>	
<p><b>C 3.6</b> Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.</p>	
<p><b>C 3.7</b> Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.</p>	<p><b>Consistent.</b> The proposed Project’s internal street system has been designed and would be constructed to accommodate the movement, including the turning radii, of heavy trucks.</p>
<p><b>C 3.9</b> Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.</p>	<p><b>Consistent.</b> As shown on Figure 3-4, <i>Conceptual Site Plan</i>, the proposed building would be oriented so that loading dock areas are oriented away from adjacent residential development. Furthermore, the loading docks for would be screened from views along Water Street, Harvill Avenue, and Orange Avenue through the incorporation of landscaping and screen walls.</p>
<p><b>C 3.10</b> Require private and public land developments to provide all onsite auxiliary facility improvements</p>	<p><b>Consistent.</b> As discussed further in Section 5.16, <i>Transportation</i>, the proposed Project would generate</p>

<p>necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.</p>	<p>926 daily trips including 52 AM peak hour and 72 PM peak hour trips. A Traffic Impact Analysis was prepared for the Project, and is included as Appendix O. 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. Two scenarios were analyzed, one with the driveway on Water Street being utilized by trucks and the other with the driveway on Water Street being limited to just passenger vehicles. As shown in Table 5.15-6, 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 in both scenarios. As such, no roadway improvements are required for the Project. Therefore, the proposed Project would be consistent with Policy C 2.1.</p>
<p><b>C 3.11</b> Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.</p>	<p><b>Consistent.</b> The proposed Project would have two driveways off of Orange Avenue and one driveway off of Water Street. Orange Avenue and Water Street would provide immediate access to Harvill Avenue, which is designated as a Major Highway by the Riverside County General Plan.</p>
<p><b>C 4.1</b> Provide facilities for the safe movement of pedestrians within developments, as specified in the Riverside County Ordinances Regulating the Division of Land of the County of Riverside.</p>	<p><b>Consistent.</b> The proposed Project would provide ADA compliant walkways within the site and would construct ADA compliant sidewalks along the Project's Water Street, Harvill Avenue, and Orange Avenue frontages.</p>
<p><b>C 4.3</b> Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design.</p>	
<p><b>C 4.6</b> Consult the Riverside County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.</p>	
<p><b>C 4.7</b> Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.</p>	
<p><b>C 5.3</b> Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping</p>	<p><b>Consistent.</b> As shown on Figure 3-6, <i>Landscape Plan</i>, the Project would include landscaping and trees along the Project perimeter, which would shield parking areas from offsite views.</p>
<p><b>C 6.7</b> Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts. (AI 105)</p>	<p><b>Consistent.</b> As shown on Figure 3-4, <i>Conceptual Site Plan</i>, truck access to the Project site would be limited to driveway on Water Street and the eastern driveway on Orange Avenue. Furthermore, as analyzed in Section 5.12, <i>Noise</i>, the proposed Project would not result in</p>

	significant noise impacts to surrounding sensitive receptors.
<b>C 25.1</b> Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support Riverside County’s Land Use Element at buildout.	<b>Not Applicable.</b> This policy applies to major utility corridors and is not applicable to the proposed Project.
<b>C 25.2</b> Locate new and relocated utilities underground when possible and feasible. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public.	<b>Consistent.</b> The proposed Project would connect to existing utility infrastructure surrounding the Project and would appropriately screen new utilities.
<b>Multipurpose Open Space Elements</b>	
<b>OS 3.1</b> Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.	<b>Not Applicable.</b> Policy OS 3.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
<b>OS 3.2</b> Encourage wastewater treatment innovations, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.	<b>Not Applicable.</b> Policy OS 3.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
<b>OS 3.3</b> Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.	<b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology &amp; Water Quality</i> , 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, included as PPP HYD-2. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas. The proposed bioretention basin would slow down and reduce the storm water volume and rate of runoff during the 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour durations to reduce offsite flow rates below existing undeveloped conditions. Additionally, the Project would construct Laterals H-10 and J-9 in the Water Street and Orange Avenue up to the westerly boundary of the Project site to protect the Project site from offsite runoff.
<b>OS 3.4</b> Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP).	
<b>OS 3.5</b> Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.	
<b>OS 3.6</b> Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.	
<b>OS 3.7</b> Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating “Low Impact Development,” green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.	
<b>OS 4.1</b> Support efforts to create additional water storage where needed, in cooperation with federal, State, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.	<b>Not Applicable.</b> Policy OS 4.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
<b>OS 4.2</b> Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the county. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where: a) The groundwater quality would be reduced; b) The available groundwater aquifers are full; or c) Rising water tables threaten the stability of existing structures.	<b>Not Applicable.</b> Policy OS 4.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.

<p><b>OS 4.3</b> Ensure that adequate aquifer water recharge areas are preserved and protected.</p>	<p><b>Consistent.</b> As discussed in EIR Section 5.10, <i>Hydrology and Water Quality</i>, the Project would result in less than significant impacts to aquifer recharge areas.</p>
<p><b>OS 4.4</b> Incorporate natural drainage systems into developments where appropriate and feasible.</p>	<p><b>Not Applicable.</b> As discussed in EIR Section 5.10, <i>Hydrology and Water Quality</i>, there are no natural drainage areas within the Project site</p>
<p><b>OS 4.6</b> Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through “Low Impact Development” or other Best Management Practice measures.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology &amp; Water Quality</i>, 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, included as PPP HYD-2. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas. The proposed bioretention basin would slow down and reduce the storm water volume and rate of runoff during the 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour durations to reduce offsite flow rates below existing undeveloped conditions. Additionally, the Project would construct Laterals H-10 and J-9 in the Water Street and Orange Avenue up to the westerly boundary of the Project site to protect the Project site from offsite runoff.</p>
<p><b>OS 4.7</b> Encourage storm water management and urban runoff reduction as an enhanced aesthetic and experience design element. Many design practices exist to accomplish this depending on site conditions, planned use, cost-benefit, and development interest.</p>	
<p><b>OS 6.1</b> During the development review process, ensure compliance with the Clean Water Act’s Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.</p>	<p><b>Not Applicable.</b> As discussed in Section 5.4, <i>Biological Resources</i>, the Project site does not contain any jurisdictional features.</p>
<p><b>OS 8.1</b> Cooperate with federal and state agencies to achieve the sustainable conservation of forest land as a means of providing open space and protecting natural resources and habitat lands included within the MSHCPs</p>	<p><b>Not Applicable.</b> While the Project is located within the Western Riverside MSHCP, it does not contain any forest land. However, the Project would not conflict with Policy OS 8.1.</p>
<p><b>OS 16.1</b> Continue to implement Title 24 of the California Code of Regulations (the “California Building Standards Code”) particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24.</p>	<p><b>Consistent.</b> As documented in EIR Section 5.6, <i>Energy</i>, the Project is subject to compliance with Title 24 of the California Code of Regulations, as amended and adopted pursuant to County ordinance. The Project would not conflict with Policy OS 16.1.</p>
<p><b>OS 16.5</b> Utilize federal, state, and utility company programs that encourage energy conservation.</p>	<p><b>Not Applicable.</b> Policy OS 16.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p><b>OS 16.13</b> Encourage installation and use of new technology at existing facilities or the establishment of new waste-reduction facilities, where cost-effective and appropriate, to ensure that optimum energy conservation is achieved.</p>	<p><b>Not Applicable.</b> Policy OS 16.13 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p><b>OS 17.1</b> Enforce the provisions of applicable MSHCP’s and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand alone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every stand</p>	<p><b>Consistent.</b> As described in Section 5.4, <i>Biological Resources</i>, the Project would be consistent with the applicable provisions set forth in the Western Riverside MSHCP. The Project would not conflict with the provisions of the Western Riverside MSHCP with implementation of Mitigation Measures BIO-1 and BIO-2.</p>

<p>alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department’s Environmental Programs Division. Habitat assessment and species specific focused surveys shall not be required as part of this initial HANS assessment for stand alone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.</p>	
<p><b>OS 17.2</b> Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of development applications.</p>	
<p><b>OS 18.1</b> Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.</p>	
<p><b>OS 19.2</b> The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that , at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law.</p>	<p><b>Consistent.</b> As described in Sections 5.5, <i>Cultural Resources</i>, and 5.17, <i>Tribal Cultural Resources</i>, a Cultural Resources Assessment was prepared for the Project and Tribal consultation occurred under AB 52. With implementation of Mitigation Measures CUL-1 through CUL-4 and TCR-1, impacts to cultural resources and tribal cultural resources would be less than significant.</p>
<p><b>OS 19.3</b> Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.</p>	
<p><b>OS 19.5</b> Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.</p>	
<p><b>OS 19.6</b> Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.</p>	<p><b>Consistent.</b> As further discussed in Section 5.13, <i>Paleontological Resources</i>, the Project is partially within an area designated as High B potential. Therefore, the Project would implement Mitigation Measure PAL-1, which requires preparation of a PRIMP and paleontological monitoring during Project construction.</p>
<p><b>OS 22.1</b> Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.</p>	<p><b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site. As such, the Project site is not within a scenic highway and Policy OS 22.1 is not applicable to the proposed Project.</p>
<p><b>Safety Element</b></p>	

<p><b>S 1.1</b> Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.</p>	<p><b>Consistent.</b> The proposed Project would be consistent with the requirements set forth by the 2019 California Building Code, as verified through the plan check process.</p>
<p><b>S 2.1</b> Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following:</p> <p>a) Require geologic studies or analyses for critical structures, lifelines, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map. The County geologist shall review and make recommendations based on the results to reduce the potential risk.</p> <p>b) Request geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined by the Riverside County Geologist, is accepted. The County of Riverside may request geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.</p> <p>c) Require that infrastructure systems, such as energy, communications, and transportation infrastructure be designed to resist, without failure to the extent feasible, their crossing of a fault, should fault rupture occur.</p> <p>d) Support efforts by the California Department of Conservation, California Geological Survey, to develop geologic and engineering solutions in areas of ground deformation due to faulting and seismic activity, in those areas where a fault cannot be reliably located.</p> <p>e) Encourage and support efforts by the geologic research community to define better the locations and risks of Riverside County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.</p>	<p><b>Consistent.</b> As discussed previously, a Geotechnical Investigation was conducted for the proposed Project and is included as Appendix H. As demonstrated by the investigation, the proposed Project would not result in significant impacts related to geologic hazards. The proposed Project would be constructed and graded in compliance with the requirements set forth in the 2019 California Building Code and the Project-specific recommendations included in the Geotechnical Investigation and laid out in the Project’s grading plan, which has been reviewed by the County of Riverside.</p>
<p><b>S 2.2</b> Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings. (AI 81)</p>	
<p><b>S 2.3</b> Require that a state-licensed professional investigate the potential for liquefaction in areas designated as underlain by “Susceptible Sediments” and “Shallow Groundwater” for all proposed critical facilities, except for accessory buildings. Any studies must be prepared/completed by a state-licensed professional.</p>	
<p><b>S 2.4</b> Request that engineered slopes be designed to resist seismically-induced failure as appropriate. For lower-risk projects, this may include requiring slope design to be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher risk projects,</p>	

<p>appropriate standards may include requiring the stability analyses to factor in the intensity of expected ground-shaking, using a Newmark-type deformation analysis or other analyses as appropriate.</p>	
<p><b>S 2.5</b> Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically induced differential settlement.</p>	
<p><b>S 2.6</b> Request structures in liquefaction and slope instability hazard zones to mitigate the potential of seismically-induced differential settlement through appropriate techniques as determined by geotechnical studies, including a 100-percent maximum variation of fill depths as warranted.</p>	
<p><b>S 2.8</b> Request the following in landslide potential hazard management zones, or when deemed necessary for compliance with the California Environmental Quality Act (CEQA), prior to the issuance of development permits or approval of project designs:</p> <ul style="list-style-type: none"> <li>a) Preliminary geotechnical and geologic investigations, including certification regarding the stability of the site against adverse effects of earthquake and subsidence.</li> <li>b) Evaluations of site stability, including any possible impact on adjacent properties.</li> <li>c) Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications, shall be prepared by state-licensed professionals.</li> </ul>	
<p><b>S 2.9</b> Require new development in areas prone to geologic hazards (e.g., landslides, steep topography, slope instability) to be adequately mitigated against these hazards, as feasible. Any development in hillside areas should prepare drainage plans to direct runoff and drainage away from potentially unstable slopes. New developments should incorporate hillside design techniques and features to mitigate and support slope stability.</p>	
<p><b>S 2.10</b> Identify and request mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements, particularly during the entitlement or permitting process.</p>	
<p><b>S 2.11</b> Request grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, to ensure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.</p>	
<p><b>S 2.15</b> Request geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, prior to the issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto, and Elsinore Valleys, the studies should address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.</p>	

<p><b>S 3.1</b> All residential, commercial, and industrial structures should be flood-proofed, to the maximum extent possible and as required by law, from the mapped 100-year storm flow, or to an appropriate level determined by site-specific hydrological studies for areas not mapped by the Federal Emergency Management Agency. This may require that the finished floor elevation be constructed at such a height as to meet this requirement. Nonresidential (commercial or industrial) structures may be allowed with a “flood-proofed” finished floor below the Base Flood Elevation (i.e., 100- year flood surface) to the extent permitted by state, federal, and local regulations. New critical facilities should be constructed above-grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. Residential commercial, and industrial structures shall meet these standards as a condition of approval.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology &amp; Water Quality</i>, 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, included as PPP HYD-2. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas. The proposed bioretention basin would slow down and reduce the storm water volume and rate of runoff during the 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour durations to reduce offsite flow rates below existing undeveloped conditions. Additionally, the Project would construct Laterals H-10 and J-9 in the Water Street and Orange Avenue up to the westerly boundary of the Project site to protect the Project site from offsite runoff.</p>
<p><b>S 3.8</b> Update stormwater infrastructure design requirements as needed to maintain consistency with federal, state, and local regulatory requirements.</p>	
<p><b>S 3.9</b> Ensure that new development projects and retrofits to existing large-scale projects incorporate design strategies and features to reduce the area of impervious surfaces.</p>	
<p><b>S 4.1</b> All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:</p> <p>a) All proposed development and construction shall meet minimum state, county, and local standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.</p> <p>b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.</p> <p>c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for</p>	<p><b>Consistent.</b> The Project site is located within a largely developed area and is not located within an identified wildland fire hazard area. However, areas south of the Project site are designated as a Very High Fire Hazard Severity Zone in a State Responsibility Area. Implementation of the proposed Project would be required to adhere to the following County Ordinances that would also reduce potential fire hazards: Ordinance No. 787, Ordinance No. 659, and Ordinance No. 695. Therefore, with compliance with existing regulatory requirements, the proposed Project would not result in impacts related to wildfires.</p>



<p>structural fire suppression, and other applicable local and state requirements.</p> <p>d) Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.</p> <p>e) Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.</p> <p>f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.)</p> <p>g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.</p>	
<p><b>§ 4.5</b> Require proposed development in High or Very High Fire Hazard Severity Zones be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the Riverside County Fire Department.</p>	
<p><b>§ 4.6</b> Request that conceptual landscaping plans for development in Fire Hazard Severity Zones be reviewed by TLMA and Fire Department prior to the issuance of development permits. The conceptual landscaping plan of the proposed development should, at a minimum, include:</p> <p>a) Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards.</p> <p>b) Retention of existing natural vegetation to the maximum extent feasible.</p> <p>c) Removal of on-site combustible plants.</p>	
<p><b>§ 4.7</b> Site design for development in Fire Hazard Severity Zones should be required to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by:</p> <p>a) Providing fuel modification zones with removal of combustible vegetation while minimizing visual impacts and limiting soil erosion.</p>	

<p>b) Replacing combustible vegetation with fire resistant vegetation to stabilize slopes.                  c) Submitting topographic map with site-specific slope analysis.                  d) Submitting erosion and sedimentation control plans.                  e) Providing a setback from the edge of the fuel modification zones as deemed appropriate by the Fire Department.                  f) Minimizing disturbance of 25 percent or greater natural slopes.                  g) Or enacting other efforts as appropriate to provide comparable protection.</p>	
<p><b>S 4.15</b> Seek to conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.</p>	<p><b>Consistent.</b> The Project site is located within a largely developed area and is not located within an identified wildland fire hazard area. However, areas south of the Project site are designated as a Very High Fire Hazard Severity Zone in a State Responsibility Area. Implementation of the proposed Project would be required to adhere to the following County Ordinances that would also reduce potential fire hazards: Ordinance No. 787, Ordinance No. 659, and Ordinance No. 695. Therefore, with compliance with existing regulatory requirements, the proposed Project would not result in impacts related to wildfires.</p> <p>The proposed Project would be required to adhere to the 2019 California Fire Code which would minimize the demand upon fire stations, personnel, and equipment. Additionally, site access would be subject to plan check review by the County Planning Department and RCFD to ensure compliance with fire protection standards. The proposed warehouse would be of concrete tilt up construction which contains a low fire hazard risk rating. The building would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code, CBC, and other existing regulations regarding fire safety.</p>
<p><b>S 4.16</b> Continue to work cooperatively with the California Department of Forestry and Fire Protection and Tribal government fire departments to strengthen fire-fighting capabilities and successfully respond to multiple fires.</p>	
<p><b>S 4.17</b> Consider developing a program to use existing reservoirs, tanks, and water wells in the county for emergency fire suppression water sources.</p>	
<p><b>S 4.22</b> Ensure that the Riverside County Fire Department has appropriate municipal staffing and Office of the Fire Marshall staff to address development pressure and adequately respond to expected future fire protection needs.</p>	
<p><b>S 4.24</b> Implement a regional coordination program to increase support for coordination among fire protection and emergency service providers</p>	
<p><b>S 5.1</b> Enforce land use policies and existing criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County’s Hazardous Waste Management Plan (CHWMP).</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes. However, construction contractors and future tenants would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of the hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC.</p>
<p><b>S 5.2</b> Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the County, between the installation and property boundaries sufficient to protect public safety.</p>	
<p><b>S 5.3</b> Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.</p>	

<p><b>§ 5.4</b> Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.</p>	<p><b>Consistent.</b> The proposed Project would be consistent with the requirements set forth by the 2019 California Building Code, as verified through the plan check process. Compliance with the California Building Code would ensure that facilities are constructed in compliance with current safety and buildings standards. In addition, the Project would be required to comply with CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC.</p>
<p><b>§ 5.5</b> Regulate the storage of hazardous materials and wastes and require secondary containment and periodic examination for all such materials as necessary.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes. However, construction contractors and future tenants would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of the hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC.</p>
<p><b>§ 5.6</b> Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.</p>	
<p><b>§ 5.7</b> Identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment. Prohibit the siting of new or expanded hazardous material facilities on such sites to the extent feasible.</p>	
<p><b>§ 5.8</b> Ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.</p>	
<p><b>§ 5.9</b> Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.</p>	
<p><b>§ 6.1</b> Continually strengthen the Riverside County Emergency Management Department's Response Plan and Multi-Jurisdictional Local Hazard Mitigation Plan (as approved by the Federal Emergency Management Agency) and maintain mutual-aid agreements with federal, state, local agencies, and the private sector to assist in:</p> <ul style="list-style-type: none"> <li>a) Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress</li> <li>b) Heavy search and rescue</li> <li>c) Fire suppression</li> <li>d) Hazardous materials response</li> <li>e) Temporary shelter</li> <li>f) Geologic and engineering needs</li> <li>g) Traffic and crowd control</li> <li>h) Building inspection</li> </ul>	

<p><b>S 6.16</b> Promote strengthening of planned and existing utilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities.</p>	<p><b>Not Applicable.</b> Policies S6.16, S6.19, and S6.21 are directed toward County staff and decision makers and is not applicable to the proposed Project.</p>
<p><b>S 6.19</b> Coordinate with the Public Utilities Commission (PUC) and/or use the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that</p> <ul style="list-style-type: none"> <li>• Extend through areas of high liquefaction potential.</li> <li>• Cross active faults.</li> <li>• Traverse earth cracks or landslides.</li> </ul>	
<p><b>S 6.21</b> Communicate climate risks to energy utilities and request they ensure that new and upgraded infrastructure is climate resilient.</p>	
<p><b>Noise Element</b></p>	
<p><b>N 1.1</b> Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used. (AI 107)</p>	<p><b>Consistent.</b> As discussed further in Section 5.12, <i>Noise</i>, a Noise Impact Analysis, included as Appendix N, was prepared for the proposed Project. The Noise Impact Analysis analyzed noise levels associated with construction and operation of the proposed Project in relation to the County’s applicable noise regulations. As shown in Table 5.12-5, construction noise at the nearby receiver locations would range from 50.8 to 62.6 dBA Leq, which would not exceed the 80 dBA Leq daytime construction noise level threshold. Therefore, construction impacts would be less than significant. As shown in Tables 5.12-9, 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. Therefore, noise from the proposed Project would not exceed the County’s noise standard.</p> <p>Furthermore, loading docks would be oriented away from adjacent residences in order to limit potential noise impacts. Additionally, as shown on Table 5.12-12, the Project’s off-site traffic noise increases would be less than the applicable thresholds. Therefore, off-site traffic noise impacts in the opening year plus Project condition would be less than significant.</p>
<p><b>N 1.3</b> Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:</p> <ul style="list-style-type: none"> <li>• Schools</li> <li>• Hospitals</li> <li>• Rest Homes</li> <li>• Long Term Care Facilities</li> <li>• Mental Care Facilities</li> <li>• Residential Uses</li> <li>• Libraries</li> <li>• Passive Recreation Uses</li> <li>• Places of Worship</li> </ul>	
<p><b>N 1.4</b> Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys. (AI 106, 109)</p>	
<p><b>N 1.5</b> Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)</p>	
<p><b>N 1.6</b> Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)</p>	
<p><b>N 1.8</b> Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses.</p>	
<p><b>N 3.3</b> Ensure compatibility between industrial development and adjacent land uses. To achieve compatibility, industrial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses. (AI 107)</p>	
<p><b>N 3.5</b> Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within</p>	

<p>proximity of a noise-sensitive land use, or land designated for noise sensitive land uses. (AI 109)</p>	
<p><b>N 4.1</b> Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:  a. 45 dBA 9-minute Leq between 10:00 p.m. and 7:00 a.m.;  b. 65 dBA 9-minute Leq between 7:00 a.m. and 10:00 p.m.</p>	
<p><b>N 4.8</b> Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses. (AI 106, 107)</p>	
<p><b>N 6.3</b> Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits. (AI 105, 107)</p>	
<p><b>N 9.3</b> Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)</p>	
<p><b>N 9.4</b> Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)</p>	
<p><b>N 13.1</b> Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)</p>	
<p><b>N 13.2</b> Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.</p>	
<p><b>N 13.3</b> Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the [County] for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:  i. Temporary noise attenuation fences;  ii. Preferential location and equipment; and  iii. Use of current noise suppression technology and equipment.</p>	
<p><b>N 13.4</b> Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (AI 105, 108)</p>	
<p><b>N 14.1</b> Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County’s Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense</p>	

<p>insulation, double-paned windows, and dense construction materials.</p>	
<p><b>N 14.5</b> Consider the issue of adjacent residential land uses when designing and configuring all new, nonresidential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable. (AI 106, 107)</p>	
<p><b>N 16.3</b> Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.</p>	<p><b>Consistent.</b> As discussed further in Section 5.12, <i>Noise</i>, a Noise Impact Analysis, included as Appendix N, was prepared for the proposed Project. The Noise Impact Analysis found that, at distances ranging from 117 feet to 1,148 feet from construction activities (at the construction site boundaries), construction vibration levels are estimated to range from 0.000 to 0.006 in/sec RMS which would be below the County of Riverside 0.01 in/sec PPV threshold for vibration at all sensitive receiver locations. Therefore, impacts related to construction vibration would be less than significant.</p>
<p><b>N 18.3</b> Assure that areas subject to noise hazards are identified, quantified, and mapped in a form that is available to decision makers.</p>	<p><b>Consistent.</b> The MARB/IPA is located approximately 2.9 miles northeast 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 the MARB/IPA LUCP. Also, the March ARB LUCP includes the policies for determining the land use compatibility of development projects. The Project site is located within Compatibility Zone C2. 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.</p>
<p><b>Air Quality Element</b></p>	
<p><b>AQ 1.4</b> Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.</p>	<p><b>Consistent.</b> As described in Section 5.3, <i>Air Quality</i>, the Project would not conflict with the 2016 AQMP and construction and operational emissions would be below SCAQMD thresholds.</p>
<p><b>AQ 2.2</b> Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.</p>	<p><b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i>, the Project's operational emissions of criteria pollutants and diesel particulate matter would be less than applicable SCAQMD thresholds. Furthermore, the proposed building would be set back approximately 73 feet from the western property line and loading docks would be oriented away from residential uses to the west of the Project site.</p>
<p><b>AQ 2.3</b> Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.</p>	<p><b>Consistent.</b> As shown in Figure 3-6, <i>Landscape Plan</i>, the proposed Project would provide drought-friendly, water-efficient landscaping throughout the Project site.</p>
<p><b>AQ 3.1</b> Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.</p>	<p><b>Consistent.</b> The proposed Project would not conflict with allowing the market place to determine economical approaches to cutting emissions. Therefore, the Project is consistent with Policy AQ 3.1.</p>
<p><b>AQ 3.2</b> Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.</p>	<p><b>Consistent.</b> As described in Section 5.16, <i>Transportation</i>, the Project would include multiple measures to reduce</p>

	vehicle miles traveled. Therefore, the proposed Project is consistent with Policy AQ 3.2.
<b>AQ 3.3</b> Encourage large employers and commercial/industrial complexes to create Transportation Management Associations. (AI 115)	<b>Not Applicable.</b> As described in Section 5.8, <i>Greenhouse Gas Emissions</i> , the Project would be implemented consistent with the County Climate Action Plan (CAP), as verified through the standard development permitting process. The CAP includes transportation management measures, which would be implemented by the Project, including development of the multipurpose trail and sidewalks along the Project's frontages. However, the Project involves one building, and does not include a large complex and therefore, this policy is not applicable to the proposed Project.
<b>AQ 3.4</b> Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.	<b>Consistent.</b> As further discussed in Section 5.16, <i>Transportation</i> , the Project would implement Mitigation Measure TR-1, which would provide information to future employees regarding carpooling and transit.
<b>AQ 4.1</b> Require the use of all feasible building materials/methods which reduce emissions.	<b>Consistent.</b> The proposed Project would utilize standard building materials for construction. As shown in Section 5.3, <i>Air Quality</i> , the Project's construction air quality emissions would be less than applicable SCAQMD thresholds. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
<b>AQ 4.2</b> Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.	<b>Consistent.</b> The proposed Project would comply with current CalGreen requirements for building energy efficiency.
<b>AQ 4.4</b> Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.	<b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100 points on the County's CAP Screening Tables, as demonstrated in Table 5.8-3, and would comply with all CalGreen (Title 24) Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process.
<b>AQ 4.5</b> Require stationary pollution sources to minimize the release of toxic pollutants through: Design features; Operating procedures; Preventive maintenance; Operator training; and Emergency response planning	<b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i> , the Project's operational emissions of criteria pollutants and diesel particulate matter would be less than applicable SCAQMD thresholds. Furthermore, the Project would comply with SCAQMD Rule 1113, included as PPP AQ-3.
<b>AQ 4.6</b> Require stationary air pollution sources to comply with applicable air district rules and control measures.	<b>Consistent.</b> The Project would adhere to applicable SCAQMD rules and control measures.
<b>AQ 4.7</b> To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board	<b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i> , the Project's construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. As such, no mitigation is required to reduce air quality impacts. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
<b>AQ 4.9</b> Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.	<b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i> , the Project's construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. As such, no mitigation is required to reduce air quality

	impacts. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
<b>AQ 5.1</b> Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	<b>Consistent.</b> All solid waste-generating activities within the County are subject to the requirements set forth in the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the County’s development Project permitting process.
<b>AQ 5.4</b> Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	<b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100 points on the County’s CAP Screening Tables, as demonstrated in Table 5.8-3, and would comply with all CalGreen (Title 24) Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policy AQ 18.2.
<b>AQ 9.2</b> Attain performance goals and/or VMT reductions that are consistent with SCAG’s Growth Management Plan.	<b>Consistent.</b> As detailed in Section 5.16, <i>Transportation</i> , the Project would implement multiple transportation demand management measures. Nevertheless, impacts related to vehicle miles travelled would be significant and unavoidable.
<b>AQ 17.1</b> Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles to the extent possible.	<b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i> , the Project’s construction and operational air quality emissions of particulate matters would be less than applicable SCAQMD thresholds and impacts would be less than significant. As such, no mitigation is required to reduce air quality impacts. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
<b>AQ 17.4</b> Adopt incentives, regulations and/or procedures to manage paved and unpaved roads and parking lots so they produce the minimum practicable level of particulates.	
<b>AQ 17.6</b> Reduce emissions from building materials and methods that generate excessive pollutants, through incentives and/or regulations.	<b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i> , the Project’s construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. As such, no mitigation is required to reduce air quality impacts. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
<b>AQ 17.8</b> Adopt regulations and programs necessary to meet state and federal guidelines for diesel emissions.	<b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i> , the Project’s construction and operational air quality emissions from diesel emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. As such, no mitigation is required to reduce air quality impacts.
<b>AQ 17.9</b> Encourage the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks in lieu of idling of engines for power. (AI 120)	<b>Consistent.</b> The Project would comply with CARB’s idling limit of 5 minutes (13 CCR, Chapter 10 Section 2485) and all Title 24/CalGreen regulations. In addition, electricity connections would be provided at loading docks based on tenant specifications and power needs.
<b>AQ 17.10</b> Promote and encourage the use of natural gas and electric vehicles in distribution centers. (AI 146, 147)	<b>Consistent.</b> As described in Section 3.0, <i>Project Description</i> , the proposed Project includes Electric Vehicle



	(EV) and clean air parking spaces. Further, as detailed in Section 5.3, <i>Air Quality</i> , the Project would utilize natural gas-powered cargo handling equipment. Thus, the Project is consistent with Policy AQ 17.10.
<p><b>AQ 18.2</b> Adopt GHG emissions reduction targets. Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve sufficient reductions in greenhouse gas emissions in order to be found consistent with the County’s Climate Action Plan.</p>	<p><b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100 points on the County’s CAP Screening Tables, as demonstrated in Table 5.8-3, and would comply with all CalGreen (Title 24) Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policy AQ 18.2.</p>
<p><b>AQ 18.4</b> Implement policies and measures to achieve reduction targets. The County shall ensure implementation of the greenhouse gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals.</p>	<p><b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100 points on the County’s CAP Screening Tables and would comply with all CalGreen/Title 24 Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policy AQ 18.4.</p>
<p><b>AQ 20.3</b> Reduce VMT and GHG emissions by improving circulation network efficiency.</p>	<p><b>Consistent.</b> As described in Section 5.16, <i>Transportation</i>, the Project would include multiple measures to reduce vehicle miles traveled, including installation of public sidewalks and a multipurpose trail, which would improve circulation network efficiency. Therefore, the proposed Project is consistent with Policy AQ 20.3.</p>
<p><b>AQ 20.6</b> Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.</p>	<p><b>Consistent.</b> As described previously, the Project includes installation of electric vehicle charging infrastructure. Therefore, the Project would be consistent with Policy AQ 20.6</p>
<p><b>AQ 20.10</b> Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.</p>	<p><b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100 points on the County’s CAP Screening Tables, as demonstrated in Table 5.8-3, and would comply with all CalGreen (Title 24) Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policies AQ 20.10 and 20.11.</p>
<p><b>AQ 20.11</b> Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.</p>	
<p><b>AQ 21.1</b> The County shall require new development projects subject to County discretionary approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project’s fare-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target.  a. For the purposes of this policy, the “operational life” of a new development shall be defined as a 30-year</p>	<p><b>Consistent.</b> The proposed Project includes energy efficient design features that would equate to over 100 points on the County’s CAP Screening Tables, as demonstrated in Table 5.8-3, and would comply with all CalGreen (Title 24) Building Codes relative to energy efficiency, which would be provided in Project construction and design documents and verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Policy AQ 21.1.</p>

<p>span with construction emissions amortized over the 30 years.</p> <p>b. For the purposes of this policy, “new development” refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions of Approval. This definition generally corresponds to projects found non-exempt pursuant to the California Environmental Quality Act (CEQA), but is nevertheless subject to the sole discretion of the County of Riverside as lead agency.</p> <p>c. Other methods for showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory “paper” reductions achieved merely through baseline manipulation.</p> <p>d. Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.</p>	
<p><b>AQ 21.2</b> Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project’s Mitigation and Monitoring Programs as required mitigation measures under CEQA to ensure the measures are implemented appropriately. Such Implementation Measures may also be separately incorporated into the Conditions of Approval issued by the County. In the event no Mitigation and Monitoring Program is required for a project, the Implementation Measures shall be incorporated into a project’s Conditions of Approval issued by the County.</p>	<p><b>Consistent.</b> As further described in Mitigation Measure GHG-1, prior to the issuance of a building permit, the Project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating that the Project includes the measures from the County of Riverside Climate Action Plan (CAP) GHG Emission Screening Tables, as needed to achieve a minimum of 100 points. Specific measures set forth in Table 5.8-3 may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to the County of Riverside Transportation Land Management Agency review.</p>
<p><b>AQ 21.3</b> Discretionary Measures - Because of the varied nature of the private development proposals reviewed by the County, in some cases, the Implementing Measures in the CAP may not provide the most appropriate means for achieving the required Interim GHG reductions. In such cases, the following alternate measures may be utilized, at the County’s discretion:</p> <p>a. For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.</p> <p>b. In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP’s Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets.</p> <p>c. Project-specific analysis may be particularly valuable when assessing large-scale mixed use developments. In such developments, significant energy efficiencies and VMT reductions can result from smart growth design features, such as provision of housing, jobs, services and recreation within a 5- to 10-minute walking radius.</p>	<p><b>Consistent.</b> As demonstrated in the analysis under Threshold GHG-1 in Section 5.8, <i>Greenhouse Gas Emissions</i>, the proposed Project would be capable of implementing the Implementing Measures included in the Riverside County CAP Screening Tables. Therefore, the Project would not be required to analyze alternate measures.</p>

<p>Project-specific analysis in these cases may result in the need for fewer add-on Implementing Measures and potentially yield substantial savings on construction costs.</p>	
<p><b>Healthy Community Element</b></p>	
<p><b>HC 1.1</b> Foster the overall health and well-being of Riverside County residents, particularly the most vulnerable populations. (AI 136)</p>	<p><b>Consistent.</b> The Project includes development of a multipurpose trail along Harvill Avenue and sidewalks along the site’s Harvill Avenue, Water Street, and Orange Avenue frontages. These facilities would encourage biking, walking, and other recreational activities that would benefit the health and well-being of residents. In addition, as described in Sections 5.3, <i>Air Quality</i>, and 5.9, <i>Hazards and Hazardous Materials</i>, the Project would not generate significant air quality emissions or hazardous pollutants/materials. Thus, the project is consistent with Policy HC 1.1.</p>
<p><b>HC 5.5</b> When building sidewalks, ensure that they are sufficiently wide and clear of obstructions to facilitate pedestrian movement and access for the disabled</p>	<p><b>Consistent.</b> The proposed Project would provide ADA compliant walkways within the site and would construct ADA compliant sidewalks along the Project’s Water Street, Harvill Avenue, and Orange Avenue frontages.</p>
<p><b>HC 6.5</b> Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.</p>	<p><b>Consistent.</b> The Project would provide approximately 91 short-term construction jobs during building construction and approximately 725 long-term jobs during operations.</p>
<p><b>HC 9.4</b> Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.</p>	<p><b>Consistent.</b> The Project would include security lighting throughout the site and would include setbacks all property lines. Furthermore, the loading docks areas would be gated.</p>
<p><b>HC 14.2</b> When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.</p>	<p><b>Consistent.</b> As shown in Section 5.3, <i>Air Quality</i>, the Project’s construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.</p>
<p><b>HC 14.3</b> When feasible incorporate design features into projects, including flood control and water quality basins, to minimize the harborage of vectors such as mosquitoes.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the proposed Project would include landscaping to infiltrate stormwater and a bioretention basin within APN 317-270-016. As such, the Project would minimize areas that would contribute to the harborage of vectors such as mosquitos.</p>
<p><b>HC 16.5</b> Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors including possible impacts on ingress, egress, and access routes. Similarly, encourage sensitive receptors, such as housing, schools, hospitals, clinics, and childcare facilities to be located away from uses that pose potential hazards to human health and safety.</p>	<p><b>Consistent.</b> The Project is designed so that sensitive land uses are oriented away from loading bays and dock doors, which are designed to be oriented toward Harvill Avenue. In addition, truck access would be limited to the driveway on Water Street and the eastern driveway on Orange Avenue.</p>
<p><b>HC 16.6</b> When developing and siting large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted by the Board of Supervisors on November 19, 2019 and as may be subsequently amended.</p>	<p><b>Consistent.</b> The proposed industrial warehousing facility would also comply with the Board of Supervisors “Good Neighbor Policy” for Logistics and Warehouse/Distribution Uses by meeting all mandates of the policy and by preparing appropriate studies to ensure that there are no significant air quality, health risk, or noise impacts from the proposed Project, as substantiated throughout this document. The proposed industrial warehousing facility would be compatible with the allowable light industrial land uses allowed within a</p>

	<p>Business Park designated area. The Project is designed so that sensitive receptors are oriented away from loading bays and dock doors, which are designed to be oriented the adjacent, existing warehouse.</p>
<p><b>HC 16.12</b> Plan and implement complete streets which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety and rehabilitate/expand existing to achieve same or similar design features.</p>	<p><b>Consistent.</b> The proposed Project would include a multi-purpose trail along Harvill Avenue and construct onsite and offsite sidewalks along all frontages in order to improve pedestrian connectivity in the vicinity.</p>
<p><b>HC 16.15</b> Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.</p>	<p><b>Consistent.</b> The Project is designed so that sensitive receptors are oriented away from loading bays and dock doors, which are designed to be oriented toward Harvill Avenue.</p>
<p><b>HC 16.16</b> Apply pollution control measures such as landscaping, vegetation, and green zones (in cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.</p>	<p><b>Consistent.</b> The Project would include landscaping throughout the Project site and along Harvill Avenue, Water Street, and Orange Avenue.</p>
<p><b>HC 16.18</b> Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air quality.</p>	<p><b>Consistent.</b> The proposed Project would promote job creation within the Mead Valley area of Riverside County. In addition, as discussed in Section 5.3, <i>Air Quality</i>, construction and operational emissions would be below SCAQMD thresholds.</p>
<p><b>HC 16.22</b> Discourage industrial uses which use large quantities of water in manufacturing or cooling processes that result in subsequent effluent discharges and encourage agricultural businesses to limit and reduce the production and use of pesticides and chemical fertilizers to the maximum extent possible thereby minimizing contaminated infiltration and runoff, including runoff to the Salton Sea and other standing bodies of water.</p>	<p><b>Consistent.</b> The proposed Project would not use large quantities of water for manufacturing or cooling processes. Furthermore, the proposed Project would comply with the WQMP for the Project, which would be reviewed and approved by the County, to ensure consistency with requirements.</p>
<p><b>HC 16.23</b> Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.</p>	<p><b>Consistent.</b> As described in Section 5.3, <i>Air Quality</i>, the proposed Project's toxic air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant.</p>
<p><b>HC 16.24</b> Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic, and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.</p>	<p><b>Consistent.</b> As described throughout this Draft EIR, the proposed Project would not result in significant impacts to sensitive uses related to air quality, noise, traffic, or greenhouse gas emissions.</p>
<p><b>Mead Valley Area Plan</b></p>	
<p><b>MVAP 2.1</b> To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.</p>	<p><b>Consistent.</b> The Project site is located approximately 2.9-miles south of the MARB and is within Compatibility Zones C2 in the MARB ALUCP. The C2 zone is identified as a flight corridor zone for MARB. 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. 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.</p>

	<p>On July 14, 2022, the Project was 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, listed below as PPP HAZ-1, impacts related to an inconsistency with an Airport Master Plan would be less than significant.</p>
<p><b>MVAP 6.1</b> In conjunction with the first warehousing/distribution building proposed for the industrial area located along Interstate 215 (including land designated Light Industrial, Business Park, and Light Industrial with a Community Center Overlay) whereby the cumulative square footage of warehousing/distribution space in the area would exceed 200,000 square feet, an Environmental Impact Report (EIR) shall be prepared that assesses the potential impacts of the project. The EIR would be required to address air quality, including a health risk assessment of diesel particulates and impacts to sensitive receptors, truck traffic and noise, and the cumulative impacts of reasonably foreseeable warehouse development in the area.</p>	<p><b>Not Applicable.</b> Cumulative square footage of warehousing/distribution space in the Mead Valley Area has long exceeded 200,000 SF. As such, this policy would not be applicable to the proposed Project. Further, the Draft EIR includes analysis of the Project's potential air quality, health risk, truck traffic, and noise impacts and concludes that impacts would all be less than significant with the incorporation of mitigation when necessary.</p>
<p><b>MVAP 7.1</b> Development within those portions of this Area Plan in the Fifth Supervisorial District shall adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial District.</p>	<p><b>Consistent.</b> The proposed Project would be consistent with the development standards of County Ordinance No. 348, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls. Thus, as the Project would not conflict with the policy and incudes design standards, the Project is therefore consistent with the zoning and land use designations for the site.</p>
<p><b>MVAP 8.1</b> Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.</p>	<p><b>Consistent.</b> Mt. Palomar Observatory is located approximately 35 miles southeast of the Project site. The Project site lies within the Mt. Palomar Observatory Special Lighting Area B and is subject to the lighting restrictions established by Riverside County Ordinance No. 655 to control the effects of skyglow and to reduce the impact of development upon the Mt. Palomar Observatory. 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, included as PPP AE-1, and potential Project interference with nighttime use of the Mt. Palomar Observatory would also be less than significant.</p>
<p><b>MVAP 9.1</b> Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with</p>	<p><b>Consistent.</b> As discussed further in the Section 5.15, <i>Transportation</i>, the proposed Project would generate</p>

<p>the Functional Classifications section in the General Plan Circulation Element.</p>	<p>926 daily trips including 52 AM peak hour and 72 PM peak hour trips. A Traffic Impact Analysis was prepared for the Project, and is included as Appendix O. 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. Two scenarios were analyzed, one with the driveway on Water Street being utilized by trucks and the other with the driveway on Water Street being limited to just passenger vehicles. As shown in Table 5.15-6, 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 in both scenarios. As such, no roadway improvements are required for the Project.</p>
<p><b>MVAP 9.2</b> Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.</p>	<p>926 daily trips including 52 AM peak hour and 72 PM peak hour trips. A Traffic Impact Analysis was prepared for the Project, and is included as Appendix O. 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. Two scenarios were analyzed, one with the driveway on Water Street being utilized by trucks and the other with the driveway on Water Street being limited to just passenger vehicles. As shown in Table 5.15-6, 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 in both scenarios. As such, no roadway improvements are required for the Project.</p>
<p><b>MVAP 11.1</b> Maintain and improve the trails and bikeways system to reflect Figure 9, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.</p>	<p><b>Consistent.</b> The Project would include development of sidewalks on all Project frontages where none currently exist and would install a multi-purpose trail along Harvill Avenue.</p>
<p><b>MVAP 12.1</b> Protect the scenic highways in the Mead Valley planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.</p>	<p><b>Not Applicable.</b> The closest Officially Designated State Scenic Highway is State Route 91 near Yorba Linda, approximately 20 miles from the Project site. The closest Eligible State Scenic Highway is State Route 74 in the City of Perris, located approximately 2.3 miles from the Project site. The closest County designated scenic highway is Cajalco Road, located approximately 1.5 miles from the Project site.</p>
<p><b>MVAP 15.1</b> Protect the Santa Ana River watershed, its tributaries, and surrounding habitats, and provide flood protection through adherence to the Floodplain and Riparian Area Management, Wetlands, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the Multipurpose Open Space Element.</p>	<p><b>Consistent.</b> The Project would comply with the provisions of the Western Riverside MSHCP, but is not located with a floodplain, riparian area, or an area with wetlands.</p>
<p><b>MVAP 16.1</b> Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.</p>	<p><b>Consistent.</b> As discussed in Section 5.4, <i>Biological Resources</i>, there are no oak woodlands on the Project site.</p>
<p><b>MVAP 17.6</b> Protect sensitive biological resources in Mead Valley Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.</p>	<p><b>Consistent.</b> The Project would be consistent with goals and policies of the Riverside County General Plan and would not cause significant environmental impacts to biological resources. In addition, Mitigation Measures BIO-1 through BIO-2 would reduce potential impacts associated with biological resources.</p>
<p><b>MVAP 18.1</b> Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.</p>	<p><b>Consistent.</b> The proposed Project site is not located within a flood or inundation hazards area. Therefore, the Project would not conflict with these policies.</p>
<p><b>MVAP 18.2</b> Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County.</p>	<p><b>Consistent.</b> The proposed Project site is not located within a flood or inundation hazards area. Therefore, the Project would not conflict with these policies.</p>
<p><b>MVAP 18.3</b> Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.</p>	<p><b>Consistent.</b> The proposed Project site is not located within a flood or inundation hazards area. Therefore, the Project would not conflict with these policies.</p>
<p><b>MVAP 19.1</b> All proposed development located within High or Very High Fire Hazard Severity Zones shall</p>	<p><b>Consistent.</b> The Project site is located within a largely developed area and is not located within an identified</p>

<p>protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.</p>	<p>wildland fire hazard area. However, areas south of the Project site are designated as a Very High Fire Hazard Severity Zone in a State Responsibility Area. Implementation of the proposed Project would be required to adhere to the following County Ordinances that would also reduce potential fire hazards: Ordinance No. 787, Ordinance No. 659, and Ordinance No. 695. Therefore, with compliance with existing regulatory requirements, the proposed Project would not result in impacts related to wildfires.</p>
<p><b>MVAP 20.1</b> Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.</p>	<p><b>Consistent.</b> As discussed previously, a Geotechnical Investigation was conducted for the proposed Project and is included as Appendix H. As demonstrated by the investigation, the proposed Project would not result in significant impacts related to geologic hazards. The proposed Project would be constructed and graded in compliance with the requirements set forth in the 2019 California Building Code and the Project-specific recommendations included in the Geotechnical Investigation and laid out in the Project’s grading plan, which has been reviewed by the County of Riverside.</p>

**SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies.** SCAG’s RTP/SCS policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. The policies are not directly applicable to the Project. As shown in Table 5.11-2, the Project would not conflict with the adopted RTP/SCS. Therefore, impacts would be less than significant.

**Table 5.11-2: SCAG RTP/SCS Consistency Analysis**

RTP/SCS Goal Statements	Project Consistency Discussion
<p>1. Encourage regional economic prosperity and global competitiveness.</p>	<p><b>Consistent.</b> The Project would increase employment opportunities within the Mead Valley area and Inland Empire region and enhance the region’s overall economic development and competitiveness.</p>
<p>2. Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p><b>Consistent.</b> As an individual development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. The Project would not create substantial traffic impediments that would improve the accessibility of goods in the region.</p>
<p>3. Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p><b>Consistent.</b> As an individual development, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system. However, as a measure to safeguard security, the Project would comply with applicable policies included in the Safety Element, including development outside 100-year flood zones, dam inundation areas, Alquist-Piolo earthquake fault zones, and very high fire severity zones.</p>
<p>4. Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>Consistent.</b> As an individual development, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. The Project would</p>

RTP/SCS Goal Statements	Project Consistency Discussion
	not create substantial traffic impediments and would improve the accessibility of goods to the surrounding area.
5. Reduce greenhouse gas emissions and improve air quality.	<b>Consistent.</b> While the Project would not improve air quality, it would not prevent SCAG from implementing actions that would improve air quality within the region. Mitigation measures are specified to reduce the Project's air quality impacts to the maximum extent feasible, and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.
6. Support healthy and equitable communities.	<b>Consistent.</b> The Project will comply with Riverside County General Plan Healthy Communities Element Environmental Justice goals and policies to support healthy and equitable communities. Additionally, the Project would construct frontage improvements, including sidewalks, which would encourage walking in the Project area.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<b>Consistent.</b> This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>Consistent.</b> This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	<b>Consistent.</b> The Project would implement a light industrial warehouse development on a site designated for such uses. The Project would not conflict with this goal.
10. Promote conservation of natural and agricultural lands and restoration of habitats	<b>Consistent.</b> The Project would be consistent with goals and policies of the Riverside County General Plan and would not cause significant environmental impacts to agricultural lands or biological resources. In addition, Mitigation Measures BIO-1 through BIO-2 would reduce potential impacts associated with biological resources. The Project would not conflict with this goal.

#### **Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.**

The Project would comply with the following plans which would further reduce potential impacts.

#### **Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)**

The Mead Valley area of unincorporated Riverside County is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional



Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting the public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

**Land Use Compatibility.** The site has a zoning classification of Manufacturing-Service, Commercial (M-SC). The Riverside County Ordinance No. 348 Section 11.1 states that the intent of the M-SC 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; ensure that 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 by meeting all mandates of the policy and by preparing appropriate studies to ensure that there are no significant air quality, health risk, or noise impacts from the proposed Project, as substantiated throughout this document. The proposed industrial warehousing facility would be compatible with the allowable business park land uses allowed within a Business Park designated area. The Project is designed so that sensitive receptors are oriented away from loading bays and dock doors, which are designed to be oriented toward Harvill Avenue. As discussed in Section 5.1, *Aesthetics*, the proposed Project would install landscaping onsite and along Water Street, Harvill Avenue, and Orange Avenue. Adequate parking would be provided for both vehicles and trucks to avoid spill-over and queuing. Finally, 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 the existing M-SC zoning classification.

Based on the foregoing analysis, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

**IMPACT LU-2: THE PROJECT WOULD NOT DISRUPT OR DIVIDE THE PHYSICAL ARRANGEMENT OF AN ESTABLISHED COMMUNITY (INCLUDING A LOW-INCOME OR MINORITY COMMUNITY).**

**No Impact.** The Project site is currently vacant and was previously used as a fill site for surrounding developments. The site is surrounded by existing roadways, existing industrial uses, and single-family residences. As described in the previous response, the Project site is designated for Business Park (BP) uses and the proposed Project is consistent with the planned land uses for the site. In addition, the Project does not involve development of roadways or other infrastructure that could divide a community. While low-income and minority communities are located within the Project vicinity, the Project would not change the physical arrangement of the established community. Therefore, the proposed Project would not disrupt or divide the physical arrangement of an established community, and no impact would occur.

### 5.11.7 CUMULATIVE IMPACTS

Cumulative projects in Riverside County would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Similar to the General Plan, cumulative projects in the Riverside County region would utilize regional planning documents such as SCAG's RTP/SCS during planning, and the general plans of cities would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in these jurisdictions would be required to comply with the applicable land use plan or they would not be approved without a general plan amendment.

While cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

### 5.11.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

#### Existing Regulations

None.

#### Plans, Programs, or Policies (PPPs)

None.

### 5.11.9 PROJECT DESIGN FEATURES

None.

### 5.11.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact LU-1 would be less than significant and LU-2 would result in no impact.

### 5.11.11 MITIGATION MEASURES

Refer to all mitigation measures presented in this Draft EIR. In instances where significant impacts are identified as part of the Project's construction and/or operational phases, mitigation measures are provided in the specific topic sections to reduce impacts to less-than-significant levels (or, if it is not possible to reduce the Project's impacts to less-than-significant levels, mitigation is provided to minimize impacts to the maximum level feasible).

### 5.11.12 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with land use and planning for Impacts LU-1 and LU-2 to a level that is less than significant.

## REFERENCES

Riverside County. General Plan. December 2015. Accessed: <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>

Riverside County. Mead Valley Area Plan. 28 September 2021. Accessed: [https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20MVAP\\_4-2022%20rev.pdf?ver=2022-06-27-145214-087](https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20MVAP_4-2022%20rev.pdf?ver=2022-06-27-145214-087)

SCAG. 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (SCAG 2020). Accessed: <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>. Accessed on August 19, 2022.

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## 5.12 Noise

### 5.12.1 INTRODUCTION

This Draft EIR section evaluates the potential noise impacts that would result from implementation of the proposed Project. It discusses the existing noise environment within and around the Project site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the Project on the existing ambient noise environment during construction and operational activities; and evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following County documents and reports prepared by Urban Crossroads:

- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*
- *Harvill & Water Warehouse Noise and Vibration Impact Analysis*, Urban Crossroads, 2 August 2022, Appendix N

#### Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis, and are summarized as follows:

**dB:** Decibel, the standard unit of measurement for sound pressure level.

**dBA:** A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

**Leq:** The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

**Lmax:** The instantaneous maximum noise level experienced during a given period of time.

**Lmin:** The instantaneous minimum noise level experienced during a given period of time.

**Lx:** The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

**Ldn:** Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

**CNEL:** The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The "ambient noise level" is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

### Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

### Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles)

attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

### **Fundamentals of Vibration**

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

## **5.12.2 REGULATORY SETTING**

### **5.12.2.1 Local Regulations**

#### **Riverside County General Plan**

The Riverside County General Plan contains the following policies related to noise that are applicable to the Project:

**Policy N 1.1** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

**Policy N 1.3** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:

- Schools
- Hospitals
- Rest Homes
- Long Term Care Facilities
- Mental Care Facilities
- Residential Uses
- Libraries
- Passive Recreation Uses
- Places of Worship

- Policy N 1.5** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.
- Policy N 4.1** Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:
- a. 45 dBA 9-minute Leq between 10:00 p.m. and 7:00 a.m.;
  - b. 65 dBA 9-minute Leq between 7:00 a.m. and 10:00 p.m.
- Policy N 13.1** Minimize the impacts of construction noise on adjacent uses within acceptable standards.
- Policy N 13.2** Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.
- Policy N 13.3** Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the [County] for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:
- i. Temporary noise attenuation fences;
  - ii. Preferential location and equipment; and
  - iii. Use of current noise suppression technology and equipment.
- Policy N 14.1** Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.
- Policy N 16.3** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

### Riverside County Ordinances

**Ordinance No. 847 Regulating Noise.** This ordinance is intended to establish countywide standards regulating noise. Ordinance No. 847 Regulating Noise Section 2i, Construction Noise states that 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.

### County Noise Standards

**Stationary Noise Standards.** The County of Riverside has set stationary-source hourly average Leq exterior noise limits to control loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. The County considers noise generated using motor vehicles to be a stationary noise source when operated on private property such as at a loading dock. These facility-related noises, as projected to any portion of any surrounding property containing a habitable dwelling, hospital, school, library or nursing home, must not exceed the following worst-case noise levels.

Policy N 4.1 of the County of Riverside General Plan Noise Element sets a stationary-source average Leq 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.

The Riverside County Ordinance No. 847, *General sound level standards*, identify lower, more restrictive exterior noise level standards, which for the purpose of this report, are used to evaluate potential Project-



related operational noise level limits instead of the higher the General Plan exterior noise level standards previously identified. Ordinance No. 847 identifies exterior noise level limits of 55 dBA Leq during the 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. for most noise-sensitive uses, as shown on Table 5.12-1.

**Table 5.12-1: Operational Noise Level Standards**

General Plan Land Use Designation	Maximum Decibel Level	
	7 a.m. – 10 p.m.	10 p.m. – 7 a.m.
Very Low Density Residential	55	45
Low Density Residential	55	45
Light Industrial	75	55
Business Park	65	45

Source: Riverside County Ordinance No. 847

Based on several discussions with the County of Riverside Department of Environmental Health (DEH), Office of Industrial Hygiene (OIH), it is important to recognize that the County of Riverside County Code noise level standards, incorrectly identify maximum noise level ( $L_{max}$ ) standards that should instead reflect the average  $L_{eq}$  noise levels. Moreover, the County of Riverside DEH OIH's April 15<sup>th</sup>, 2015 *Requirements for determining and mitigating, non-transportation noise source impacts to residential properties* also identifies operational (stationary-source) noise level limits using the  $L_{eq}$  metric, consistent with the direction of the County of Riverside General Plan guidelines and standards provided in the Noise Element. Therefore, this Draft EIR has been prepared consistent with direction of the County of Riverside DEH OIH guidelines and standards using the average  $L_{eq}$  noise level metric for stationary-source (operational) noise level evaluation.

**Construction Noise Standards.** Ordinance No. 847 Regulating Noise Section 2i, Construction Noise states that 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.

**Vibration Standards.** The County of Riverside does not have vibration standards for temporary construction, but the County's General Plan Noise Element does contain the human reaction to typical vibration levels. Vibration levels with peak particle velocity of 0.0787 inches per second are considered readily perceptible and above 0.1968 in/sec are considered annoying to people in buildings. Further, County of Riverside General Plan Policy N 16.3 identifies a motion velocity perception threshold for vibration due to passing trains of 0.01 inches per second (in/sec) over the range of one to 100 Hz, which is used in this Draft EIR to assess potential impacts due to Project construction vibration levels.

### 5.12.3 ENVIRONMENTAL SETTING

#### Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.12-1. The noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets in addition to background industrial land use activities. This includes the

auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 5.12-2.

**Table 5.12-2: Summary of 24-Hour Ambient Noise Level Measurements**

Location <sup>1</sup>	Description	Energy Average Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	
		Daytime	Nighttime
L1	Located on Placentia Avenue near a single-family residence at 23745 Placentia Avenue.	53.7	51.4
L2	Located on Webster Avenue near a single-family residence at 21063 Webster Avenue.	61.2	59.0
L3	Located on Orange Avenue near a single-family residence at 23805 Orange Avenue.	51.0	52.7
L4	Located on Tobacco Street near a single-family residence at 20860 Tobacco Street.	50.3	52.0

Source: Urban Crossroads, 2022 (Appendix N)

<sup>1</sup> See Exhibit 5.12-1 for the noise level measurement locations.

<sup>2</sup> Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix N. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

### Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

# Noise Measurement Locations



**LEGEND:**  
▲ Measurement Locations



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### Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The noise sensitive receptors that are in the vicinity of the Project site are described below and shown in Figure 5.12-2.

- R1: Location R1 represents the existing noise sensitive residence at 23745 Placentia Avenue, approximately 1,148 feet north of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing noise sensitive residence at 21063 Webster Avenue, approximately 600 feet southeast of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing noise sensitive residence at 23805 Orange Avenue, approximately 117 feet south of the Project site. Since there are no private outdoor living areas facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the existing noise sensitive residence at 20860 Tobacco Road, approximately 445 feet west of the Project site. R4 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

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# Sensitive Noise Receptor Locations



## LEGEND:

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



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## Airport

The March Air Reserve Base/Inland Port Airport (MARB/IPA) runway is located approximately 2.9 miles northeast of the Project site boundary. The MARB/IPA Land Use Compatibility Plan (MARB/IPA LUCP) includes the policies for determining the land use compatibility of the Project. The MARB/IPA LUCP, Map MA-1, indicates that the Project site is located within Compatibility Zone C2, and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a moderate noise impact, and is outside the 60 dBA CNEL noise level contour boundaries.

### 5.12.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to result in:

- NOI-1 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 the project would expose people residing or working in the project area to excessive noise levels;
- NOI-2 For a project located within the vicinity of a private airstrip, the project would expose people residing or working in the project area to excessive noise levels;
- NOI-3 Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- NOI-4 Generate excessive groundborne vibration or groundborne noise levels.

#### Construction Noise and Vibration

- If Project related construction activities:
  - Occur between the hours of 6:00 p.m. and 6:00 a.m., during the months of June through September, and 6:00 p.m. and 7:00 a.m., during the months of October through May (Ordinance No. 847 Regulating Noise Section 2i, Construction Noise); or
  - Create noise levels which exceed the 80 dBA Leq acceptable noise level threshold for daytime or the 70 dBA Leq acceptable noise level threshold for nighttime at the nearby sensitive receiver locations (FTA Transit Noise and Vibration Impact Assessment Manual);
- If Project-related construction activities generate vibration levels which exceed the County of Riverside General Plan Noise Element, Policy N 16.3, vibration threshold of 0.01 PPV in/sec at sensitive receiver locations.

#### Off-Site Traffic Noise

The County of Riverside has not established noise standards for traffic-related noise; therefore, for purposes of this CEQA analysis, standards from the Federal Interagency Committee on Noise (FICON) are used to evaluate the significance of Project-related traffic noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative exposure metrics, such as the average-daily noise level (i.e., CNEL). The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. For example, if the ambient noise environment is very quiet and a new noise source substantially increases localized noise levels, a perceived impact may

occur even though the numerical noise threshold might not be exceeded. Therefore, for the purpose of this analysis 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 exceeds 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).

### Operational Noise

- 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 residential receiver locations (Ordinance No. 847 Regulating Noise).
- If the existing ambient noise levels at the nearby noise-sensitive receivers:
  - 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 increase of greater than 1.5 dBA  $L_{eq}$  (FICON, 1992).

## 5.12.5 METHODOLOGY

### Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The County's Noise Ordinance limits construction hours to reduce noise but does not establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts and has been used in past County CEQA documents for noise analysis purposes. The FTA considers a daytime exterior construction noise level of 80 dBA  $L_{eq}$  and a nighttime exterior construction noise level of 70 dBA  $L_{eq}$  as reasonable thresholds for noise sensitive residential land use. The construction noise levels are compared against the FTA threshold to assess the level of significance associated with temporary construction noise level impacts.

### Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular and truck trips. The expected roadway noise level increases from vehicular/truck traffic were calculated using the Federal Highway Administration (FHWA) traffic noise prediction model and the average daily traffic volumes from the Traffic Impact Analysis prepared for the proposed Project.

As detailed in Section 5.15, *Transportation*, the proposed Project is anticipated to generate approximately 930 daily trips, 51 a.m. peak hour trips and 66 p.m. peak hour trips. The increase in noise levels generated

by the vehicular/truck trips have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of noise would include new stationary sources loading dock, truck movement, parking and noise from heating, ventilation, and air conditioning units utilized by the new buildings on the Project site. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

### **Vibration**

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

## **5.12.6 ENVIRONMENTAL IMPACTS**

**IMPACT NOI-1: 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, THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS.**

**Less than Significant Impact.** As discussed above, the MARB/IPA is located approximately 2.9 miles northeast 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 the MARB/IPA LUCP. Also, the March ARB LUCP includes the policies for determining the land use compatibility of development projects. The Project site is located within Compatibility Zone C2. 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 MARB/IPA would be less than significant.

**IMPACT NOI-2: FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS.**

**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. The closest heliport is Castle Heliport, located approximately 2 miles south of the Project site. Therefore, no impacts would occur.

**IMPACT NOI-3: THE PROJECT WOULD NOT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.**

## Construction

**Less than Significant Impact.** 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: site preparation, grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment range from approximately 70 dBA to 82 dBA at 50 feet from the noise source, as shown on Table 5.12-3.

**Table 5.12-3: Construction Reference Noise Levels**

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L <sub>eq</sub> ) <sup>1</sup>	Combined Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	Combined Sound Power Level (PWL) <sup>3</sup>
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		
	Compactors	76		
Building Construction	Cranes	73	81	113
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

Source: Urban Crossroads, 2022 (Appendix N)

<sup>1</sup> FHWA Roadway Construction Noise Model (RCNM).

<sup>2</sup> Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

<sup>3</sup> Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calibrated using the CadnaA noise model at the reference distance to the noise source.

However, per County Ordinance No. 847, Regulating Noise Section 2i, noise sources associated with construction activities are exempt for the County's established noise standards as long as the activities do not take place between the hours of 6:00 p.m. and 6:00 a.m., during the months of June through September, and 6:00 p.m. and 7:00 a.m., during the months of October through May.

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. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators. Further, construction would adhere to standard construction best practices, including staging stationary construction equipment away from offsite residences and ensuring construction equipment is properly equipped with maintained mufflers.

As shown on Table 5.12-4, construction noise at the nearby receiver locations (shown on Figure 5.12-2) would range from 44.8 to 62.6 dBA Leq. As detailed in Table 5.12-5, the construction activities would not exceed the 80 dBA Leq daytime construction noise level threshold at receptor locations.

**Table 5.12-4: Construction Equipment Noise Level Summary**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels <sup>2</sup>
R1	50.2	53.2	51.2	53.2	47.2	53.2
R2	47.8	50.8	48.8	50.8	44.8	50.8
R3	59.6	62.6	60.6	62.6	56.6	62.6
R4	56.7	59.7	57.7	59.7	53.7	59.7

Source: Urban Crossroads, 2022 (Appendix N)

<sup>1</sup> Noise receiver locations are shown on Figure 5.12-3.

<sup>2</sup> Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix N.

**Table 5.12-5: Construction Noise Level Compliance**

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	53.2	80	No
R2	50.8	80	No
R3	62.6	80	No
R4	59.7	80	No

Source: Urban Crossroads, 2022 (Appendix N)

<sup>1</sup> Noise receiver locations are shown on Figure 5.12-3.

<sup>2</sup> Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 5.12-4.

<sup>3</sup> FTA Daytime Thresholds.

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

Construction of the proposed Project would include nighttime concrete pouring activities that would be limited to the actual building pad area as shown on Figure 5.12-4. Since the nighttime concrete pours would take place outside the hours permitted by Riverside County Ordinance No. 847, Section 2i, the Project Applicant would be required to obtain authorization for nighttime work from the County of Riverside.

As shown on Table 5.12-6, the noise levels associated with the nighttime concrete pour activities are estimated to range from 31.1 to 41.9 dBA Leq. As shown, the nighttime pour activities would not exceed the 70 dBA Leq nighttime construction noise level threshold at receptor locations. Therefore, impacts related to construction noise would be less than significant.

**Table 5.12-6: Nighttime Concrete Pour Noise Level Compliance**

Receiver Location <sup>1</sup>	Concrete Pour Construction Noise Levels (dBA L <sub>eq</sub> )		
	Exterior Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	33.4	70	No
R2	31.1	70	No
R3	41.9	70	No
R4	40.9	70	No

Source: Urban Crossroads, 2022 (Appendix N)

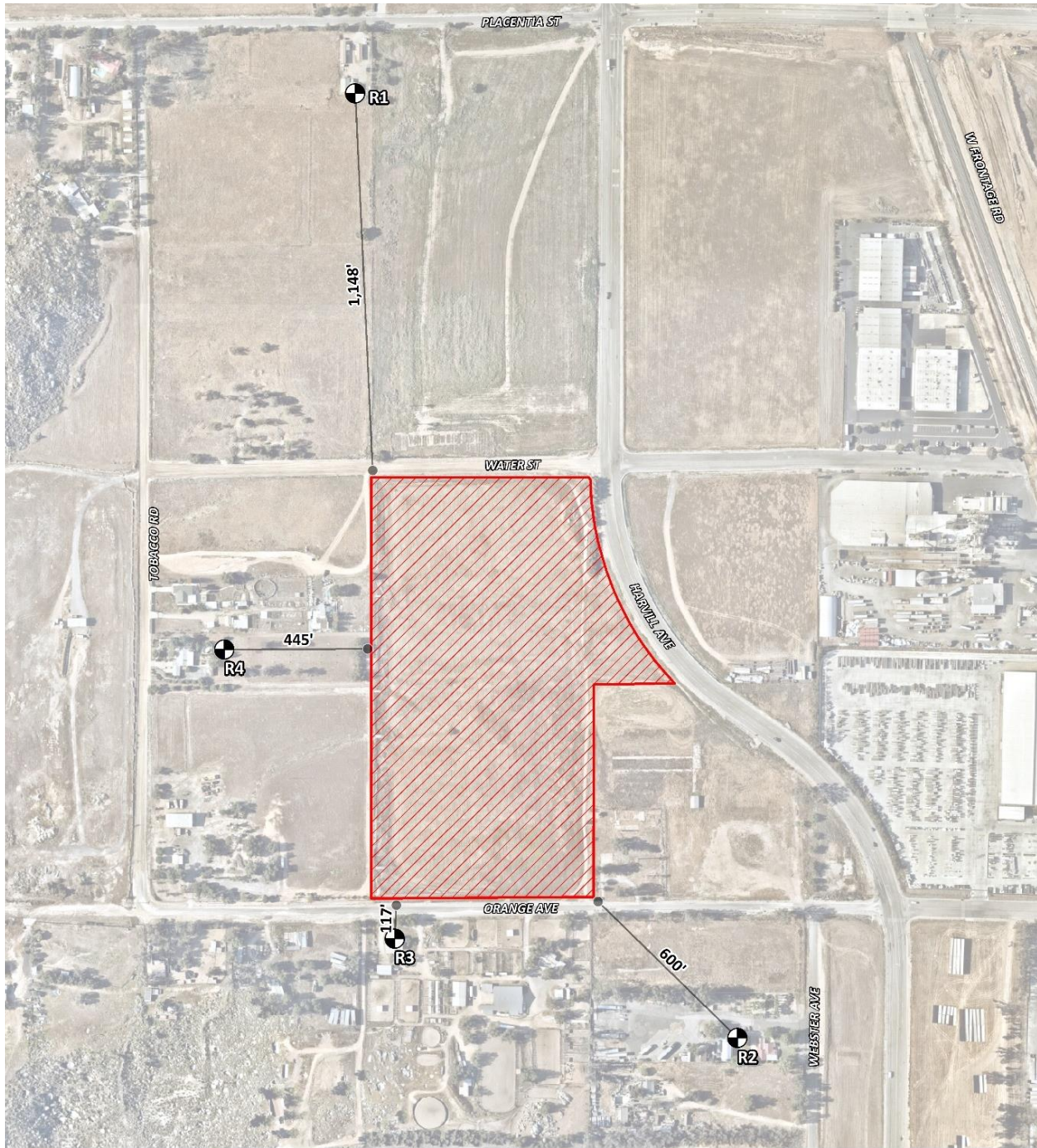
<sup>1</sup> Noise receiver locations are shown on Figure 5.12-4.

<sup>2</sup> Nighttime Concrete Pour noise model inputs are included in Appendix N




<sup>3</sup> FTA Nighttime Thresholds.

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

# Project Construction Activity and Receiver Locations



**LEGEND:**

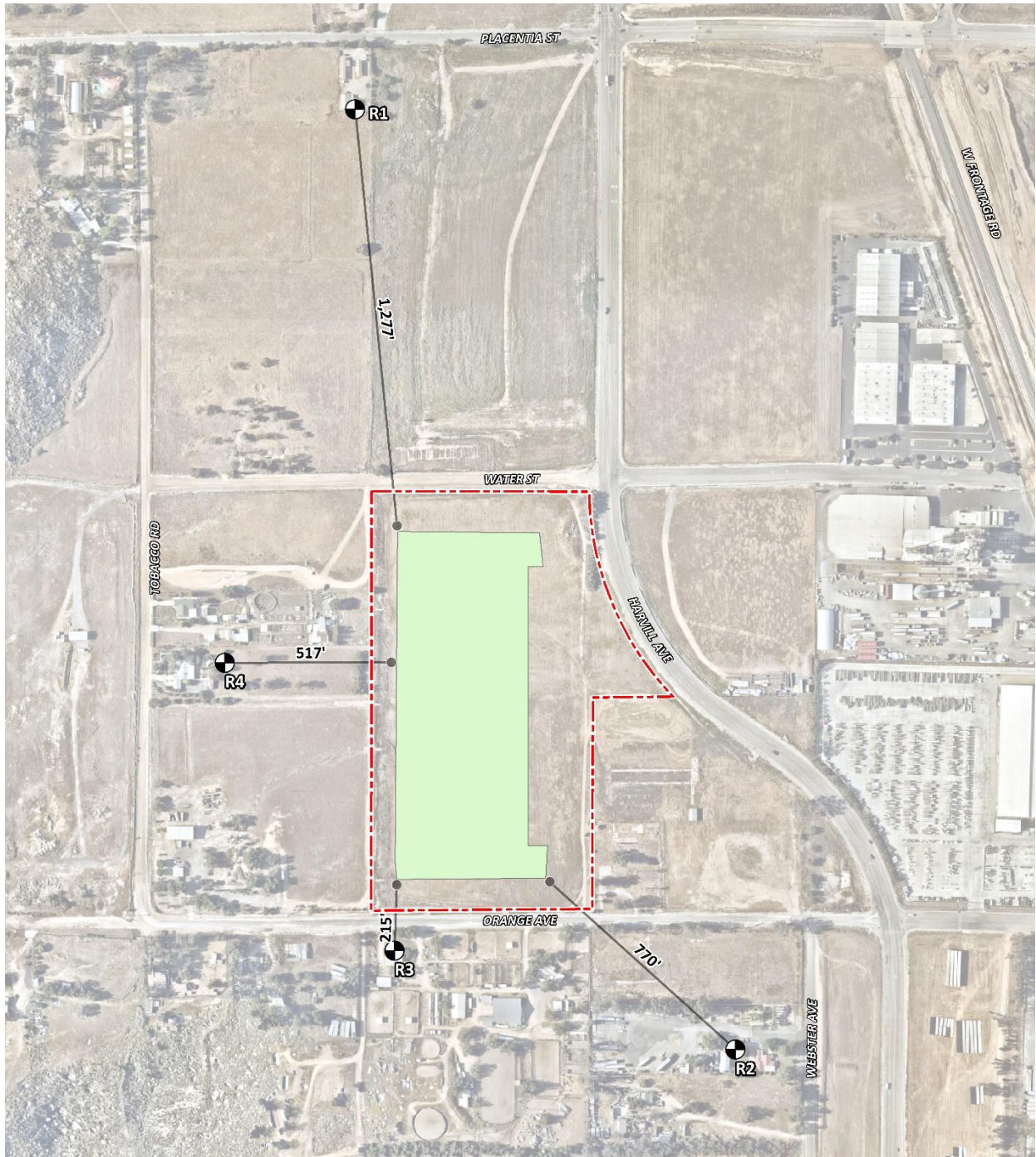
-  Construction Activity
-  Receiver Locations
-  Distance from receiver to Project site boundary (in feet)



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# Nighttime Concrete Pour Noise Source and Receiver Locations



**LEGEND:**

- Site Boundary
- Nighttime Concrete Pour Activity (Building Area)
- Receiver Locations
- Distance from receiver to construction activity (in feet)



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## Operation

**Less than Significant Impact.** To present the potential worst-case noise conditions, this analysis assumes the proposed warehouse building would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The onsite industrial use-related noise sources are expected to include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity. As described previously, the Project site is near existing residences, which are sensitive receivers. The locations of operational noise sources are shown on Figure 5.12-5.

The Noise Impact Analysis calculated the operational source noise levels that would be generated by the proposed Project and the noise increases that would be experienced at the closest sensitive receptor locations.

### Operational Noise Standard Compliance

Tables 5.12-7 and 5.12-8 show the estimated Project's operational noise levels. Table 5.12-7 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 38.7 to 44.8 dBA Leq.

**Table 5.12-7: Daytime Operational Noise Levels**

Noise Source <sup>1</sup>	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	36.5	42.9	29.4	28.3
Roof-Top Air Conditioning Units	23.2	26.7	26.0	23.5
Trash Enclosure Activity	15.0	10.8	0.9	0.9
Parking Lot Vehicle Movements	32.8	28.8	44.4	40.1
Truck Movements	29.1	28.6	32.2	14.8
<b>Total (All Noise Sources)</b>	<b>38.7</b>	<b>43.3</b>	<b>44.8</b>	<b>40.5</b>

Source: Urban Crossroads, 2022 (Appendix N).

Table 5.12-8 shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 38.7 to 44.8 dBA Leq.

**Table 5.12-8: Nighttime Operational Noise Levels**

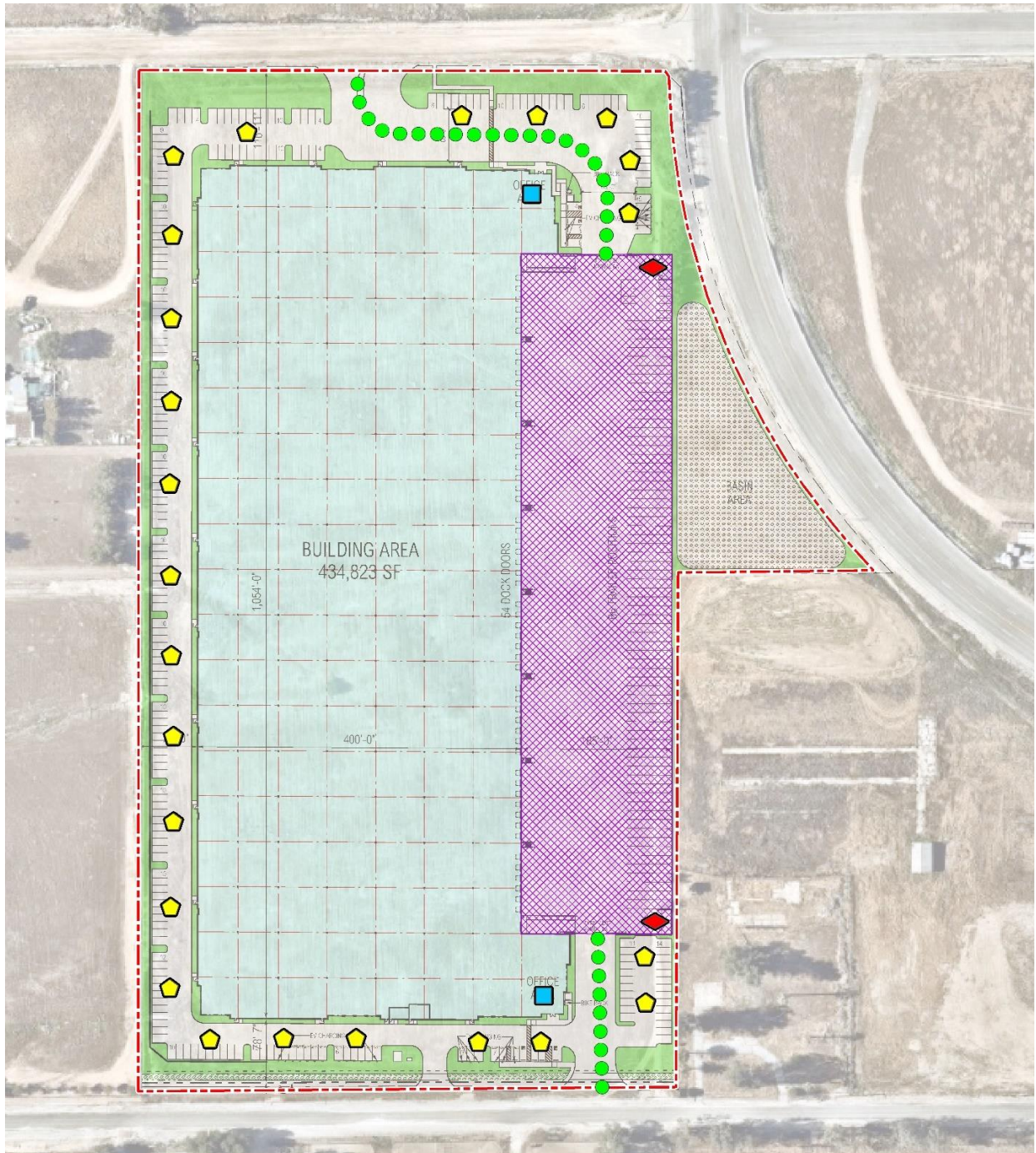
Noise Source <sup>1</sup>	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	36.5	42.9	29.4	28.3
Roof-Top Air Conditioning Units	20.7	24.3	23.6	21.1
Trash Enclosure Activity	14.1	9.9	0.0	0.0
Parking Lot Vehicle Movements	32.8	28.8	44.4	40.1
Truck Movements	29.1	28.6	32.2	14.8
<b>Total (All Noise Sources)</b>	<b>38.7</b>	<b>43.3</b>	<b>44.8</b>	<b>40.4</b>

Source: Urban Crossroads, 2022 (Appendix N).

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# Project Operational Noise Source Locations



## LEGEND:

- Site Boundary
- Roof-Top Air Conditioning Unit
- Parking Lot Vehicle Movements
- Loading Dock Activity
- Trash Enclosure Activity
- Truck Movements



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Table 5.12-9 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Thus, operational impacts from the proposed Project would be less than significant.

**Table 5.12-9: Operational Noise Level Compliance**

Receiver Location <sup>1</sup>	Project Operational Noise Levels (dBA Leq) <sup>2</sup>		Noise Level Standards (dBA Leq) <sup>3</sup>		Noise Level Standards Exceeded? <sup>4</sup>	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	38.7	38.7	55	45	No	No
R2	43.3	43.3	55	45	No	No
R3	44.8	44.8	55	45	No	No
R4	40.5	40.4	55	45	No	No

Source: Urban Crossroads, 2022 (Appendix N).

### Operational Noise Level Increases

To evaluate if noise from operation of the proposed Project would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing ambient noise levels measurements at the nearby receiver locations. The difference between the combined Project operational and ambient noise levels describes the noise level increases to the existing ambient noise environment. As indicated on Tables 5.12-10 through 5.12-11, the increase in noise would range from 0.1 to 0.9, which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations. Therefore, impacts would be less than significant.

**Table 5.12-10: Project Operational Daytime Noise Level Increases (dBA Leq)**

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	38.7	L1	53.7	53.8	0.1	5.0	No
R2	43.3	L2	61.2	61.3	0.1	5.0	No
R3	44.8	L3	51.0	51.9	0.9	5.0	No
R4	40.5	L4	50.3	50.7	0.4	5.0	No

Source: Urban Crossroads, 2022 (Appendix N).

**Table 5.12-11: Project Operational Nighttime Noise Level Increases (dBA Leq)**

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	38.7	L1	51.4	51.6	0.2	5.0	No
R2	43.3	L2	59.0	59.1	0.1	5.0	No
R3	44.8	L3	52.7	53.4	0.7	5.0	No
R4	40.4	L4	52.0	52.3	0.3	5.0	No

Source: Urban Crossroads, 2022 (Appendix N).

### Off-Site Traffic Noise

**Less than Significant Impact.** The proposed Project would generate traffic related noise from operation. As described in Section 3.0, *Project Description*, the proposed Project would be accessed from Water Street and Orange Avenue. To identify the potential of traffic from the proposed Project to generate noise impacts, modeling of vehicular noise on area roadways was conducted by the Noise Impact Analysis (Appendix N). The tables below provide a summary of the exterior traffic noise levels for the area roadway segments in the without and with Project conditions.

**Opening Year with Project Conditions.** The Opening Year without Project conditions exterior noise levels range from 68.0 to 77.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.12-12 shows that the Opening Year with Project conditions would range from 68.7 to 77.4 dBA CNEL, and that an off-site traffic noise level increases range from 0.0 to 0.7 dBA CNEL, which is less than the 1.5 to 3.0 dBA CNEL threshold. Thus, off-site traffic noise impacts in the opening year plus Project condition would be less than significant.

**Table 5.12-12: Opening Year with Project Off-Site Traffic Noise**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Incremental Noise Level Increase Threshold <sup>3</sup>	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Harvill Av.	n/o Water Av.	Non-Sensitive	74.0	74.4	0.4	3.0	No
2	Harvill Av.	s/o Water Av.	Non-Sensitive	72.8	72.8	0.0	3.0	No
3	Harvill Av.	s/o Orange Av.	Non-Sensitive	71.2	71.8	0.6	3.0	No
4	Water Av.	w/o Harvill Av.	Non-Sensitive	68.0	68.7	0.7	n/a	No
5	Orange Av.	w/o Harvill Av.	Sensitive	69.8	70.4	0.6	1.5	No
6	Placentia Av.	w/o I-215 SB Ramps	Non-Sensitive	77.2	77.4	0.2	3.0	No

Source: Urban Crossroads, 2022 (Appendix N).

<sup>1</sup> Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.

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

<sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria?

"n/a" Per the County of Riverside General Plan Noise Element Table N-1, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL land use compatibility criteria.

### IMPACT NOI-4: THE PROJECT WOULD NOT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

#### Construction

**Less than Significant Impact.** Construction activities for development of the Project site would include site preparation, excavation, and grading activities, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.



Site preparation, excavation, and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet, as shown in Table 5.12-13.

**Table 5.12-13: Vibration Source Levels for Construction Equipment**

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Source: Urban Crossroads, 2022 (Appendix N)

Table 5.12-14 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 117 feet to 1,148 feet from construction activities (at the construction site boundaries), construction vibration levels are estimated to range from 0.000 to 0.006 in/sec RMS which would be below the County of Riverside 0.01 in/sec PPV threshold for vibration at all sensitive receiver locations. Therefore, impacts related to construction vibration would be less than significant.

**Table 5.12-14: Project Construction Vibration Levels**

Receiver <sup>1</sup>	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) RMS <sup>2</sup>					Threshold (in/sec) RMS <sup>4</sup>	Threshold Exceeded? <sup>5</sup>
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	1,148	0.000	0.000	0.000	0.000	0.000	0.01	No
R2	600	0.000	0.000	0.000	0.001	0.001	0.01	No
R3	117	0.000	0.002	0.005	0.006	0.006	0.01	No
R4	445	0.000	0.000	0.001	0.001	0.001	0.01	No

Source: Urban Crossroads, 2022 (Appendix N)

<sup>1</sup> Receiver locations are shown on Figure 5.12-3.

<sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 5.12-3. 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.

<sup>3</sup> Source: County of Riverside General Plan Noise Element, Policy N 16.3.

<sup>4</sup> Does the vibration level exceed the maximum acceptable vibration threshold?

## Operation

**Less than Significant Impact.** Operation of the proposed warehouse would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for the heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA Transit Noise Impact and Vibration Assessment. Truck movements onsite and on Water Street and Orange Avenue would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than the County's vibration standard of 0.01 in/sec PPV, and therefore, would be less than significant.

### 5.12.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts.

Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, County Ordinance No. 847, Regulating Noise Section 2i, requires that construction activities do not take place between the hours of 6:00 p.m. and 6:00 a.m., during the months of June through September, and 6:00 p.m. and 7:00 a.m., during the months of October through May. Also, construction noise and vibration is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Project construction. The closest cumulative projects are the Central Freight Lines Project, which is located on the northeast corner of Water Street and Harvill Avenue, approximately 200 feet north of the Project site, and the Star Milling Warehouse, which is located on the southeast corner of Water Street and Harvill Avenue, approximately 80 feet east of the Project site. Both of these projects have already been approved, with the Star Milling Warehouse currently under construction. Therefore, it would be reasonably foreseeable that these projects would complete construction prior to construction of the proposed Project being initiated. Thus, construction noise and vibration levels from the proposed Project would not combine to become cumulatively considerable, and cumulative noise and vibration impacts associated with construction activities would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed Project in the opening year cumulative traffic volumes on the roadways in the Project vicinity. As shown on Table 5.12-15, the cumulative off-site traffic noise level increase is expected to range from 0.7 to 16.4 dBA CNEL. However, the Projects incremental contributions ranging from 0.0 to 0.7 dBA CNEL to cumulative noise impacts would not be cumulatively considerable and the cumulative impacts would be less than significant.

**Table 5.12-15: Project and Cumulative Offsite Incremental Noise Level Increases**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>					Incremental Noise Level Increase Threshold <sup>3</sup>	
				Existing No Project (a)	EAC Without (b)	EAC With Project (c)	Cumulative Increase (c-a)	Project Increment (c-b)	Cumulative Limit	Cumulative Impact?
1	Harvill Av.	n/o Water Av.	Non-Sensitive	72.1	74.0	74.4	2.3	0.4	3.0	No
2	Harvill Av.	s/o Water Av.	Non-Sensitive	72.1	72.8	72.8	0.7	0.0	3.0	No
3	Harvill Av.	s/o Orange Av.	Non-Sensitive	70.3	71.2	71.8	1.5	0.6	3.0	No
4	Water Av.	w/o Harvill Av.	Non-Sensitive	52.3	68.0	68.7	16.4	0.7	n/a	No
5	Orange Av.	w/o Harvill Av.	Sensitive	60.2	69.8	70.4	10.2	0.6	1.5	No
6	Placentia Av.	w/o I-215 SB Ramps	Non-Sensitive	76.1	77.2	77.4	1.3	0.2	3.0	No

<sup>1</sup> Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.

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

<sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria?

"n/a" Per the County of Riverside General Plan Noise Element Table N-1, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL land use compatibility criteria.

## 5.12.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

- California Code of Regulations, Title 24 included in County Ordinance No. 457
- Riverside County Ordinance No. 847

### Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

**PPP NOI-1: Ordinance No. 847, Section 2i.** As required by Ordinance No. 847, Section 2i, construction activities shall not take place between the hours of 6:00 p.m. and 6:00 a.m., during the months of June through September, and 6:00 p.m. and 7:00 a.m., during the months of October through May, without prior approval from the County of Riverside.

## 5.12.9 PROJECT DESIGN FEATURES

None.

## 5.12.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

No impact related to Impact NOI-2 would occur from implementation of the Project. Impacts related to Impact NOI-1, NOI-3, and NOI-4 would be less than significant.

## 5.12.11 MITIGATION MEASURES

None required.

## 5.12.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The existing regulations described previously would reduce potential impacts associated with noise and vibration to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to noise or vibration would occur.

## REFERENCES

Riverside County. General Plan. Accessed: 5 May 2022. <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>

Riverside County. General Plan Final Program Environmental Impact Report. Accessed: 5 May 2022. <https://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html#4.4>

Riverside County. Map My County. Accessed: 5 May 2022. [https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC\\_Public](https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public)

Urban Crossroads. "Harvill & Water Warehouse Noise and Vibration Impact Analysis." 26 August 2022. Appendix N.

## 5.13 Paleontological Resources

### 5.13.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to paleontological resources. The impacts examined include impacts related to paleontological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Paleontological Assessment for the Water and Harvill Project*, Brian F. Smith and Associates, Inc., 9 September 2021 (BFSA 2021), Appendix I.
- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*

### 5.13.2 REGULATORY SETTING

#### 5.13.2.1 State Regulations

##### **Public Resources Code (PRC) Section 5097.5**

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

#### 5.13.2.2 Local Regulations

##### **Riverside County General Plan**

The Riverside County General Plan contains the following policies related to paleontological resources that are applicable to the Project:

**Policy OS 19.6** Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading.

The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.

**Policy OS 19.7** Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the County Geologist shall be notified and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.

**Policy OS 19.8** Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8, a report shall be filed with the County Geologist documenting the extent and potential significance of the paleontological resources on site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.

**Policy OS 19.9** Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.

### 5.13.3 ENVIRONMENTAL SETTING

#### Regional Setting

The Project is within the Peninsular Ranges Geomorphic province of California. The Peninsular Ranges consist of several northwesterly-trending ranges in southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic period, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. The Project site is mostly flat with a gentle eastward gradient, situated along the western edge of the Perris Valley.

#### Soils

The Geotechnical Investigation describes native younger alluvium was encountered at the ground surface and extended to depths of at least 25 feet below ground surface (bgs). Near surface alluvium consisted of loose to very dense silty sands, silty fine to medium sands, fine to coarse sands, and clayey to medium sands. The underlying alluvium generally consisted of older alluvial soils, which were encountered beneath the younger alluvium of Boring No. B-3, extending to a depth of approximately 20 feet bgs. The older alluvium generally consists of medium dense to very dense fine to coarse sand and slightly cemented silty fine to coarse sand. Val Verde Tonalite bedrock was encountered beneath the alluvium of Boring Nos. B-2 and B-6, extending to at least 25 feet bgs. The bedrock generally consists of medium dense to very dense highly decomposed, friable fine- to medium-grained tonalite (SGC, 2021).

### Unique Geologic Feature

Unique geologic features are those that are unique to the field of geology. The Project site is underlain with very old alluvial-fan deposits (Qvof). The geologic processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of the County and state.

### Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The eastern portion of the Project site is mapped as having a high potential (High B) to yield paleontological resources. The western portion of the Project site is mapped as having a low potential (L) to yield paleontological resources by Riverside County. The surficial geology of the Project site is primarily lower Pleistocene sandy, very old alluvial fan deposits (Qvof).

A paleontological literature review and records search was conducted for the Project site. The records search did not reveal any previously recorded fossil localities within the Project site. The closest recorded fossil locality is from the San Bernardino County Museum from Pleistocene old alluvium near the Lakeview Hot Springs area on the southeast side of the Perris Reservoir. Fossils collected from these localities include mammoths, extinct horses, and extinct bison. From the Western Science Center records, the closest fossil localities are located along Olive Avenue in the Winchester area, several miles southeast of the Project site. These localities are from Pleistocene deposits that yielded the remains of many species of large and small mammals. The nearest known Los Angeles County Museum of Natural History fossil locality is in Pleistocene sediments, located several miles south of the Project site, in the vicinity of Menifee, which yielded a camel specimen.

## 5.13.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

PAL-1: Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.

## 5.13.5 METHODOLOGY

A Paleontological Assessment was prepared to determine the Project's potential impacts to paleontological resources. The analysis included record searches of past identified resources, consideration of the types of soils that exist, the paleontological sensitivity of those soils, the past disturbance on the site, and the proposed excavation. The analysis combines these factors to identify the potential of the proposed construction to impact unknown paleontological resources on the site. As described in the Paleontological Assessment, a resource records search was conducted at the Natural History Museum of Los Angeles County, the San Bernardino County Museum, and the Western Science Center to identify any previously discovered fossil localities in or near the Project site.

### 5.13.6 ENVIRONMENTAL IMPACTS

**IMPACT PAL-1: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE, SITE, OR UNIQUE GEOLOGIC FEATURE.**

**Less than Significant with Mitigation.** The Project consists of an industrial warehouse building. Earthmoving activities, including grading and trenching activities, would have the potential to disturb previously unknown paleontological resources if earthmoving activities occur at substantial, undisturbed depths. The Paleontological Assessment describes that the Project site is underlain by very old alluvial fan deposits. Additionally, the Project site is mapped by the County of Riverside as being within a low potential zone for paleontological sensitivity on the western portion of the Project site and High B paleontological sensitivity on the eastern portion of the Project site.

In addition, the record searches completed as part of the Paleontological Resources Assessment included the San Bernardino County Museum (SBCM), Los Angeles County Natural History Museum (LACM) and the Western Science Center (WSC) in Hemet. The records search did not reveal any previously recorded fossil localities within the Project site. The closest recorded fossil locality is from the San Bernardino County Museum from Pleistocene old alluvium near the Lakeview Hot Springs area on the southeast side of the Perris Reservoir. Fossils collected from these localities include mammoths, extinct horses, and extinct bison. From the Western Science Center records, the closest fossil localities are located along Olive Avenue in the Winchester area, several miles southeast of the Project site. These localities are from Pleistocene deposits that yielded the remains of many species of large and small mammals. The nearest known Los Angeles County Museum of Natural History fossil locality is in Pleistocene sediments, located several miles south of the Project site, in the vicinity of Menifee, which yielded a camel specimen. Although the records search did not indicate the presence of known fossil localities within the Project site, it demonstrated that terrestrial vertebrate fossils occur at shallow depths from Pleistocene older alluvial fan sediments, like those within the Project site, across the Inland Empire. As such, the Paleontological Resources Assessment concluded that the Project site has a high sensitivity for paleontological resources. As a result, Mitigation Measure PAL-1 is included to require preparation of a Paleontological Resources Impact Mitigation Plan (PRIMP) and that ground disturbing activities be monitored to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

### 5.13.7 CUMULATIVE IMPACTS

**Paleontological Resources:** The geographic area of potential cumulative impacts related to paleontological resources includes areas that are underlain by similar geologic units from the same time period. A cumulative impact could occur if development projects incrementally result in the loss of the same types of unique paleontological resources. As detailed previously, the Mead Valley area of Riverside County, including the Project site, is underlain by deep sediments that are sensitive to paleontological resources. However, with incorporation of Mitigation Measure PAL-1 and compliance with County General Plan policies, which protects paleontological resources from loss or destruction and requires that new development include appropriate mitigation to preserve the quality and integrity of these resources, avoid them when possible, and salvage and preserve them if avoidance is not possible. These measures would reduce the potential for cumulatively considerable impacts to a less than significant level.



### 5.13.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

#### Existing Regulations

- Public Resources Code (PRC) Section 5097.5

#### Standard Conditions

None.

#### Plans, Programs, or Policies (PPPs)

None.

### 5.13.9 PROJECT DESIGN FEATURES

None.

### 5.13.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact PAL-1: Project implementation could uncover subsurface paleontological resources.

### 5.13.11 MITIGATION MEASURES

**MM PAL-1: Paleontological Monitoring.** Prior to the issuance of grading permits, the applicant shall provide a letter to the County of Riverside Planning Department, or designee, from a professional paleontologist, stating that a qualified paleontologist has been retained to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the County for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring for excavation below five feet below ground surface.

In the event paleontological resources are encountered, ground disturbing activity within 50 feet of the area shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

Criteria for discard of specific fossil specimens shall be made explicit in the PRIMP. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project construction, then recovery techniques may be applied. Actions include recovering a sample of the fossiliferous material prior to construction, monitoring construction activities and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage, and treatment shall be done at the

Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. 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.

### 5.13.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory programs and implementation of Mitigation Measure PAL-1 would reduce potential impacts associated with unique paleontological resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to paleontological resources would occur.

## REFERENCES

Brian F. Smith and Associates. "Paleontological Assessment for the Water and Harvill Project." 9 September 2021. (BFSa 2021). Appendix I.

Riverside County. General Plan. Accessed: 5 May 2022. <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>

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Society of Vertebrate Paleontology. "Society of Vertebrate Paleontology Handbook." 23 June 2020.

Southern California Geotechnical. "Geotechnical Investigation Proposed Warehouse SWC Water Street and Harvill Avenue Riverside County (Perris), California for BCIF Acquisitions LLC." 10 June 2021. (SGC, 2021). Appendix H.

## 5.14 Population and Housing

### 5.14.1 INTRODUCTION

This section examines the existing population, housing, and employment conditions in the County of Riverside and assesses the Project's impacts on regional growth and potential displacement of people and housing. The demographic data and analysis in this section is based, in part, on the following documents and resources:

- *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, SCAG, September 2020
- *Local Profiles Report 2019, Profile of Unincorporated Riverside*, SCAG, May 2019
- *Household Projections for California Counties*, California Department of Finance (DOF), 2022
- *Riverside County General Plan*, December 2015
- *County of Riverside Code of Ordinances*

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. According to Section 15382 of the State CEQA Guidelines, “[a]n economic or social change by itself shall not be considered a significant impact on the environment.” Socioeconomic characteristics should be considered in an EIR only to the extent that they create adverse impacts on the physical environment.

### 5.14.2 REGULATORY SETTING

#### 5.14.2.1 Federal Regulations

No federal laws, regulations, or executive orders apply to the Project.

#### 5.14.2.2 State Regulations

##### **Housing Crisis Act of 2019 - Senate Bill 330 (SB 330)**

Commonly known as Senate Bill 330 (Chapter 654, Statutes of 2019), this law was passed to respond to the California housing crisis. Effective January 1, 2020, and slated to sunset on January 1, 2025, SB 330 aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. This law makes a number of modifications to existing legislation, such as the Permit Streamlining Act and the Housing Accountability Act, and institutes the Housing Crisis Act of 2019. Under this legislation, municipal and county agencies are restricted in ordinances and polices that can be applied to residential development.

While many of SB 330's provisions (including those related to vested rights and permit streamlining) apply to all cities and counties, the restrictions on local actions contained in Government Code Section 66300 apply only in "affected" cities and counties as defined by the HCD. In the case of counties, it is areas within counties and not necessarily an entire county that is affected.

Consequently, SB 330 prevents the County of Riverside from downzoning residential units, unless they upzone an equivalent amount elsewhere within their boundaries. SB 330 provides that, where housing is an allowable use, an affected public agency, including its voters by referendum or initiative, may not change a land use designation (general plan or zoning) to remove housing as a permitted use or reduce the intensity of

residential uses permitted under the general plan and zoning codes that were in place as of January 1, 2018.

### 5.14.2.3 Regional/Local Regulations

#### Riverside County General Plan

The Riverside County General Plan contains the following policies related to population and housing that are applicable to the Project:

**Policy LU 30.1** Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.

**Policy LU 3.1** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:

- a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing.
- b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.
- c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.
- d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
- e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.
- f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).
- g. Provide the opportunity to link communities through access to multi-modal transportation systems.

**Policy LU 8.12** Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the county.

### 5.14.3 ENVIRONMENTAL SETTING

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. The Project site has a General Plan land use designation of Business Park (BP). The Project site has a zoning designation of Manufacturing-Service Commercial (M-SC) that allows development of the site up to a maximum FAR of 0.60. The Project site does not currently contain any housing, nor is it designated for the development of housing.

## Population

According to SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the population of unincorporated Riverside County is anticipated to increase from 370,500 persons in 2016 to 525,600 persons in 2045, an increase in 155,100 persons (Table 5.14-1). This represents a 29 percent increase between 2016 and 2045. Assuming unincorporated Riverside County's population increased at a consistent rate between 2016 and 2045, unincorporated County would add approximately 5,348 persons per year. Comparatively, the entire County's population is anticipated to increase from 18,832,000 persons in 2016 to 22,504,000 persons in 2045, an increase of 3,672,000 persons. This represents a 16 percent increase. Assuming the County's population increased at a consistent rate between 2016 and 2045, the County would add approximately 126,620 persons per year.

**Table 5.14-1: Population Trends in the County of Riverside**

	2016	2045	2016 – 2045 Increase
<b>Unincorporated Riverside County</b>	370,500	525,600	155,100 (29 percent)
<b>Riverside County</b>	18,832,000	22,504,000	3,672,000 (16 percent)

Source: SCAG 2020

## Housing

According to SCAG's 2020-2045 RTP/SCS, unincorporated Riverside County is projected to add approximately 67,300 households by 2045 (Table 5.14-2). Assuming unincorporated Riverside County adds to the housing stock at a consistent rate between 2016 and 2045, the County would add approximately 2,620 dwelling units per year. Comparatively, the County as a whole is expected to add approximately 1,620,800 households by 2045. Assuming the County added to the housing stock at a consistent rate between 2016 and 2045, the County would add approximately 55,900 dwelling units per year.

**Table 5.14-2: Housing Trends in the County of Riverside**

	2016	2045	2016 – 2045 Increase
<b>Unincorporated Riverside County</b>	113,600	180,900	67,300 (37 percent)
<b>Riverside County</b>	6,012,200	7,633,000	1,620,800 (21 percent)

Source: SCAG 2020

## Employment

According to SCAG's 2020-2045 RTP/SCS, unincorporated Riverside County is projected to add approximately 1,660 jobs between 2016 and 2045 (Table 5.14-3). This represents an increase of approximately 17 percent. Assuming unincorporated Riverside County added employment opportunities at a consistent rate between 2016 and 2045, unincorporated County would add approximately 57 jobs per year. Comparatively, the entire County is projected to add approximately 63,500 jobs (or 45 percent)

between 2016 and 2045. Assuming the entire County added employment opportunities at a consistent rate between 2016 and 2045, the County would add approximately 2,190 jobs per year.

**Table 5.14-3: Employment Trends in the County of Riverside**

	Employment 2016	Employment 2045	2016 – 2045 Increase
<b>Unincorporated Riverside County</b>	8,389	10,049	1,660 (17 percent)
<b>Riverside County</b>	76,100	139,600	63,500 (45 percent)

Source: SCAG 2020

### Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG’s regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

SCAG considers an area balanced when the jobs-housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.36 are “housing rich,” meaning that more housing is provided than employment opportunities in the area (SCAG 2004). A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table 5.14-4 provides the projected jobs-to-housing ratios, based on SCAG’s 2020-2045 RTP/SCS, for the County.

**Table 5.14-4: Jobs-Housing Trends in the County of Riverside**

	Employment in 2016	Number of Dwelling Units in 2016	2016 Jobs to Housing Ratio	Employment in 2045	Number of Dwelling Units in 2045	2045 Jobs to Housing Ratio
<b>Unincorporated Riverside County</b>	76,100	113,600	0.67	139,600	180,900	0.77
<b>Riverside County</b>	838,900	6,012,000	0.14	1,004,900	7,633,000	0.13

Source: SCAG 2020

As shown on Table 5.14-4, the projected 2045 jobs-to-housing ratio for unincorporated Riverside County and Riverside County are 0.77 and 0.13, respectively. This means that both unincorporated and incorporated Riverside County is housing rich.

### 5.14.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- POP-1 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere; or
- POP-2 Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income; or
- POP-3 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).

### 5.14.5 METHODOLOGY

State CEQA Guidelines Section 15064(e) states that a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. Additionally, State CEQA Guidelines Appendix G indicates that a project could have a significant effect if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). Therefore, population impacts are considered potentially significant if growth associated with a project would exceed projections for the area and if such an exceedance would have the potential to create a significant adverse physical change to the environment.

The methodology used to determine population, housing, and employment impacts includes data collection on population and housing trends, which was obtained from DOF, the Riverside County General Plan, and SCAG. If projected growth with the Project would exceed SCAG and County growth projections and could create a significant change to the environment, the resulting growth would be considered "substantial," and a significant impact would result.

### 5.14.6 ENVIRONMENTAL IMPACTS

**IMPACT POP-1: THE PROJECT WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE.**

**No Impact.** The Project site is currently vacant and contains no existing residential units or structures. As such, the proposed Project would have no potential to displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts would occur.

**IMPACT POP-2: THE PROJECT WOULD NOT CREATE A DEMAND FOR ADDITIONAL HOUSING, PARTICULARLY HOUSING AFFORDABLE TO HOUSEHOLDS EARNING 80% OR LESS OF THE COUNTY'S MEDIAN INCOME.**

**Less Than Significant Impact.** The Project site has a General Plan land use designation of Business Park (BP) and a zoning designation of Manufacturing-Service Commercial (M-SC). The proposed use would be consistent with the General Plan land use and zoning designations. As shown in Table 5.14-4 above, Riverside County, both unincorporated and incorporated, has a poor job to housing ratio. Therefore, by developing

the Project site with employment-generating land uses, the Project would benefit the County by increasing the number of jobs available in the region.

The Project proposes the development of a warehouse building totaling 434,823 SF. For the purpose of analysis, employment estimates were calculated using data and average employment density factors utilized in the Riverside County General Plan Environmental Impact Report (EIR). The General Plan EIR estimates that Light Industrial uses, like the proposed Project, would employ approximately one worker for every 1,030 square feet of building area. Thus, the Project would generate approximately 423 employees. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of Riverside County in August 2022 was 4.3 percent, the City of Perris was 5 percent, City of Hemet was 5.7 percent, City of Moreno Valley was 4.1 percent, and the City of Menifee was at 4 percent (State Employment Development Department 2022). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing.

Furthermore, the Riverside County General Plan designates areas of the County in which lower-income housing can be accommodated to meet the County's Regional Housing Needs Allocation (RHNA) obligations and does not rely on residential development on the Project site in order to meet its RHNA obligations. Therefore, as it is anticipated that the jobs created as a result of the Project would be filled by workers who already reside in the Project vicinity and that the proposed Project would not attract a significant number of new residents to the County, the Project would not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income. Therefore, impacts would be less than significant.

**IMPACT POP-3: THE PROJECT WOULD NOT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE THROUGH THE EXTENSION OF ROADS OR OTHER INFRASTRUCTURE).**

**Less Than Significant Impact.**

**Construction.** Construction of the proposed Project would result in a temporary increased demand for construction workers. For purposes of this analysis, this Draft EIR assumes that construction of the Project would commence in January 2023 and would last through May 2024. Construction would require approximately 91 construction workers during this 17-month period. Workers are anticipated to come from the surrounding jurisdictions and commute daily to the jobsite. Although it is possible that the demand for workers could induce some people to move to the region, this consideration would be de minimis, relative to the total number of construction workers in the region. According to the U.S. Census Bureau, 74,133 individuals are employed in the construction industry in Riverside County (U.S. Census 2020). The supply of general construction labor in the vicinity of the Project area is not expected to be constrained due to the current 4.0 percent unemployment rate in the County and the temporary nature of construction projects (EDD, 2022). As such, the existing labor pool could meet the construction needs of the Project, and this labor pool would increase with the continued projected growth of Riverside County. Therefore, implementation of the Project would not induce substantial unplanned population growth directly or indirectly through construction employment that could cause substantial adverse physical changes in the environment. Impacts would be less than significant.

**Operation.** Implementation of the Project would result in long-term employment opportunities in the Project region. Because the future tenants are unknown, the number of jobs generated from operation cannot be precisely determined. However, as discussed above, based on the Riverside County General Plan EIR employment factor of 1,030 square feet of light industrial space per employee, implementation of the proposed Project would create approximately 423 jobs. As such, the proposed Project would positively



contribute to employment growth in unincorporated Riverside County, as well as the inland Southern California region. Based on the growth projections analyzed in SCAG's 2020-2045 RTP/SCS, full buildout of the Project would represent approximately 25 percent of projected employment growth within unincorporated Riverside County and approximately 0.7 percent of projected employment growth within Riverside County.

As discussed above, employees that would work at the proposed Project are anticipated to come from within the region. Any employees relocating for Project related employment would be accommodated by the existing vacant housing in the region. Furthermore, the Project site has been planned for business park uses. This land use designation under the County General Plan allows for development of projects that result in employment generation. Thus, direct impacts related to population growth in an area would be less than significant.

**Infrastructure.** Development of the Project would require expansion of infrastructure to serve the proposed uses at the site, including installation of new onsite water, sewer, and stormwater drainage lines and improved roadways as outlined in Section 3.0, *Project Description*. The improvements would serve only the operations of the proposed development. They have not been sized to accommodate developments off-site. The Project would include development of driveways as well as roadway improvements within the Project site frontage to provide adequate access and circulation for passenger automobiles and truck traffic. The Project applicant does not directly propose any offsite roadway expansions into areas where roadways do not currently exist. Therefore, the proposed Project would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant.

### 5.14.7 CUMULATIVE IMPACTS

Impacts from cumulative population growth are considered in the context of their consistency with local and regional planning efforts. As discussed, SCAG's 2020-2045 RTP/SCS serves as a long-range vision plan for development in the counties of Riverside, San Bernardino, Imperial, Los Angeles, Orange, and Ventura. The Project would not exceed the SCAG population, housing, and employment growth projections for the County and would represent a nominal percentage of SCAG's overall projections for unincorporated Riverside County. The Project would result in a generation of approximately 423 permanent jobs at full buildout. Based on the growth projections analyzed in SCAG's 2020-2045 RTP/SCS, full buildout of the Project would represent approximately 25 percent of projected employment growth within unincorporated Riverside County. The Project is within the growth projections used to prepare RTP/SCS, thus, impacts related to cumulative growth would be less than significant and not cumulatively considerable.

### 5.14.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

#### Existing Regulations

- SCAG Regional Housing Needs Allocation
- California Government Code Section 65300
- Government Code Sections 65580–65589
- California Senate Bill 330

### Plans, Programs, or Policies (PPPs)

None.

## 5.14.9 PROJECT DESIGN FEATURES

None.

## 5.14.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of standard conditions of approval, Impacts POP-1 and POP-2 would be less than significant.

## 5.14.11 MITIGATION MEASURES

No mitigation measures are required.

## 5.14.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to population and housing would occur.

## REFERENCES

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## 5.15 Public Services

### 5.15.1 INTRODUCTION

This section of the Draft EIR addresses impacts of the Project to public services, including fire protection and emergency services, police protection, school services, and other public services, such as library and health services. This section addresses whether there are physical environmental effects of new or expanded public facilities that are necessary to maintain acceptable service levels. This section analyzes whether any physical changes resulting from a potential increase in service demands from Project implementation could result in significant adverse physical environmental effects. Thus, an increase in staffing associated with public services, an increase in calls for services, would not, by itself, be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. The analysis in this section is based, in part, on the following documents and resources:

- *Riverside County General Plan, September 2021*
- *Riverside County General Plan EIR, September 2021*
- *County of Riverside Code of Ordinances*
- *Mead Valley Area Plan, October 2011*

### 5.15.2 REGULATORY SETTING

#### 5.15.2.1 Federal Regulations

There are no Federal regulations pertaining to public services that would be applicable to the Project.

#### 5.15.2.2 State Regulations

##### **California Building Code**

The California Building Code (CBC) includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

##### **California Fire Code**

California Code of Regulations (CCR) Title 24, Part 9 (2016 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2016 (adopted January 1, 2017).

The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-

safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

### **California Government Code (Section 65995(b)) and Education Code (Section 17620)**

California Senate Bill 50 (SB 50), which passed in 1998, amended California Government Code Sections 65995.5 through 65998, which contains limitations on Education Code Section 17620. The statute authorizes school districts to assess development fees within school district boundaries. Government Code Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments.

Effective April 21, 2020, the maximum impact fees allowed by SB 50 are as follows:

- Residential construction: \$4.08 per square foot of assessable space.
- Commercial, industrial, and senior housing construction: \$0.66 per square foot of chargeable covered and enclosed space. (Gov. Code §65995, subd. (b)).

According to California Government Code Section 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

### **California State Assembly Bill 2926: School Facilities Act of 1986**

In 1986, AB 2926 was enacted to authorize the levy of statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of statutory fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

### **Mitigation Fee Act (California Government Code Sections 66000 et seq.)**

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the County of Riverside to establish, increase, or impose an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development Project on which it is to be levied. This Act became enforceable on January 1, 1989 (California Legislative Information, 2019).

### **Quimby Act**

The Quimby Act (California Government Code, Section 66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California’s growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map.

### 5.15.2.3 Local Regulations

## Fire Protection and Emergency Services

### Riverside County General Plan

The General Plan Land Use Element includes the following public safety objectives and policies are related to public services and the proposed Project:

**Policy LU 5.1** Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and daycare centers transportation systems, and fire/police/medical services.

**Policy LU 5.2** Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.

**Policy LU 10.1** Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

The General Plan Safety Element includes the following public safety objectives and policies are related to fire protection and the proposed Project:

**Policy S 4.1** All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits:

a) All proposed development and construction shall meet minimum state, county, and local standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use.

b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and state requirements.

d) Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

e) Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.

f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.)

g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.

**Policy S 4.5** Require proposed development in High or Very High Fire Hazard Severity Zones be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the Riverside County Fire Department.

**Policy S 4.6** Request that conceptual landscaping plans for development in Fire Hazard Severity Zones be reviewed by TLMA and Fire Department prior to the issuance of development permits. The conceptual landscaping plan of the proposed development should, at a minimum, include:

- a) Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards.
- b) Retention of existing natural vegetation to the maximum extent feasible.
- c) Removal of on-site combustible plants.

**Policy S 4.7** Site design for development in Fire Hazard Severity Zones should be required to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by:

- a) Providing fuel modification zones with removal of combustible vegetation while minimizing visual impacts and limiting soil erosion.
- b) Replacing combustible vegetation with fire resistant vegetation to stabilize slopes.
- c) Submitting topographic map with site-specific slope analysis.
- d) Submitting erosion and sedimentation control plans.
- e) Providing a setback from the edge of the fuel modification zones as deemed appropriate by the Fire Department.
- f) Minimizing disturbance of 25 percent or greater natural slopes.
- g) Or enacting other efforts as appropriate to provide comparable protection.



- Policy S 4.15** Seek to conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.
- Policy S 4.16** Continue to work cooperatively with the California Department of Forestry and Fire Protection and Tribal government fire departments to strengthen fire-fighting capabilities and successfully respond to multiple fires.
- Policy S 4.17** Consider developing a program to use existing reservoirs, tanks, and water wells in the county for emergency fire suppression water sources.
- Policy S 4.22** Ensure that the Riverside County Fire Department has appropriate municipal staffing and Office of the Fire Marshall staff to address development pressure and adequately respond to expected future fire protection needs.
- Policy S 4.24** Implement a regional coordination program to increase support for coordination among fire protection and emergency service providers

### Mead Valley Area Plan

The Mead Valley Area Plan includes the following public safety objectives and policies related to fire protection and the proposed Project:

- MVAP 19.1** Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

### Riverside County Code of Ordinances

**Ordinance No. 787; Fire Code.** The Riverside County Code of Ordinances includes the California Fire Code as published by the California Building Standards Commission and the International Code Council (with some County-specific amendments). The California Fire Code is Title 24, Part 9 of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

**Ordinance No. 659; Development Impact Fee.** The Riverside County Code of Ordinances requires that new development pay Development Impact Fees (DIF) to ensure that certain facility obligations are met to reasonably serve the subject development. Such obligations include the construction of new fire protection facilities, sheriff facilities, and school facilities. The amount of the DIF will vary depending upon the location of the property upon which the development unit or a portion thereof will be constructed.

**Ordinance No. 695; Hazardous Vegetation.** The Riverside County Code of Ordinances directs the California Department of Forestry (CDF) and Riverside County Fire department (RCFD) to distribute hazard abatement notices to Riverside County residents. The hazard abatement notices require property owners to reduce the fuels around their property. A minimum 30-foot clearance is required around all structures, which can be extended to 100 feet in areas where severe fire hazards exist. On unimproved parcels, the property owner is required to disc or mow 100 feet along the property's perimeter. The County also requires a development within a high fire hazard area to design and implement fuel modification programs for the interface between developed and natural areas within and adjacent to the proposed project area.

## School Services

### Riverside County General Plan

The General Plan Land Use Element includes the following public safety objectives and policies are related to public services and the proposed Project:

**Policy LU 30.3** Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools that could be impacted by industrial activity.

### 5.15.3 ENVIRONMENTAL SETTING

#### Riverside County Fire Department

The Riverside County Fire Department (County Fire) would serve the Project. County Fire provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. County Fire provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials.

The Project site would be served by three fire stations:

**Table 5.15-1: Fire Stations**

Fire Station	Location	Distance from Site	Estimated Response Time	Equipment	Staffing
Station 90	333 Placentia Ave, Perris, CA 92571	1.62 miles	5-6 minutes	75-foot Quint Aerial Truck	4 crewmembers
Station 59	21510 Pinewood St, Perris, CA 92570	2.43 miles	6 minutes	Type-1 Fire Engine	3 crewmembers
Station 1	210 W San Jacinto Ave, Perris, CA 92570	2.43 miles	6 minutes	2 Type-B Fire Engines	6 crewmembers

Staffing information provided by Tyler Rockford, Riverside County Fire Department

#### Riverside County Sheriff's Department

The Riverside County Sheriff's Department provides police services throughout the County, including the Project site. The Riverside County Sheriff's Department has 2,720 employees, including 1,330 sworn personnel to provide for community policing services. Nine sheriff sub-stations are located throughout Riverside County to provide area-level community service. In addition, the Sheriff's Department operates the Moreno Valley Police Department station in the City of Moreno Valley (General Plan EIR 2021). There is one County Sheriff's Department Patrol Station that would serve the Project area.

**Table 5.15-2: Sheriff Stations**

Sheriff Station	Location	Distance from Sites	Approximate Response Time <sup>1</sup>	Staffing
Riverside County Sheriff Perris Station	137 N Perris Blvd, Perris, CA 92570	2.46 miles	5.3 minutes	151 Sworn Officers <sup>2</sup>

<sup>1</sup>City of Perris, Draft Environmental Impact Report 2004

<sup>2</sup>Perris Station staffing provided by Sergeant Edward Soto

## School Services

The Project site is within the Val Verde Unified School District (VVUSD) boundary. VVUSD currently operates 21 schools, including: one pre-school, 12 elementary schools, four middle schools, and four high schools (VVUSD 2022). As of the 2020/2020 school year, the VVUSD had a total capacity of 19,216 students (California Dept. of Education 2022). Table 5.15-3 shows the schools that students residing within Project area attend and the enrollment over the past nine years.

**Table 5.15-3: Enrollment Between 2021-22 and 2014-15 of Schools Serving the Project Area**

School	2021-22	2020-21	2019-20	2018-19	2017-18	2016-17	2015-16	2014-15
Val Verde Elementary School 2656 Indian Ave, Perris	573	587	615	713	815	846	876	874
Val Verde High School 972 Morgan St, Perris	294	320	338	270	373	390	350	316
Val Verde Academy 972 Morgan St, Perris	642	109	115	116	123	86	100	114
Columbia Elementary School 21350 Rider St, Perris	647	641	751	701	719	718	724	714
Triple Crown Elementary School 530 Orange Ave, Perris	999	1,060	1,017	1,000	957	936	909	844
Lakeside Middle School 27720 Walnut St, Perris	1,030	1,166	1,276	1,320	1,258	1,241	1,259	1,220

Source: California Department of Education

## Library Facilities

The Riverside County Library System (RCLS) provides library services to the Project site and surrounding areas. The RCLS operates a system of 35 libraries and two book mobiles as well as an automated network of library resources that can be accessed by County residents via the Internet. As of 2021, the RCLS's catalog included 1.3 million items. There are two libraries that serve the Project site: Perris Branch Library, located approximately 2.5 miles southeast of the Project and Mead Valley Library, located approximately 2.5 miles northwest of the Project.

## Health Facilities

Riverside County operates one hospital facility in Moreno Valley and nine clinics throughout the County. The nearest medical facilities to the Project site are the Kindred Hospital, located approximately 1.5 miles east, Kaiser Permanente Moreno Valley Medical Center located approximately 6.5 miles northeast, and the Menifee Global Medical Center located approximately 8.2 miles southeast.

## 5.15.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to 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:

PS-1 – Fire Services

PS-2 – Sheriff Services

- PS 3 – Schools
- PS 4 – Libraries
- PS 5 – Health Care Services

### 5.15.5 METHODOLOGY

The evaluation of impacts to public services is based on whether the existing public service can meet the demands of the Project, based on established thresholds, including maintaining acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the Project results in the need for new or the expansion of existing government services and facilities, including fire and police stations, schools, parks, libraries, community recreation centers, public health facilities, and animal shelters.

### 5.15.6 ENVIRONMENTAL IMPACTS

**IMPACT PS-1: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE PROTECTION FACILITIES OR THE NEED FOR NEW OR PHYSICALLY ALTERED FIRE PROTECTION 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.**

**Less than Significant Impact.** Construction and operation of the Project would increase the demand for fire protection and emergency medical services. The threshold is whether the Project would result in inadequate staffing levels or require additional equipment, response times, and/or increase the demand for services that would then require the construction or expansion of fire station facilities that would have an adverse physical effect on the environment.

As set forth by the Riverside County Fire Protection Master Plan and Riverside County General Plan EIR, a new fire station and/or appropriate fire company is required for the development of 2,000 dwelling units or more or 3,500,000 SF of industrial use or more. No residential uses are proposed as part of the Project and the Project would not exceed 3,500,000 SF of industrial use, and thus the Project would not result in the need for a new fire station in the local area based on this standard. Nevertheless, as discussed in Section 5.14, *Population and Housing*, the Project is estimated to generate 423 employees. The 423-employee increase that would occur from implementation of the proposed Project would result in an incremental increase in demand for fire protection and emergency medical services. However, there are three existing fire stations within 2.43 miles of the Project site that currently serve the Project vicinity; the closest station, Station 90, is 1.62 miles from the Project site. As discussed in the Riverside County General Plan EIR, the provision of fire stations varies more as a function of the geographic distribution of structures than of population increases and existing stations have been strategically located to ensure adequate service within the particular area. As such, 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.

The proposed Project would be required to adhere to the 2019 California Fire Code which would minimize the demand upon fire stations, personnel, and equipment. Additionally, site access would be subject to plan check review by the County Planning Department and County Fire to ensure compliance with fire protection standards. The proposed warehouse would be of concrete tilt up construction which contains a low fire hazard risk rating. The building would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire

suppression systems pursuant to the California Fire Code, CBC, and other existing regulations regarding fire safety.

Additionally, the Project would be required to pay Development Impact Fees pursuant to Riverside County Ordinance No. 659, *Development Impact Fees*. 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 imposing development impact fees for fire facilities for every acre of new industrial use.

Development impact fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities. Any future construction and operation of a new fire station would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Therefore, with the payment of development fees pursuant to Ordinance No. 659, Project impacts to fire services would be less than significant.

**IMPACT PS-2 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED SHERIFF FACILITIES OR THE NEED FOR NEW OR PHYSICALLY ALTERED SHERIFF FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR SHERIFF SERVICES.**

**Less than Significant Impact.** Implementation of the proposed Project would result in development of a 434,823 SF warehouse. The Project would result in additional onsite employees and goods that could create the need for sheriff services. Development of the Project and the introduction of new businesses onsite could result in an incremental increase in criminal activity such as burglaries, thefts, auto thefts, vandalism, etc. However, according to the Riverside County Sheriff's Department, there is not a direct correlation between population growth, the number of crimes committed, and the number of sheriff personnel needed to respond to these increases. Impacts to police services are considered significant if Project implementation would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction of new or expansion of existing policies facilities.

As discussed in Section 5.14, *Population and Housing*, the Project is estimated to generate a need for 423 employees, however, it is anticipated that some of these employees will come from within the region and thus would not contribute to a large increase in population. The Sheriff Station that would serve the Project site is the Perris Station, located approximately 2.46 miles from the site. Perris Station is staffed by 151 full-time sworn officers.

The following service area ratios apply to law enforcement staffing within Riverside County: Unincorporated Riverside County has set a minimum standard of 1.0 deputy per 1,000 residents. This standard was adopted as part of the "*Commitment to Public Safety and Citizens' Option for Public Safety*," by the Board of Supervisors on September 17, 1996. The Sheriff's Department has indicated that their desired staffing level is 1.2 deputies per 1,000 residents, while Mitigation Measure 4.15.C of EIR No. 441, which was prepared for the County's 2003 General Plan, establishes a standard of 1.5 sworn peace officers per 1,000 population. Based on the projected 423 employees generated by the Project, no new sworn officers would be necessary to support the Project. Therefore, the Project would not result in the need for new or expanded sheriff facilities to support the Project.

Additionally, the Project would be required to adhere to Riverside County Ordinance No. 659, which 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, including the need for new or expanded sheriff facilities. Therefore, the Project's incremental demand for sheriff protection services would be less than significant with the payment of Development Impact Fees.

**IMPACT PS-3 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES OR THE NEED FOR NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR SCHOOLS.**

**Less than Significant Impact.** The Project site is within the Val Verde Unified School District (VVUSD). As discussed previously, the Project would result in development of a 434,823 SF warehouse. No residential development is planned as a part of this Project. As such, the Project would not result in a direct demand for new or expanded school services within the area. 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, and substantial in-migration of employees that could generate new students is not anticipated to occur.

Additionally, under state law, development projects are required to pay school impact fees in accordance with Senate Bill 50 (SB 50) at the time of building permit issuance. The funding program established by SB 50 allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs and has been found by the legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities" (Government Code Section 65995[h]). Mandatory payment of school fees would reduce impacts to VVUSD schools to less than significant. Furthermore, any project associated with expanding school facilities, whether related to the construction of new facilities or modernization of existing facilities, would be subject to environmental review and mitigation pursuant to CEQA. As such, with Project payment of fees to VVUSD, impacts to school services would be less than significant.

**IMPACT PS-4 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED LIBRARY FACILITIES OR THE NEED FOR NEW OR PHYSICALLY ALTERED LIBRARY 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.**

**Less than Significant Impact.** The closest library facilities to the Project site are the Perris Branch, located approximately 2.5 miles southeast of the site and the Mead Valley Library, located approximately 2.5 miles northwest from the site. As discussed previously, the Project would result in development of a 434,823 SF warehouse and would not directly result in a direct increase in the County's population as no residential uses are proposed. As such, the proposed Project would not directly create a demand for public library facilities, nor would it directly result in the need to modify existing or construct new library buildings. Demand placed on libraries is based on the generation of a resident population associated with a person's place of residence, and not typically their place of employment. Additionally, the proposed Project would adhere to the payment of Development Impact Fees as outlined in Riverside County Ordinance No. 659 to ensure a fair share of costs associated with the Proposed Project are paid for public facilities, including libraries. Therefore, the Project would result in a less than significant impact related to library services.

**IMPACT PS-5 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED HEALTH CARE FACILITIES OR THE NEED FOR NEW OR PHYSICALLY ALTERED HEALTH CARE 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 CARE SERVICES.**

**Less than Significant Impact.** The closest health care facilities to the Project site are the Kindred Hospital (approximately 1.5 miles east), Kaiser Permanente Moreno Valley Medical Center (approximately 6.5 miles northeast), and the Menifee Global Medical Center (approximately 8.2 miles southeast). As discussed previously, the Project would result in development of a 434,823 SF warehouse and would not directly result in a direct increase in the County's population as no residential uses are proposed. As such, the proposed Project would not directly create a demand for public health care facilities, nor would it directly result in the need to modify existing or construct new health care facilities. Additionally, the proposed Project would adhere to the payment of Development Impact Fees as outlined in Riverside County Ordinance No. 659 to ensure a fair share of costs associated with the Proposed Project are paid for public facilities, including health care facilities. Therefore, the Project would result in a less than significant impact related to library services.

### 5.15.7 CUMULATIVE IMPACTS

The Project would not significantly increase the need for public services in the Project area, in the cities surrounding the Project site, or within the region. As discussed above, the Project applicant would pay the required Riverside County Ordinance No. 659 Development Impact Fees. Additionally, as discussed above, the Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the result in the need for new or the expansion of existing government services and facilities. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

### 5.15.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

#### Existing Regulations

##### Fire Protection and Emergency Services

- Ordinance No. 659
- California Fire Code (CFC; California Code of Regulations, Title 24, Part 9)

##### Police Services

- Ordinance No. 659

##### School Services

- Government Code Section 65995(b)
- California State Assembly Bill 2926: School Facilities Act of 1986

- California Senate Bill 50: School Facilities Bond Act of 1998

**Library Services**

- Ordinance No. 659

**Health Care Services**

- Ordinance No. 659

**Plans, Programs, or Policies (PPPs)**

**PPP PS-1: Ordinance No. 659.** Prior to the issuance of 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 providing services and/or the funding and installation of facilities (including fire facilities, library facilities, flood control infrastructure, transportation improvements, park facilities, trail facilities, etc.) 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.

**PPP PS-2: School Impact Fees.** 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.

## 5.15.9 PROJECT DESIGN FEATURES

None.

## 5.15.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts PS-1, PS-2, PS-3, PS-4, and PS-5 would be less than significant.

## 5.15.11 MITIGATION MEASURES

No mitigation measures are required.

## 5.15.12 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Compliance with regulatory programs would reduce potential impacts related to public services to less than significant. Therefore, no significant unavoidable adverse impacts would occur.

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## 5.16 Transportation

### 5.16.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Project. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The proposed Project's impacts are analyzed in the context of existing (2022) and opening year (2024) conditions. The analysis in this section is based on the following resources:

- *Riverside County General Plan*, December 2015
- *Riverside County General Plan EIR*, December 2015
- *County of Riverside Code of Ordinances*
- *Harvill & Water Warehouse Traffic Analysis*, Urban Crossroads, November 2022, Appendix O
- *Harvill Avenue Vehicle Miles Traveled (VMT) Analysis*, Urban Crossroads, 18 August 2022, Appendix P

### 5.16.2 REGULATORY SETTING

#### 5.16.2.1 State Regulations

##### **Senate Bill 743 (Steinberg, 2013)**

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

#### 5.16.2.2 Regional Regulations

##### **Regional Transportation Plan/Sustainable Communities Strategy**

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air

Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

### 5.16.2.3 Local Regulations

#### Riverside County General Plan

The Riverside County General Plan contains the following policies related to transportation that are applicable to the Project:

**Policy C 1.8** Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.

**Policy C 2.1** 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 (Figure C-1) 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 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/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.

LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations

**Policy C 2.2** Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development

**Policy C 2.3** Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.

**Policy C 2.4** The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.

- Policy C 2.5** The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.
- Policy C 3.6** Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.
- Policy C 3.7** Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
- Policy C 3.9** Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.
- Policy C 3.10** Require private and public land developments to provide all onsite auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.
- Policy C 3.11** Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.
- Policy C 4.1** Provide facilities for the safe movement of pedestrians within developments, as specified in the Riverside County Ordinances Regulating the Division of Land of the County of Riverside.
- Policy C 4.3** Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design.
- Policy C 4.6** Consult the Riverside County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.
- Policy C 4.7** Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.
- Policy C 6.3** Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Require that access points be located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement.
- Policy C 6.7** Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.

## Mead Valley Area Plan

The Mead Valley Area Plan includes the following objectives and policies are related to transportation and the proposed Project:

- MVAP 9.1** Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the Functional Classifications section in the General Plan Circulation Element.
- MVAP 9.2** Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.
- MVAP 11.1** Maintain and improve the trails and bikeways system to reflect Figure 9, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

## Riverside County Ordinances

**Ordinance Number 461 Road Improvement Standards and Specifications.** This ordinance adopts Road Improvement Standards and Specifications.

**Ordinance Number 499 Encroachments in County Highways.** This ordinance delegates to the Riverside County Transportation Director the administration of the use of county highways, including county roads, for excavations and encroachments; construction, operation and maintenance of utility facilities; planting, maintenance and removal of trees; and the issuance, modification, and revocation of permits for such uses.

**Ordinance Number 659 Development Mitigation Fee for Residential Development (DIF Program).** This ordinance establishes a development impact fee (DIF) for the development of infrastructure, including County roadways and the installation of traffic signals.

**Ordinance Number 671 Consolidated Fees for Land Use and Related Functions.** This ordinance establishes a consolidated fee program for land use and related functions. This is a deposit-based fee (DBF) program and provides for unused fees to be refunded to the applicant.

**Ordinance Number 748 Mitigation of Traffic Congestion Through Signalization.** This ordinance establishes a fee program for the installation of traffic signals based on a priority list. The fee would also have a component for the installation of traffic signal interconnect, and a component for the application of intelligent transportation systems technologies.

**Ordinance Number 824 Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program.** This ordinance establishes a TUMF program for the western portion of Riverside County. The fees are collected by the County of Riverside and administered by WRCOG to make roadway improvements in the WRCOG area. TUMF funds are intended for use solely for the engineering, construction, and right-of-way acquisition for regional facilities. TUMF funds may not be used to defray operational and maintenance expenses. Facilities eligible for TUMF are designated by WRCOG and updated periodically. They include streets, arterials and road improvements as defined in the ordinance.

## 5.16.3 ENVIRONMENTAL SETTING

### Traffic Study Area and Existing Levels of Service

The Project traffic study area includes roadways bordering the Project: Orange Avenue to the south, Water Street to the north, and Harvill Avenue to the east and roadways within the Project vicinity: Placentia Avenue and Nuevo Road. Existing classifications of these roadways are as follows:

- Placentia Avenue, east of Harvill Avenue is classified as an Arterial by the Riverside County General Plan.
- Harvill Avenue is classified as a Major Highway by the Riverside County General Plan.
- Placentia Avenue, west of Harvill Avenue is classified as a Secondary Highway by the Riverside County General Plan.

Table 5.16-1, *Existing Roadway Characteristics within Project Study Area*, shows the roadway characteristics that are observed within the study area.

**Table 5.16-1: Existing Roadway Characteristics within Project Area**

Roadway	Number of Lanes	Sidewalks?	Bike Lane?
Water Street (E/W)	2-Lane undivided. Dirt west of Harvill Avenue, paved east of Harvill Avenue.	East of Harvill Avenue	No.
Orange Avenue (E/W)	2-Lane undivided. Paved.	No	No
Harvill Avenue (N/S)	4-Lane Undivided north of Orange Avenue, Divided south of Orange Avenue.	Only on southeast corner of Harvill/Water Intersection	No
Placentia Avenue (E/W)	2-Lane Undivided. Improvements Under Construction	No	No
Nuevo Road (NW/SE)	4-Lane Divided.	Yes	No

Source: Urban Crossroads, 2022, Appendix O.

The traffic study area also includes 9 study intersections that provide local access to the Project site and have the greatest potential to experience significant traffic deficiencies from the Project. All intersections are located in the County of Riverside. The study intersections include the following:

1. Driveway 1/Water Street
2. Driveway 2/Orange Avenue
3. Driveway 3/Orange Avenue
4. Harvill Avenue/Water Street
5. Harvill Avenue/Orange Avenue
6. I-215 SB Ramps/Placentia Avenue
7. I-215 NB Ramps/Placentia Avenue
8. I-215 SB Ramps/Nuevo Road
9. I-215 NB Ramps/Nuevo Road

Table 5.16-2 shows that all intersections are operating at LOS C or better.

**Table 5.16-2: Existing Intersection Levels of Service**

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Delay <sup>2</sup> (sec)	LOS
1. Driveway 1/Water Street	CSS	AM PM	Future Intersection	
2. Driveway 2/Orange Avenue	CSS	AM PM	Future Intersection	
3. Driveway 3/Orange Avenue	CSS	AM PM	Future Intersection	
4. Harvill Avenue/Water Street	CSS	AM PM	15.0 17.8	C C
5. Harvill Avenue/Orange Avenue	CSS	AM PM	12.8 13.6	B B

Intersection	Traffic Control <sup>1</sup>	Peak Hour	Delay <sup>2</sup> (sec)	LOS
6. I-215 SB Ramps/Placentia Avenue	TS	AM PM	Future Intersection	
7. I-215 NB Ramps/Placentia Avenue	TS	AM PM	Future Intersection	
8. I-215 SB Ramps/Placentia Avenue	TS	AM PM	10.2 16.6	B B
9. I-215 NB Ramps/Placentia Avenue	TS	AM PM	13.1 10.9	B B

<sup>1</sup> TS = Traffic Signal; CSS = Cross-street Stop

<sup>2</sup> Per the Highway Capacity Manual (HCM) (6th Edition), overall average intersection delay and level of service are shown for unsignalized intersections. 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.

Source: Urban Crossroads (Appendix O)

### Existing Site Access

Access to the Project site is provided Water Street to the north, Orange Avenue to the South, and Harvill Avenue to the east.

### Existing Transit Service

The Project site is currently served by Riverside Transit Agency (RTA) with bus service along the I-215 Freeway and on Nuevo Road east of the I-215 Freeway. RTA Route 27 runs along the I-215 Freeway and stops at Perris High School (on Nuevo Road) and runs between the Perris Station Transit Center and the Galleria at Tyler in the City of Riverside. There are currently no transit routes or stops along the Harvill Avenue corridor near the proposed Project.

### Existing Bicycle and Pedestrian Facilities

As shown on Table 5.16-1, above, there are no existing bicycle lanes within the Project site vicinity. Additionally, sidewalks currently exist on Water Street east of Harvill Avenue and at the southeast corner of the Water Street and Harvill Avenue intersection on Harvill Avenue.

## 5.16.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- TR-4 Cause an effect upon, or a need for new or altered maintenance of roads;
- TR-5 Cause an effect upon circulation during the project's construction;
- TR-6 Result in inadequate emergency access or access to nearby uses; or
- TR-7 Include the construction or expansion of a bike system or bike lanes.



## Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The County of Riverside Transportation Department's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* were adopted in December 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. **Small Projects:** This applies to projects with low trip generation (110 trips per day), or projects that have GHG emissions that are less than 3,000 metric tons of Carbon Dioxide Equivalent (MTCO<sub>2e</sub>) per year.
2. **Projects Near High Quality Transit:** Projects which are located within a Transit Priority Area (TPA) are presumed to have a less than significant impact on VMT and therefore would not need to prepare a full VMT analysis.
3. **Local Serving Retail:** Retail that does not exceed 50,000 sf
4. **Affordable Housing:** Residential Projects that have a high percentage of affordable housing.
5. **Local Essential Services:** Projects that include Day Care, Public School, and Police or Fire facilities.
6. **Map Based Screening:** Areas of development that is under threshold as shown on a screening map.
7. **Redevelopment projects:** Projects that replace existing land uses with an existing VMT that is higher than the proposed project.

As stated in the County Guidelines, industrial land use projects should utilize the efficiency metric VMT per employee. The County Guidelines describe the following significance threshold for other employment (i.e., non-office) land uses:

“A project would result in a significant project generated VMT impact if its VMT exceeds the existing countywide average Work VMT per employee.”

For the County of Riverside, the countywide average Work VMT per employee is 14.2 Work VMT per employee.

### 5.16.5 METHODOLOGY

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis. As outlined in

State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, information provided related to LOS is provided for informational purposes only and to demonstrate consistency with General Plan policies, and not provided to analyze potential significant CEQA impacts from the Project.

### Project Trip Distribution Methodology

The trip generation potential of the proposed Project was estimated using trip rates contained in the 11th Edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2021].

### Intersection Operations Methodology

Intersection operations are evaluated using LOS, which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and is generally the best operating conditions. LOS F is an extremely congested condition and is the worst operating condition from the driver's perspective. The County of Riverside and City of Perris require the operations of unsignalized intersections be evaluated using the methodology described in the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle. At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay). The LOS at the intersection is determined according to the values shown in Table 5.16-3.

**Table 5.16-3: Unsignalized Intersection LOS Thresholds**

LOS	Average Control Delay (Seconds), V/C Ratio ≤ 1.0
A	0 to 10.00
B	10.01 to 15.00
C	15.01 to 25.00
D	25.01 to 35.00
E	35.01 to 50.00
F	>50.00

The County of Riverside, City of Perris, and California Department of Transportation (Caltrans) require signalized intersection operations analysis based on the methodology described in the HCM. Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described on Table 5.16-4.

**Table 5.16-4: Signalized Intersection LOS Thresholds**

LOS	Average Control Delay (Seconds), V/C Ratio ≤ 1.0
A	0 to 10.00
B	10.01 to 20.00
C	20.01 to 35.00
D	35.01 to 55.00
E	55.01 to 80.00
F	80.01 and up

### Volume Forecast Methodology

Forecast traffic volumes for the Opening Year conditions were developed by applying a growth rate of 2 percent per year to the 2022 traffic volumes and adding traffic from nearby cumulative development projects (approved and not yet build and those under review). Cumulative projects were provided by the County of Riverside.

### Vehicle Miles Traveled Analysis Methodology

Consistent with the County Guidelines, the VMT Analysis evaluated the Project consisting of a warehouse use using VMT/Employee efficiency metric. In order to evaluate Project Work VMT/Employee, standard land use information (i.e., building square footage) must first be converted into a RIVTAM compatible dataset. The RIVTAM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information for the purposes of commute VMT estimation. Project building square footage must first be converted to an appropriate employment type and employee estimate for input into RIVTAM. The threshold VMT/Employee for the County of Riverside is equal to the countywide average Work VMT per employee, which is 14.2 Work VMT per employee. The VMT/Employee was calculated by dividing project-generated VMT by the Project's employee estimate to obtain the efficiency metric of Work VMT per employee.

## 5.16.6 ENVIRONMENTAL IMPACTS

### **IMPACT TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.**

#### **Less than Significant Impact.**

#### **Transit, Bicycle, and Pedestrian Facilities**

**Transit:** As described previously, the Project vicinity is served by RTA Route 27. This existing transit service would continue to serve its ridership in the area and may also serve employees of the Project. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

**Bicycle Facilities:** As detailed previously, there are no existing bicycle lanes within the Project site vicinity. The County General Plan Circulation Element does not identify Water Street, Orange Avenue, or Harvill Avenue for planned bike lanes. However, the Project would develop a 10-foot-wide multi-purpose trail on Harvill Avenue. Implementation of the Project would not alter or conflict with existing or planned bike lanes or bicycle transportation, but instead would provide additional bike facilities. Thus, impacts related to bicycle facilities would not occur.

**Pedestrian Facilities:** As detailed previously, sidewalks currently exist on Water Street east of Harvill Avenue and at the southeast corner of the Water Street and Harvill Avenue intersection on Harvill Avenue. Implementation of the Project would include roadway improvements on Water Street, Harvill Avenue, and Orange Avenue that would provide for new sidewalks where none exist currently, thereby improving pedestrian facilities and the sidewalk network. Therefore, the proposed Project would also not conflict with pedestrian facilities, but instead would provide additional facilities. Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

**Roadway Facilities**

Table 5.16-5 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 in Table 5.16-5, the Project would generate 926 daily trips including 52 AM peak hour and 72 PM peak hour trips.<sup>1</sup>

**Table 5.16-5: Project Trip Generation (100% High-Cube Fulfillment)**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
High-Cube Fulfillment <sup>1</sup>	434.823	TSF						
Passenger Vehicles		762	34	10	44	18	45	63
2-4 Axle Trucks		70	2	2	4	2	3	5
5+ Axle Trucks		94	2	2	4	2	2	4
Total Trucks		164	4	4	8	4	5	9
<b>Total Trips (Actual Vehicles)</b>		926	38	14	52	22	50	72
<b><u>PCE Trip Generation</u><sup>3</sup></b>	<b><u>PCE Factor</u></b>							
Passenger Vehicles	1.0	762	34	10	44	18	45	63
2-4 Axle Trucks	2.0	142	3	4	7	4	5	9
5+ Axle Trucks	3.0	284	7	7	14	6	7	13
Total PCE Trip Generation		1,188	44	21	65	28	57	85

Source: Urban Crossroads (Appendix O)

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

<sup>1</sup> Trip Generation and Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019

**Opening Year 2024 Plus Project:** Opening Year Baseline (2024) traffic volumes were developed by applying a growth rate of two percent per year to the existing (2022) traffic volumes and adding traffic generated by 27 other approved and pending development projects in the vicinity of the proposed Project. As shown in Table 5.16-6, all of the intersections are forecast to operate at satisfactory LOS C or better in the opening year 2024 plus project condition. The intersections are shown with access allowed for trucks on both Water Street and Orange Avenue. The I-215 Freeway at Placentia Avenue interchange which is anticipated to be completed and open in Summer of 2022 has been assumed to be completed with improvements in place for Opening Year (2024) traffic conditions.

**Table 5.16-6: Opening Year (2024) Plus Project**

Intersection	Existing				With Project (2024)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Driveway 1/Water Ave	-	-	-	-	8.4	A	8.4	A
2. Driveway 2/Orange Ave	-	-	-	-	9.1	A	9.1	A
3. Driveway 3/Orange Ave	-	-	-	-	8.9	A	8.9	A

<sup>1</sup> In order to provide the highest potential peak hour trip generation, the Traffic Impact Analysis utilized trip rates for High-Cube Fulfillment (WSP) for 100% of the building area. However, the Air Quality Impact Analysis, Health Risk Assessment, Energy Analysis, Greenhouse Gas Analysis, and Noise Impact Analysis utilized trip rates for 70% High-Cube Fulfillment (WSP) and 30% High-Cube Cold Storage Warehouse (ITE). In that manner, all technical analyses present the worst-case scenario analysis for their respective impacts.

4. Harvill Ave/Water Ave	15.0	C	17.8	C	21.0	C	16.0	C
5. Harvill Ave/Orange Ave	12.8	B	13.6	B	16.1	C	14.3	B
6. I-215 SB Ramps/Placentia Ave	-	-	-	-	11.7	B	14.1	B
7. I-215 NB Ramps/Placentia Ave	-	-	-	-	15.7	B	13.3	B
8. I-215 SB Ramps/Nuevo Rd	10.2	B	16.6	B	9.4	A	13.0	B
9. I-215 NB Ramps/Nuevo Rd	13.1	B	10.9	B	10.3	B	9.4	A

Source: Urban Crossroads, Appendix O.

### Construction

Construction of the proposed Project is anticipated to occur over a 17-month period. Construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday a.m. peak period is 7:00 a.m. to 9:00 a.m., and the weekday p.m. peak period is 4:00 p.m. to 6:00 p.m. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day. As shown on Table 5.16-7, the building construction phase of construction would generate the most vehicular trips per day from approximately 183 workers and 60 vendors per day, which would result in a total of 486 daily trips.

**Table 5.16-7: Daily Construction Vehicle Trips**

Construction Activity	Workers Per Day	Vendors Per Day	Hauling Trips Per Day
Site Preparation	18	2	0
Grading	33	9	16
Building Construction	183	60	0
Paving	15	0	0
Architectural Coating	37	0	0

Source: Urban Crossroads (Appendix B)

This equates to approximately 52 percent of the daily trips that would be generated by operation of the Project (as shown in Table 5.16-5). As described above, operation of the Project would not result in an inconsistency with the County's traffic criteria. Therefore, 52 percent of the daily trips would also not result in an inconsistency with the County's traffic criteria. Additionally, as described above, vendor delivery trucks would arrive and depart throughout the day and a majority of construction crews would arrive and depart outside the peak hours. Furthermore, the construction traffic would be temporary and intermittent depending on the phase of construction.

All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. In addition, as part of the grading plan and building plan review processes, the County permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures (as applicable). Therefore, construction impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

### **IMPACT TR-2: THE PROJECT WOULD NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED.**

**Significant and Unavoidable.** As described previously, State CEQA Guidelines Section 15064.3(b) focus on determining the significance of VMT-related transportation impacts. The County of Riverside Transportation Department's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*

were adopted in December 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. **Small Projects:** This applies to projects with low trip generation (110 trips per day), or projects that have GHG emissions that are less than 3,000 metric tons of Carbon Dioxide Equivalent (MTCO<sub>2e</sub>) per year.
2. **Projects Near High Quality Transit:** Projects which are located within a Transit Priority Area (TPA) are presumed to have a less than significant impact on VMT and therefore would not need to prepare a full VMT analysis.
3. **Local Serving Retail:** Retail that does not exceed 50,000 sf
4. **Affordable Housing:** Residential Projects that have a high percentage of affordable housing.
5. **Local Essential Services:** Projects that include Day Care, Public School, and Police or Fire facilities.
6. **Map Based Screening:** Areas of development that is under threshold as shown on a screening map.
7. **Redevelopment projects:** Projects that replace existing land uses with an existing VMT that is higher than the proposed project.

The applicability of each screening criteria in comparison to the proposed Project is discussed below.

**Small Projects:** The Project does not meet the first screening threshold for a small Project because it would result in more than 110 daily vehicle trips and generate more than 3,000 MTCO<sub>2e</sub> per year from Project operation, as shown in Section 5.8, *Greenhouse Gas Emissions*, of this Draft EIR.

**Projects Near High Quality Transit:** The proposed Project does not meet the second screening threshold as it is not located within a TPA.

**Local Serving Retail:** The proposed Project does not meet the third screening threshold as it proposes construction of a 434,823 SF warehouse.

**Affordable Housing:** The proposed Project does not meet the fourth screening threshold as it does not propose affordable housing.

**Local Essential Services:** The proposed Project does not meet the fifth screening threshold as it proposes construction of a 434,823 SF warehouse.

**Map Based Screening:** The proposed Project does not meet the sixth screening threshold as it is not located within a low VMT area.

**Redevelopment Projects:** The proposed Project does not meet the seventh screening threshold as it does not replace existing land uses with a VMT that is higher than the Project.

As the Project did not meet any of the screening criteria set forth in the County of Riverside Transportation Department's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*, a full VMT analysis was conducted and is included in the Traffic Impact Analysis. As discussed in the Traffic Impact Analysis, the County has adopted the existing county-wide average Work VMT per employee as the threshold of significance for industrial projects. The existing county-wide average VMT/employee for industrial projects is 14.2 VMT/employee. A project would result in a significant project generated VMT impact if the project VMT exceeds 14.2 VMT/employee. The VMT/employee was calculated from the Riverside Transportation Analysis Model (RivTAM). The base "plus project" conditions VMT was derived from a full model run performed to isolate the VMT for the Project. The total homebased work VMT is the sum of the internal and external homebased work VMT. As shown on Table 5.16-8, baseline plus project VMT/employee is 14.79 miles.

**Table 5.16-8: Project VMT Impacts**

	Project	Threshold	Percent Change	VMT Impact?
<b>Home-based Work VMT</b>	6,240	<b>14.2</b>	<b>+3.8%</b>	<b>Yes</b>
<b>Project Employees</b>	422			
<b>Project VMT/Employee</b>	14.79			

Source: Urban Crossroads, Appendix P

As shown in Table 5.16-8, the Project-generated VMT per employee values would exceed the County's adopted threshold by approximately 3.8 percent. As the future building tenants are not known for the Project, the effectiveness of each Transportation Demand Management (TDM) commute trip reduction measures may be limited. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of TDM measures. Therefore, in order to provide a conservative analysis, no quantified VMT reduction has been taken for any of the proposed PDFs or Mitigation Measures. Multiple TDM measures are incorporated into the Project design, including PDF TR-1, PDF TR-2, PDF TR-3, and PDF TR-4, which include providing designated carpool/vanpool parking, installing end-of-trip facilities such as bicycle parking and lockers, installing onsite electric vehicle charging stations beyond required, and constructing sidewalks along the Project frontage. Additionally, the Project applicant would implement Mitigation Measure TR-1, which requires the Project applicant to provide onsite and/or online commute information services. As no tenant is known at this time, no quantified reduction was taken for Mitigation Measure TR-1. Therefore, aside from the cited PDF and Mitigation Measure TR-1, there are no additional feasible mitigation measures that can be implemented by the Project at this time to further reduce the VMT/employee and impacts related to VMT would be significant and unavoidable.

**IMPACT TR-3: THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).**

**Less than Significant Impact.** Access to the Project site would be provided from driveways along Water Street and Orange Avenue. Two-way stop intersections would be constructed on Harvill Avenue at Orange Avenue and Water Street as part of infrastructure improvements to provide access to the Project site. Truck access would be provided via the driveway on Water Street and the eastern driveway on Orange Avenue.

Onsite traffic signing and striping would also be implemented in conjunction with detailed construction plans with implementation of the Project. Additionally, sight distance at the Project's access points would be reviewed with respect to County standards at the time of final grading, landscape, and street improvement plan reviews. Additionally, Water Street and Orange Avenue improvements, site access points, and site-adjacent intersections would be constructed to be consistent with the identified roadway classifications and respective cross-sections in accordance with the General Plan Circulation Element. With the improvements to Water Street and Orange Avenue, as further substantiated in the Traffic Impact Analysis included in Appendix O, the Project would not result in any queuing issues at any studied intersections which would have the potential to result in hazards. Compliance with existing regulations would be ensured through the County's construction permitting process. As a result, impacts related to vehicular circulation design features would be less than significant.

**IMPACT TR-4: THE PROJECT WOULD NOT CAUSE AN EFFECT UPON, OR A NEED FOR NEW OR ALTERED MAINTENANCE OF ROADS.**

**Less than Significant Impact.** The proposed Project would not result in the altered need for road maintenance; however, as described above, the proposed Project would generate 926 new daily trips, which would contribute to the need for regular maintenance of roads. To provide for public facility maintenance needs, Riverside County Ordinance No. 659, included as PPP PS-1, 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 traffic signal improvements, which are levied per every acre of new industrial use. In addition, the property taxes and revenue generated from the proposed uses on the Project site would support regular road maintenance. There are no components of the proposed Project that would result in or require a substantial increase in expenditures by Riverside County for public road maintenance such that environmental impacts would occur. Thus, the Project would provide funding for future roadway maintenance needs, and impacts would be less than significant.

**IMPACT TR-5: THE PROJECT WOULD NOT CAUSE AN EFFECT UPON CIRCULATION DURING THE PROJECT'S CONSTRUCTION.**

**Less than Significant Impact.** As described in Impact TR-1, 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 17 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 new impact related to traffic. Additionally, the roadway improvements to Water Street, Orange Avenue, and Harvill Avenue, and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Water Street, Orange Avenue, and Harvill Avenue for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the County's permitting process. Therefore, the short-term vehicle trips and circulation impacts from construction of the Project would be less than significant.

**IMPACT TR-6: THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS OR ACCESS TO NEARBY USES.**

**Less than Significant 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. Additionally, the roadway improvements to Water Street, Orange Avenue, and Harvill Avenue, and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Water Street, Orange Avenue, and Harvill Avenue for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Project would be conditioned to provide a construction traffic control plan per standard County conditions of approval, which would be ensured through the County's permitting process. Impacts related to inadequate emergency access during construction activities would be less than significant.

**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 Water Street and Orange 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 County Ordinances 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 part of internal emergency access, the Project includes a 24-foot wide fire lane to ensure adequate emergency access. As a result, the proposed



Project would not result in inadequate emergency access or access to nearby uses, and no impacts would occur.

**IMPACT TR-7: THE PROJECT WOULD NOT INCLUDE THE CONSTRUCTION OR EXPANSION OF A BIKE SYSTEM OR BIKE LANES.**

**Less than Significant Impact.** The proposed Project consists of an industrial warehouse building 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 building are 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, included as PPP PS-1, 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.

## 5.16.7 CUMULATIVE IMPACTS

### Vehicle Miles Traveled

The Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states that "a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact." In other words, since the Project generated VMT/Employee efficiency metric, when compared to the County's impact threshold, is significant and unavoidable, the Project's cumulative effect on VMT is also presumed to be significant and unavoidable. Therefore, the proposed Project would result in a cumulatively considerable impact related to VMT, despite the inclusion of PDF TR-1 through PDF TR-4 and Mitigation Measure TR-1, and cumulative traffic impacts would be significant and unavoidable.

### Design, Construction, Maintenance, and Emergency Access Hazards

The evaluation of Impacts TR-3 through TR-6 concluded that the proposed Project would not result in significant impacts related to incompatible uses, hazards due to roadway design, maintenance, construction, or emergency access. The proposed circulation layout would be required to be installed in conformance with County design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the Project that could combine with potential hazards from other projects. In addition, cumulative development in the County and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and fire protection authorities that would not allow potential cumulatively considerable design hazards. Therefore, potential impacts related to circulation design features and emergency access would not occur from the Project and would not combine with hazards from other projects. Thus, cumulative impacts would be less than significant.

### Alternative Transportation

The evaluation of Impacts TR-1 and TR-7 concluded that the proposed Project would not result in significant impacts related to alternative transportation or construction of bicycle lanes. Cumulative development in the County and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the Project would not cumulatively combine with other projects to result in impacts related to alternative transportation. Thus, cumulative impacts would be less than significant.

## 5.16.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy

### Plans, Programs, or Policies (PPPs)

**PPP PS-1: Ordinance No. 659.** Listed previously in Section 5.14, *Public Services*.

## 5.16.9 PROJECT DESIGN FEATURES

**PDF TR-1: Carpool/Vanpool Parking.** The Project would include provision of designated carpool/vanpool parking in desirable locations onsite.

**PDF TR-2: Bicycle Facilities.** The Project would install end-of-trip facilities such as bicycle parking and lockers for employees.

**PDF TR-3: Electric Vehicle Chargers.** The Project would install onsite electric vehicle charging stations, beyond what is required by the 2019 California Green Building Code Standards.

**PDF TR-4: Sidewalk Connectivity.** The Project would construct sidewalks along the Project frontage and provide connections to existing trails to improve pedestrian access.

## 5.16.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1, TR-3, TR-4, TR-5, and TR-6 would be less than significant.

Impact TR-2 would be potentially significant.

## 5.16.11 MITIGATION MEASURES

**Mitigation Measure TR-1: Voluntary Commute Trip Reduction Program.** The Project would implement a Community Trip Reduction Program, which shall encourage alternative modes of transportation, such as carpooling. The Community Trip Reduction Program would include providing onsite and/or online commute information services, including information on available transit and ride coordination for employees.

## 5.16.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1, TR-3, TR-4, TR-5, and TR-6 would be less than significant.

For Impact TR-2, PDF TR-1 through PDF TR-4 and MM TR-1 have been included. However, with incorporation of PDF TR-1 through PDF TR-4 and MM TR-1 home-based Work VMT would still be above the threshold set forth by Riverside County. As such, impacts related to Impact TR-2 would be significant and unavoidable.

## REFERENCES

Riverside County. General Plan. Accessed: 5 May 2022. <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>

Riverside County. General Plan Final Program Environmental Impact Report. Accessed: 5 May 2022.  
<https://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html#4.4>

Riverside County. Map My County. Accessed: 5 May 2022.  
[https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC\\_Public](https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public)

Urban Crossroads. "Harvill & Water Warehouse Traffic Analysis." 30 June 2022. Appendix O.

Urban Crossroads. "Harvill & Water Warehouse Vehicle Miles Traveled (VMT) Analysis." 18 August 2022.  
Appendix P.

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## 5.17 Tribal Cultural Resources

### 5.17.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources (TCR) associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- *Phase I Cultural Resources Assessment for the Water and Harvill Project; Brian F. Smith and Associates; 9 February 2022*
- *Riverside County General Plan, December 2015*
- *Riverside County General Plan EIR, December 2015*
- *County of Riverside Code of Ordinances*

Additionally, part of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region.

### 5.17.2 REGULATORY SETTING

#### 5.17.2.1 Federal Regulations

##### **Archaeological Resources Protection Act**

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources (NPS 2018).

##### **Native American Graves Protection and Repatriation Act (NAGPRA)**

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

#### 5.17.2.2 State Regulations

##### **California Senate Bill 18**

Senate Bill 18 (SB 18) (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the NAHC to aid in the protection of TCR. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect or mitigate impacts on TCR. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request

consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).

- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Because the Project does not include a general plan amendment, zone change, or specific plan, it is not subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

### California Assembly Bill 52

Assembly Bill 52 (AB 52) established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered TCR (PRC Sections 21074(b), (c)). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015, are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

#### **California Health and Safety Code, Section 7050.5**

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

#### **California Public Resources Code, Sections 5097.9 to 5097.991**

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

### **5.17.2.3 Local Regulations**

#### **Riverside County General Plan**

The Riverside County General Plan contains the following policies related to aesthetics that are applicable to the Project:

**Policy LU 9.1** Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values.

**Policy OS 19.2** The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that , at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law.

**Policy OS 19.3** Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

**Policy OS 19.5** Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

## **5.17.3 ENVIRONMENTAL SETTING**

#### **Native American Tribes**

The Project is within an area where the traditional use territories of the Cahuilla and Luiseño people. Migration of Shoshone peoples from the Great Basin into the desert and coastal Southern California regions occurred approximately 1000 to 600 years B.P. Both the Cahuilla and Luiseño ethnographic groups derived from this migration.

Due to the nature of prehistoric archaeological sites identified by the Phase 1 Cultural Resources Assessment, the prehistoric setting discussion begins at the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points. The Project is within an area where the traditional use territories of the Gabrielino, Serrano, and Cahuilla meet.

At approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Phase 1 Cultural Resources Assessment identified 55 prehistoric resources within one mile of the Project site. These prehistoric resources include bedrock milling sites, rock shelters, artifact scatters, and petroglyphs. The records search also identified two historical archaeological sites related to prehistoric bedrock milling features, a prehistoric lithic scatter, and a historic trash scatter less than one mile from the Project site. None of the archaeological resources are within the Project site.

The Project site is currently vacant but disturbed from previous grading activities and contains multiple non-native, ornamental trees. The western property boundary includes multiple concrete lined v-ditches. The site is relatively flat with a gentle slope from west to east. The site has been previously graded due to its previous use as a staging area and fill supply for surrounding development. Prior to its current state, most of the site was under agricultural production. Based on aerial photographs, agricultural production can be seen within the Project site and surrounding area as early as 1938. The Project site is void of any natural waterways and is not listed on the NAHC Sacred Lands File.

#### 5.17.4 THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

TCR-1: 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 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).

TCR-2: 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 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.



## 5.17.5 METHODOLOGY

The TCR analysis is based on the Phase 1 Cultural Resources Assessment (CRA) and consultation between the County of Riverside and the Soboba Band of Indians and Pechanga Band of Luiseño Indians pursuant to AB 52. The Phase 1 CRA included an archaeological and historical records search, completed by the Eastern Information Center for the Project site. Pedestrian surveys were conducted at the Project site; see Section 5.5.5 for details on the Methodology. The NAHC was contacted to perform a Sacred Lands File (SLF) search; and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project.

## 5.17.6 ENVIRONMENTAL IMPACTS

**IMPACT TCR-1: THE PROJECT WOULD NOT 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 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).**

**Less than Significant with Mitigation Incorporated.** 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 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 Native American Heritage Commission (NAHC) on August 11, 2021. The NAHC responded on September 3, 2021, stating that there are no known sacred lands within a 1-mile radius of the Project area. The NAHC requested that 14 Native American tribes or individuals be contacted for further information regarding the Project area and vicinity. In compliance with AB 52, notices regarding this Project were mailed to all the requesting tribes on February 10, 2022.

No response was received from Rincon Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, Santa Rosa Band of Cahuilla Indians, Quechan Indian Nation, Colorado River Indian Tribe, Cahuilla Band of Indians or Ramona Band of Cahuilla Indians. The Pala Band of Mission Indians deferred to closer tribes. Consultation was requested by the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians.

The Soboba Band of Luiseño Indians responded in an emailed letter dated February 10, 2022, requesting consultation. The letter stated, “*said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. The project area is considered sensitive by the people of Soboba, as there are existing sites in the surrounding areas. An in-house database search identified multiple areas of potential impact. Based on the sensitive nature of the substantial information that will be disclosed by the tribe, specifics will be discussed in a confidential setting, during consultation*”. The Project’s cultural report and the conditions of approval were provided to the tribe on March 31, 2022, and the updated final conditions of approval were emailed to the tribe on May 24, 2022.

The Pechanga Band of Luiseño Indians requested consultation in an email dated February 25, 2022, stating, “the Pechanga Tribe asserts that the Undertaking is a part of ‘Atáaxum (Luiseño) territory, and therefore the Tribe’s aboriginal territory as evidenced by the existence of cultural features associated with religious practice and an extensive 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.” On February 28, 2022, the Project’s cultural report was sent to the tribe and on March 31, 2022, the Project exhibits and the conditions of approval were sent to the tribe. On May 11, 2022, a meeting was held in which this Project was discussed. Information was provided by the Pechanga Tribe that the Project site is situated within a Traditional Cultural Property and the Pechanga Tribe requested an area to be set aside for potential reburial of resources should they be identified during the grading process. This document was provided to the Tribes on June 07, 2022. No further communication was received from either Tribe, and consultation was concluded on July 07, 2022.

Although no specific tribal cultural resources were identified, the consulting tribes expressed concerns that the Project has the potential to unearth previously unidentified subsurface tribal cultural resources. The Tribes request that a Native American monitor be present during ground disturbing activities so any unanticipated finds will be handled in a timely and culturally appropriate manner. Based on information provided by the consulting tribes the Project would implement Mitigation Measure TCR-1, which would require a Native American Monitor to be present during ground disturbing activities. With implementation of Mitigation Measure TCR-1, impacts to tribal cultural resources would be less than significant.

**IMPACT TCR-2: THE PROJECT WOULD NOT 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 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.**

**Less than Significant with Mitigation Incorporated.** In accordance with Public Resource 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, there are no resources onsite that meet the criteria for the CRHR. Two Native American tribes, the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians requested to proceed with AB 52 consultation, which concluded on July 7, 2022 and did not result in substantial evidence that there is a potential for resources on the Project site. The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 However, Mitigation Measure TCR-1 is included to 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. With implementation of MM TCR-1, impacts to a tribal cultural resource would be less than significant.

As discussed in Section 5.5, *Cultural Resources*, 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, included as PPP CUL-1) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant

## 5.17.7 CUMULATIVE IMPACTS

The Project's potential to result in cumulatively considerable impacts to tribal cultural resources were analyzed in conjunction with other projects located in the influence areas of the tribes in the region. There is potential for tribal cultural resources to be uncovered during construction activities from the Project. Other development projects within the region would have a similar potential to uncover tribal cultural resources. Cumulative impacts would be reduced by each development project's compliance with applicable regulations, consultations required by SB 18 and AB 52, and project-specific mitigation. Project implementation of Mitigation Measures CUL-1 through CUL-4 and TCR-1 would reduce project-level impacts to less than significant, and the Project's contribution for cumulatively significant impacts on inadvertent discoveries on tribal cultural resources would also be reduced to less than significant.

## 5.17.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

### Existing Regulations

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

### Standard Conditions

None.

### Plans, Programs, or Policies (PPPs)

**PPP CUL-1: Human Remains.** Listed previously in Section 5.5, *Cultural Resources*.

## 5.17.9 PROJECT DESIGN FEATURES

None.

## 5.17.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impacts would be **potentially significant**:

- Impact TCR-1: Earth-disturbing activities during construction may inadvertently uncover tribal cultural resources.
- Impact TCR-2: Inadvertent discovery of subsurface artifacts may be of Native American heritage and be potentially significant.

### 5.17.11 MITIGATION MEASURES

Mitigation measures identified in Draft EIR Section 5.5.11.

- **Mitigation Measure CUL-1: Unanticipated Resources (COA Planning-CUL 3).**
- **Mitigation Measure CUL-2: Cultural Resource Monitoring Program (060-Planning-CUL.1)**
- **Mitigation Measure CUL-3: Artifact Disposition (070-Planning-CUL.1).**
- **Mitigation Measure CUL-4: Phase IV Monitoring Report (070-Planning-CUL.2).**

**Mitigation Measure TCR-1: Native American Monitoring (060-Planning-CUL.2).** Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s).

In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

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

### 5.17.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measures CUL-1 through CUL-4 and TCR-1 and existing regulatory programs and requirements described in Section 5.5 and herein Section 5.17 would reduce potential impacts associated with TCRs for Impacts TCR-1 and TCR-2 to less than significant. The measures will ensure suitable monitors and management plans are in place to reduce any potential subsurface cultural resource impacts that may occur during ground disturbance. Therefore, no significant unavoidable adverse impacts related to TCRs would occur.

## REFERENCES

Brian F. Smith and Associates, Inc. A Phase I Cultural Resources Assessment for the Water and Harvill Project. 9 February 2022. (BFSA, 2022). Appendix F.

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## 5.18 Utilities and Service Systems

### 5.18.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the proposed Project by identifying anticipated demand and existing and planned utility availability. This includes water supply and infrastructure, wastewater, drainage, and solid waste. Electric power, natural gas, telecommunications, and renewable energy resources are described in Section 5.6, *Energy*. Water supply and infrastructure capacity information in this section is from:

- *Riverside County General Plan, September 2021*
- *Riverside County General Plan EIR, September 2021*
- *County of Riverside Code of Ordinances*
- *Mead Valley Area Plan, October 2011*
- *2020 Eastern Municipal Water District Urban Water Management Plan, Water Systems Consulting, Inc. July 2021*
- *Preliminary Water Quality Management Plan for BCIF Harvill Business Center LP – Harvill at Water Industrial, Huitt-Zollars, Inc., 15 November 2021. (Appendix M)*

Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand for water and wastewater utilities would result from implementation of the Project that would result in significant adverse physical environmental effects. For example, an increase in wastewater generation, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new facilities or an expansion of existing wastewater facilities could constitute a significant impact under CEQA.

### 5.18.2 WATER

#### 5.18.2.1 WATER REGULATORY SETTING

##### 5.18.2.1.1 Federal Water Regulatory Setting

###### Clean Water Act

The Clean Water Act (CWA) was enacted by Congress in 1972 and is the primary federal law regulating water quality in the United States. The objective of the CWA is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The United States Environmental Protection Agency (USEPA) has delegated the responsibility for administration of CWA portions to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

###### Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The SDWA authorizes the USEPA to set national

health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The law was amended in 1986 and 1996 to recognize source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap. The US EPA, states, and water systems then work together to make sure that these standards are met. The Safe Drinking Water Act applies to every public water system in the United States.

#### **5.18.2.1.2 State Water Regulatory Setting**

##### **California Urban Water M**

##### **anagement Planning Act**

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of UWMP's as well as methods for urban water suppliers to adopt and implement the plans.

##### **Senate Bill 610**

Senate Bill (SB) 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a specified water supply assessment (WSA) for projects that meet the following criteria:

- a) A proposed residential development of more than 500 dwelling units;
- b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- c) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- d) A hotel or motel, or both, with more than 500 rooms;
- e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; and
- f) A mixed-use project that includes one or more of the projects above.

The components of a WSA include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The WSA must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the WSA.

##### **CalGreen Building Code**

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen. The CALGreen Code is updated every three years. It was recently updated in 2019 and is

effective January 1, 2020. CALGreen sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures.

### 5.18.2.1.3 Local Water Regulatory Setting

#### Riverside County General Plan

The Riverside County General Plan includes the following goals, policies, and programs that are applicable to the Project:

- Policy LU 5.2** Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.
- Policy LU 5.3** Review all projects for consistency with individual urban water management plans.
- Policy C 25.1** Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support Riverside County's Land Use Element at buildout.
- Policy OS 4.1** Support efforts to create additional water storage where needed, in cooperation with federal, State, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.
- Policy OS 4.2** Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the county. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:
- a) The groundwater quality would be reduced;
  - b) The available groundwater aquifers are full; or
  - c) Rising water tables threaten the stability of existing structures.
- Policy OS 4.3** Ensure that adequate aquifer water recharge areas are preserved and protected.
- Policy OS 4.4** Incorporate natural drainage systems into developments where appropriate and feasible.
- Policy OS 16.1** Continue to implement Title 24 of the California Code of Regulations (the "California Building Standards Code") particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24.

### 5.18.2.2 WATER ENVIRONMENTAL SETTING

The Project site is located within the water service area of the Eastern Municipal Water District (EMWD), which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD's water system includes 2,421 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, and 2 water filtration facilities (EMWD 2020). There is an existing 8-inch domestic water line located in Water Street and an existing 12-inch domestic water line in Orange Avenue that would serve the Project site.

#### Water Supply and Demand

EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California, local groundwater, desalinated groundwater, and recycled water (EMWD 2020). The District's

water supply is a combination of purchased or imported water, groundwater, and recycled water. Table 5.18-1 summarizes EMWD's current retail and wholesale water supplies. As shown on Table 5.18-1, in 2020 the EMWD obtained the majority of its water supply from purchased or imported water from the Metropolitan Water District of Southern California.

**Table 5.18-1: EMWD Water Supply 2020**

<b>Water Supply</b>	<b>Source</b>	<b>Volume (acre-feet)</b>	<b>Water Quality</b>
<b>Retail</b>			
Purchased or Imported Water	Treated water purchased from Metropolitan	44,726	Drinking Water
Purchased or Imported Water	Untreated water purchased from Metropolitan, treated at EMWD Filtration Plants	17,584	Drinking Water
Purchased or Imported Water	EMWD share of unused Soboba Settlement Water	2,625	Drinking Water
Purchased or Imported Water	Raw Water for Agriculture	642	Other Non-Potable Water
Groundwater (not desalinated)	Potable water pumped from the Hemet/San Jacinto Basin portion of the San Jacinto Groundwater Basin (DWR 8-05)	9,383	Drinking Water
Groundwater (not desalinated)	Potable water pumped from the West San Jacinto Basin portion of the San Jacinto Groundwater Basin (DWR 8-05)	2,402	Drinking Water
Groundwater (not desalinated)	Brackish water pumped from the West San Jacinto Basin portion of the San Jacinto Groundwater Basin (DWR 8-05) used to supplement the recycled water system	0	Other Non-Potable Water
Desalinated Water – Groundwater	Desalinated water pumped from the West San Jacinto Basin portion of the San Jacinto Groundwater Basin (DWR 8-05)	7,310	Drinking Water
Recycled Water	Includes Storage Pond Incidental Recharge / Evaporation	39,642	Other Non-Potable Water
<b>Retail Total</b>		<b>124,314</b>	
<b>Wholesale</b>			
Purchased or Imported Water	Treated Water purchased from Metropolitan	15,008	Drinking Water
Purchased or Imported Water	Raw Water purchased from Metropolitan	14,909	Other Non-Potable Water
Purchased or Imported Water	Soboba Settlement Water	6,467	Other Non-Potable Water
Recycled Water	-	1,285	Recycled Water
<b>Wholesale Total</b>		<b>37,669</b>	
<b>Total Retail and Wholesale</b>		<b>161,983</b>	

Source: 2020 EMWD UWMP.

Table 5.18-2 summarizes EMWD's projected retail and wholesale water supplies. As shown in Table 5.18-2, the 2020 UWMP estimates that water supplies in the future are anticipated to be obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the District's water supply will increase from 208,900 AF in 2025 to 251,500 AF in 2045 (increase of 42,600 AFY) to meet the District's anticipated growth in water demands.

**Table 5.18-2: EMWD Projected Water Supply (AF)**

<b>Water Supply</b>	<b>Source</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>
<b>Retail</b>						
Purchased or Imported Water	Metropolitan Treated / Untreated	66,447	72,147	70,247	74,747	78,847



Groundwater (not desalinated)	Pumped from Hemet / San Jacinto Basin	7,303	7,303	7,303	7,303	7,303
Groundwater (not desalinated)	Pumped from Hemet / San Jacinto Basin	11,450	11,450	11,450	11,450	11,450
Desalinated Water – Groundwater	Desalinated water from West San Jacinto Basin	13,400	13,400	13,400	13,400	13,400
Recycled Water	Excludes Storage Pond Incidental Recharge / Evaporation	43,330	49,020	54,500	59,800	64,100
Other	Purified Water Replenishment (IPR)	4,000	4,000	12,000	12,000	12,000
<b>Retail Total</b>		<b>145,930</b>	<b>157,320</b>	<b>168,900</b>	<b>178,700</b>	<b>187,100</b>
<b>Wholesale</b>						
Purchased or Imported Water	Metropolitan Treated / Untreated	50,700	44,900	46,900	49,200	51,300
Purchased or Imported Water	Soboba Settlement Water	7,500	7,500	7,500	7,500	7,500
Recycled Water	-	4,770	5,180	5,600	5,600	5,600
<b>Wholesale Total</b>		<b>62,970</b>	<b>57,580</b>	<b>60,000</b>	<b>62,300</b>	<b>64,400</b>
<b>Total</b>		<b>208,900</b>	<b>214,900</b>	<b>228,900</b>	<b>241,000</b>	<b>251,500</b>

Source: 2020 EMWD UWMP.

The 2045 projections anticipate that approximately 55 percent of supply would be from purchased or imported water, approximately 13 percent would be from groundwater, approximately 27 percent from recycled water, and approximately 5 percent from other sources. Additionally, according to the UWMP, EMWD has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand (UWMP 2020).

**Groundwater:** EMWD produces potable groundwater from two groundwater management plan areas within the San Jacinto Groundwater Basin. Both management plan areas are part of the San Jacinto Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 8-05). The areas are the West San Jacinto Groundwater Sustainability Agency Plan Area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants not only provide a reliable source of potable water, but they also protect potable sources of groundwater and support EMWD's groundwater salinity management program.

**Purchased or Imported Water:** EMWD is a member agency of Metropolitan Water District of Southern California (Metropolitan) and relies on Metropolitan to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern portion of EMWD's service area is supplied by Metropolitan's Mills Water Filtration Plant (WFP), while the southeastern portion of EMWD's service area is supplied by Metropolitan's Skinner WFP. Untreated water from Metropolitan is treated at EMWD's Perris and Hemet WFPs and is also delivered directly to a number of agricultural and wholesale customers.

EMWD's water supply reliability is primarily established through Metropolitan, of which EMWD is a member agency. In the 2020 Metropolitan UWMP, the reliability of water delivery through the State Water Project (SWP) and the CRA was assessed by Metropolitan. Metropolitan determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single dry, and multiple-dry years during the UWMP planning horizon. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the Metropolitan UWMP.

**Recycled Water:** Recycled water is used extensively in EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water use to irrigate landscape and for industrial purposes.

The majority of EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. EMWD's recycled water supply will expand as the population within EMWD's service area continues to grow. EMWD currently uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. EMWD stores recycled water during low demand periods and does not discharge recycled water. The District anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future indirect potable recharge.

**Surface Water:** EMWD has the right to divert up to 5,760 AFY of San Jacinto River flows for recharge and subsequent use from September 1st through June 30th each year. EMWD's diverted water is recharged into the groundwater aquifer of the Canyon Groundwater Management Zone and is not used for direct use or sale. The San Jacinto River is an ephemeral river and, consequently, river flows may be insufficient for any diversion at all in some years.

### Water Infrastructure

The Project site is currently served by the EMWD's water utility and would connect to the existing water infrastructure. Water Street contains an 8-inch water main that conveys water supplies to the existing uses and adjacent areas along Water Street. Orange Avenue contains a 12-inch water main that connects to a conveys water supplies to the existing uses and adjacent areas along Orange Avenue.

#### 5.18.2.3 WATER THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- UT-1      Require or result in the relocation or construction of new or expanded water infrastructure whereby the construction or relocation would cause significant environmental effects; or
- UT-2      Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; or

#### 5.18.2.4 WATER SERVICE METHODOLOGY

The evaluation of water supply quantifies the amount of water that would be required to support operation of the proposed Project and compares the demand to the EMWD's available water supply to identify if sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years. Additionally, the existing water supply infrastructure that serves the Project site was identified and evaluated to ensure design capacity would be adequate to supply the proposed Project, or to identify if expansions would be required to serve the proposed development.

#### 5.18.2.5 WATER ENVIRONMENTAL IMPACTS

**IMPACT UT-1: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER INFRASTRUCTURE WHEREBY THE CONSTRUCTION OR RELOCATION WOULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.**

**Less than Significant Impact.** The proposed Project would redevelop the 20.57-acre site, which is currently served by EMWD's water infrastructure, with a warehouse facility. As discussed above, Water Street contains an 8-inch water main, and Orange Avenue contains a 12-inch water main. These water pipelines currently provide water supplies to the Project site and surrounding adjacent areas. The Project would connect to the

existing water infrastructure, and additional offsite water infrastructure would not be required to be constructed to serve the proposed Project.

The construction activities related to the new onsite water infrastructure that would be needed to serve the proposed warehouse facility is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, construction emissions for excavation and installation of the water infrastructure are included in Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

**IMPACT UT-2: THE PROJECT WOULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS.**

**Less than Significant Impact.** The Project would redevelop the Project site with approximately 434,823 SF of industrial uses. State CEQA Guidelines Section 15155 set forth requirements for when a water supply assessment (WSA) is required. The Project is below 650,000 SF of industrial uses and would house fewer than 1,000 employees. Therefore, the Project does not trigger the need for a WSA. Nevertheless, Table 4.17.C, *Summary of Estimated Annual Water Demand in Unincorporated Riverside County at General Plan Build Out*, of the Riverside County General Plan Environmental Impact Report (EIR) outlines water demand determined by land use acreage. The land use demand factors are applied to gross estimated acreage for each land use. Based on the water usage assumptions of 0.97 acre-feet/year (AFY) for industrial uses, as presented in Table 4.17 C of the General Plan EIR, the Project is anticipated to have a water demand of approximately 19.95 AFY.

The 2020 EMWD UWMP anticipates that EMWD's water supply will increase from 208,900 AF in 2025 to 251,500 AF in 2045 (increase of 42,600 AF) to meet the EMWD's anticipated growth in water demands.

The UWMP assessed the projected water demand and supply in the service area and concluded that EMWD has an adequate water supply to meet all demands within its service area through 2045. Further, EMWD anticipates an increase in industrial demand from 571 AFY in 2020 to 700 AFY in 2045 and in total demand from 84,673 AFY in 2020 to 123,000 AFY in 2045 within the service area. The Project's additional demands of 19.95 AFY is less than the assumed increase in industrial demands in the UWMP; therefore, the Project's relatively small increase in water demand would not cause demand to exceed the 2045 projected industrial demands for EMWD.

In addition, according to the 2020 UWMP, EMWD has experienced increases in water demand as the region has experienced dry weather patterns and a growing economy. However, even with the warmer, drier weather, and improvements in the economy, demand has remained well below the peak demand seen in 2007 (UWMP 2020). Further, the EMWD has verified that it has the water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the Project, in addition to existing and planned future uses.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for EMWD's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

### **5.18.2.6 WATER CUMULATIVE IMPACTS**

Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, and purchased or imported water.

As described previously, the Project site is currently served by the EMWD's water utility and would connect to the existing water infrastructure. Water Street contains an 8-inch water main, and Orange Avenue contains a 12-inch water main that conveys water supplies to the existing uses and adjacent uses along Water Street and Orange Avenue. The construction activities related to the new water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 5.3, *Air Quality* and 5.8, *Greenhouse Gas Emissions*. Thus, potential cumulative impacts from off-site water system expansions would not be generated by the proposed Project.

As discussed above, the Project would result in an increase in water demand of 19.95 AFY. It is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand in addition to forecast demand for EMWD's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

### **5.18.2.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES**

The following standard regulations would reduce potential impacts related to water supplies:

- California Code of Regulations Title 24, Part 11; the California Green Building Code

### **5.18.2.8 PROJECT DESIGN FEATURES**

None.

### **5.18.2.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION**

Impacts UT-1 and UT-2 would be less than significant.

### **5.18.2.10 WATER MITIGATION MEASURES**

No mitigation measures are required.

### **5.18.2.11 WATER LEVEL OF SIGNIFICANCE AFTER MITIGATION**

No significant unavoidable adverse impacts related to water supplies or water infrastructure would occur.

## **5.18.3 WASTEWATER**

### **5.18.3.1 WASTEWATER REGULATORY SETTING**

#### **5.18.3.1.1 Local Water Regulatory Setting**

##### **Riverside County General Plan**

The Riverside County General Plan includes the following goals, policies, and programs that are applicable to the Project:

**Policy OS 3.1** Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.

**Policy OS 3.2** Encourage wastewater treatment innovations, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.

**Policy OS 16.13** Encourage installation and use of new technology at existing facilities or the establishment of new waste-reduction facilities, where cost-effective and appropriate, to ensure that optimum energy conservation is achieved.

**Policy C 25.1** Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support Riverside County's Land Use Element at buildout.

### 5.18.3.2 WASTEWATER ENVIRONMENTAL SETTING

EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, include to the Project site. EMWD operates four regional water reclamation facilities (RWRF) within its service area: the San Jacinto Valley RWRF, the Moreno Valley RWRF, the Temecula Valley RWRF, and the Perris Valley RWRF. The four RWRFs have a combined capacity of 86,300 AFY (2020 UWMP). The Moreno Valley Regional Water Reclamation Facility is closest to the Project site and has a treatment capacity of 17,900 acre-feet per year (AFY) (UWMP 2020). In 2020, the Moreno Valley Regional Water Reclamation Facility treated 10,451 AFY of wastewater (UWMP 2020). The Moreno Valley Regional Water Reclamation Facility treats an average of 11.5 million gallons per day and has a capacity to treat 16 million gallons per day (EMWD 2021). There is an existing 8-inch sewer line located in Harvill Avenue that would serve the Project site.

### 5.18.3.3 WASTEWATER THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- UT-3      Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects; or
- UT-4      Result in a determination by the wastewater treatment provider that serves or may service the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or

### 5.18.3.4 WASTEWATER SERVICE METHODOLOGY

The evaluation of wastewater infrastructure quantifies the amount of wastewater that would be generated from operation of the proposed Project and compares the demand to the existing and planned sewer infrastructure and wastewater treatment plants. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

### 5.18.3.5 WASTEWATER ENVIRONMENTAL IMPACTS

**IMPACT UT-3: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WASTEWATER TREATMENT FACILITIES, INCLUDING SEPTIC SYSTEMS, OR EXPANSION OF EXISTING FACILITIES, WHEREBY THE CONSTRUCTION OR RELOCATION WOULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.**

**Less than Significant Impact.** The Project would develop and operate a new industrial warehouse facility that would generate wastewater. The Project would install onsite sewer infrastructure to connect to the existing 8-inch sewer line in Harvill Avenue. Installation of the onsite sewer infrastructure 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 Moreno Valley Regional Water Reclamation Facility is closest to the Project site and has a treatment capacity of 16 million gallons per day. In 2021, the Moreno Valley Regional Water Reclamation Facility received an average of 11.5 million gallons per day (EMWD 2021).

According to the Riverside County General Plan EIR, light industrial uses generate approximately 1,500 gallons per day (gpd) per acre. Thus, the proposed Project would generate approximately 30,855 gallons of wastewater per day (1,500 gpd per acre  $\times$  20.57 acres = 30,855 gpd) or 34.56 AFY.

Under existing conditions, the Moreno Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 4.5 million gallons per day. As such, implementation of the Project would utilize approximately 0.69 percent of the Moreno Valley Regional Water Reclamation Facility's daily excess treatment capacity. 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.

**IMPACT UT-4: THE PROJECT WOULD NOT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT WOULD SERVE THE PROJECT THAT IT HAS INADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS EXISTING COMMITMENTS.**

**Less than Significant Impact.** As described previously, the Moreno Valley Regional Water Reclamation Facility is closest to the Project site and has a treatment capacity of 16 million gallons per day. In 2021, the Moreno Valley Regional Water Reclamation Facility received an average of 11.5 million gallons per day (EMWD 2021). Under existing conditions, the Moreno Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 4.5 million gallons per day. Implementation of the Project would utilize approximately 0.69 percent of the Moreno Valley Regional Water Reclamation Facility's daily excess treatment capacity. Therefore, the proposed Project would not result in impacts related to wastewater treatment capacity.

### 5.18.3.6 WASTEWATER CUMULATIVE IMPACTS

Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system that serves the Project site and conveys wastewater to the Rialto wastewater treatment and disposal system.

As described previously, with the proposed Project, the sewer system and wastewater treatment plant would have sufficient capacity to handle the increased flows resulting from implementation of the proposed Project. The continued regular assessment, maintenance, and upgrades of the sewer system by the EMWD would reduce the potential of cumulative development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

#### **5.18.3.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES**

The following existing regulations would reduce potential impacts related to wastewater:

- California Code of Regulations Title 24, Pat 11; the California Green Building Code

#### **5.18.3.8 PROJECT DESIGN FEATURES**

None.

#### **5.18.3.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION**

Impacts UT-3 and UT-4 would be less than significant.

#### **5.18.3.10 WASTEWATER MITIGATION MEASURES**

No mitigation measures are required.

#### **5.18.3.11 WASTEWATER LEVEL OF SIGNIFICANCE AFTER MITIGATION**

No significant unavoidable adverse impacts related to wastewater infrastructure would occur.

### **5.18.4 STORM WATER DRAINAGE**

#### **5.18.4.1 STORM WATER DRAINAGE REGULATORY SETTING**

##### **5.18.4.1.1 Local Storm Water Drainage Regulatory Setting**

##### **Riverside County General Plan**

The Riverside County General Plan Multipurpose Open Space Element includes the following goals, policies, and programs that are applicable to the Project:

**Policy OS 3.3** Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.

**Policy OS 3.4** Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP).

**Policy OS 3.5** Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.

**Policy OS 3.6** Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.

**Policy OS 3.7** Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating “Low Impact Development,” green

infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.

**Policy OS 4.4** Incorporate natural drainage systems into developments where appropriate and feasible.

**Policy OS 4.6** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through “Low Impact Development” or other Best Management Practice measures.

**Policy OS 4.7** Encourage storm water management and urban runoff reduction as an enhanced aesthetic and experience design element. Many design practices exist to accomplish this depending on site conditions, planned use, cost-benefit, and development interest.

#### 5.18.4.2 STORM WATER DRAINAGE ENVIRONMENTAL SETTING

Topographically, the Project site is relatively flat with an elevation of 1,520 feet above mean sea-level to 1,560 feet above mean sea-level with no areas of significant topographic relief. The western property boundary includes multiple concrete lined v-ditches. The runoff from the existing onsite areas flows from west to the east in a sheet flow condition. Existing topography results in the northern half of the site draining to the northeast onto Water Street and Harvill Avenue intersection, while the southern half of the site drains to the southeast onto Orange Avenue. The flow is then conveyed southeasterly down Harvill Avenue to the storm drain on Orange Avenue. The Project site is currently fully undeveloped and permeable.

#### 5.18.4.3 STORM WATER DRAINAGE THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- UT-5        Require or result in the relocation or construction of new or expanded storm water drainage systems, whereby the construction or relocation would cause significant environmental effects; or

#### 5.18.4.4 STORM WATER DRAINAGE METHODOLOGY

The evaluation of stormwater drainage infrastructure quantifies the amount of impervious surfaces and stormwater runoff that would be generated from the proposed Project and identifies if runoff from the Project would be accommodated by the existing stormwater drainage infrastructure. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

#### 5.18.4.5 STORM WATER DRAINAGE ENVIRONMENTAL IMPACTS

##### **IMPACT UT-5: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED STORM DRAINAGE INFRASTRUCTURE WHEREBY THE CONSTRUCTION OR RELOCATION WOULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.**

**Less than Significant Impact.** The Project would construct a 1,528 SF water bioretention basin along the northeastern boundary of the site on APN 317-270-016. The proposed basin would provide retention and infiltration of the proposed Project’s stormwater drainage. Overflow from the bioretention basin would be directed into a proposed 18-inch storm drain, which would connect to the existing public stormwater culvert in Harvill Avenue. The Project would also install a 36-inch storm drain in Water Street and a 30-inch storm drain in Orange Avenue. The Project would also include replacement of the U-ditches on the western Project boundary, as further discussed in Section 5.10, *Hydrology and Water Quality*.



Impacts associated with the Project's proposed onsite stormwater drainage infrastructure are included as part of the construction of the Project and would not result in any physical environmental effects beyond those identified throughout this EIR. As such, there are no environmental impacts that would occur specifically related to the Project's proposed stormwater drainage infrastructure. Therefore, Project impacts due to stormwater drainage infrastructure would be less than significant.

#### **5.18.4.6 STORM WATER DRAINAGE CUMULATIVE IMPACTS**

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above the proposed Project includes installation of a subsurface storm drain system that would flow directly into the onsite bioretention basin. Overflow from the bioretention basin would be directed into the proposed 18-inch storm drain, which would connect to the existing public stormwater culvert in Harvill Avenue. The Project would also install a 36-inch storm drain in Water Street and a 30-inch storm drain in Orange Avenue. In addition, pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur. RWQCB permit conditions require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the project sites at rates exceeding pre-project conditions, prior to receipt of necessary permits. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

#### **5.18.4.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES**

None.

#### **5.18.4.8 PROJECT DESIGN FEATURES**

None.

#### **5.18.4.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION**

Impact UT-7 would be less than significant.

#### **5.18.4.10 STORM WATER DRAINAGE MITIGATION MEASURES**

No mitigation measures are required.

#### **5.18.4.11 STORM WATER DRAINAGE LEVEL OF SIGNIFICANCE AFTER MITIGATION**

No significant unavoidable adverse impacts related to drainage would occur.

### **5.18.5 SOLID WASTE**

#### **5.18.5.1 SOLID WASTE REGULATORY SETTING**

##### **5.18.5.1.1 State Solid Waste Regulatory Setting**

##### **California Assembly Bill 341**

On October 6, 2011, Governor Brown signed AB 341 establishing a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

## California Green Building Standards

**Section 5.408.1 Construction waste diversion.** Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

**Section 5.410.1 Recycling by occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

### 5.18.5.2 SOLID WASTE ENVIRONMENTAL SETTING

Riverside County is currently served by eight active landfills. Solid waste generated by the Project would be disposed of at the El Sobrante Landfill, approximately 18 roadway miles from the site, the Badlands Landfill, approximately 16 roadway miles from the site, and/or the Lamb Canyon Landfill, approximately 22 roadway miles from the site. Table 5.18-1 lists the maximum capacity, maximum permitted capacity, and remaining capacity of each landfill. El Sobrante Landfill is expected to reach capacity by 2051, Badlands Landfill is expected to reach capacity by 2026, and Lamb Canyon Landfill by 2032 (CalRecycle 2022).

**Table 5.18-3: Permitted and Remaining Capacity of Area Landfills**

Landfill	Maximum Capacity (Ton/Day)	Maximum Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
El Sobrante <sup>1</sup>	16,054	209,910,000	143,977,170
Badlands <sup>2</sup>	4,800	34,400,000	7,800,000
Lamb Canyon <sup>3</sup>	5,000	39,681,513	19,242,950

<sup>1</sup>CalRecycle website accessed September 16, 2022:

<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402>

<sup>2</sup> CalRecycle website accessed September 16, 2022:

<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367>

<sup>3</sup> CalRecycle website accessed September 16, 2022:

<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368>

### 5.18.5.3 SOLID WASTE THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- UT-6 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; or
- UT-7 Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan); or

### 5.18.5.4 SOLID WASTE METHODOLOGY

Solid waste generation from operation of the Project was estimated using Riverside County General Plan EIR solid waste generation factors derived for industrial uses. Solid waste volumes were then compared with recent estimates of remaining disposal capacity of the landfill serving the City. In addition, potential impacts related to compliance with solid waste regulations was evaluated by identifying how the proposed Project would be implement the relevant requirements.

### 5.18.5.5 SOLID WASTE ENVIRONMENTAL IMPACTS

#### **IMPACT UT-6: THE PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS.**

**Less than Significant Impact.** The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the County are subject to the requirements set forth in the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the County's development Project permitting process.

As discussed above, solid waste generated by the Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. All three of the landfills are Class III municipal solid waste landfills. Both Badlands and Lamb Canyon Landfills have the potential to expand their facilities and capacity.

#### **Construction**

The proposed Project does not involve demolition of existing structures; however, Project construction would generate solid waste for landfill disposal from construction packaging and discarded materials. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA 1998), construction of the Project would generate approximately 846 tons of waste during construction from packaging and discarded materials. However, the 2019 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, construction activities, would generate approximately 296 tons of solid waste to be disposed of at the landfill. As shown in Section 3.0, *Project Description*, construction activities would occur over a 17-month period. This equates to approximately 0.57 tons of debris per day.

As described above, El Sobrante Landfill is permitted to accept 16,054 tons per day, Badlands Sanitary Landfill is permitted to accept 4,800 tons per day, and Lamb Canyon Landfill is permitted to accept 5,000 tons per day. As of August 2022, El Sobrante Landfill had an average disposal of 10,710 tons per day and an average remaining capacity of 5,344 tons per day; Badlands Landfill had an average disposal of 2,656 tons per day and an average remaining capacity of 2,144 tons per day; and Lamb Canyon Landfill had an average disposal of 1,869 tons per day and an average remaining capacity of 3,131 tons per day (CalRecycle 2022). Thus, the facilities' average daily remaining capacities would be able to accommodate the addition of 0.57 tons of waste per day during construction of the proposed Project.

#### **Operation**

Operation of the Project would operate approximately 434,823 SF of warehousing. The Riverside County General Plan EIR uses a solid waste generation factor of 0.0108 tons per square foot per year for industrial uses. Based on this generation factor, operation of the Project would generate approximately 4,696.08 tons of solid waste per year, at least 75 percent of which is required by California law to be recycled, which would reduce the volume of landfilled solid waste to approximately 1,174.02 tons per year, or 22.58 tons per week.

As shown in Table 5.18-3, El Sobrante Landfill has a maximum daily throughput of 16,054 tons per day, Badlands Landfill has a daily throughput maximum of approximately 4,800 tons, and Lamb Canyon Landfill has a daily throughput maximum of approximately 5,000 tons. As of August 2022, El Sobrante Landfill had

an average disposal of 10,710 tons per day and an average remaining capacity of 5,344 tons per day; Badlands Landfill had an average disposal of 2,656 tons per day and an average remaining capacity of 2,144 tons per day; and Lamb Canyon Landfill had an average disposal of 1,869 tons per day and an average remaining capacity of 3,131 tons per day (CalRecycle 2022). The Project's solid waste (4,696.08 tons per year, or approximately 22.58 tons per week), would represent approximately 0.42 percent of El Sobrante Landfill's daily remaining capacity, approximately 1.1 percent of Badlands Landfill daily remaining capacity, and approximately 0.72 percent of Lamb Canyon Landfill's daily remaining capacity. The El Sobrante Landfill has a capacity until 2051, Badlands Landfill has a capacity until 2026, and Lamb Canyon Landfill has a capacity until 2032. Additionally, Badlands Landfill and Lamb Canyon Landfill have the potential to expand. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

**IMPACT UT-7: THE PROJECT WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTES INCLUDING THE CIWMP (COUNTY INTEGRATED WASTE MANAGEMENT PLAN).**

**No Impact.** The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939). AB 939 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources.

AB 939 requires each of the cities and unincorporated portions of counties throughout the state to divert a minimum of 25% by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. The proposed Project would be regulated by the Riverside County Waste Resources Management District and would be required to comply with the CIWMP's requirement to divert up to 50% of its solid waste from area landfills. With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would result in a less-than-significant impact due to a conflict with federal, State, and local management and reduction statutes and regulations related to solid wastes, including the CIWMP.

**5.18.5.6 SOLID WASTE CUMULATIVE IMPACTS**

The geographic scope of cumulative analysis for landfill capacity is the service area for the El Sobrante Landfill, Badlands Landfill, and Lamb Canyon Landfill, which serve the Project site. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. El Sobrante Landfill has a maximum permitted capacity of 16,054 tons per day and as of August 2022 had an average disposal of 10,710 tons per day and an average remaining capacity of 5,344 tons per day (CalRecycle 2022a). Badlands Landfill has a maximum permitted capacity of 4,800 tons per day and as of August 2022 had an average disposal of 2,656 tons per day and an average remaining capacity of 2,144 tons per day (CalRecycle 2022b). Lamb Canyon Landfill has a maximum permitted capacity of 5,000 tons per day and as of August 2022 had an average disposal of 1,869 tons per day and an average remaining capacity of 3,131 tons per day (CalRecycle 2022c). The 22.58 tons of solid waste per day from operation of the Project would represent approximately 0.42 percent of El Sobrante Landfill's daily remaining capacity, approximately 1.1 percent of Badlands Landfill daily remaining capacity, and approximately 0.72 percent of Lamb Canyon Landfill's daily remaining capacity. Therefore, the landfills would have sufficient capacity to serve the Project and the increase in solid waste from full buildout of the Project. Cumulative impacts would be less than significant.

### 5.18.5.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

The following existing regulations would reduce potential impacts related to solid waste:

- Assembly Bill 347 (Chapter 476, Statutes of 2011)
- California Green Building Standards Code

### 5.18.5.8 PROJECT DESIGN FEATURES

None.

### 5.18.5.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-5 and UT-6 would be less than significant.

### 5.18.5.10 SOLID WASTE MITIGATION MEASURES

No mitigation measures are required.

### 5.18.5.11 SOLID WASTE LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to solid waste would occur.

## 5.18.6 DRY UTILITIES

### 5.18.6.1 DRY UTILITIES REGULATORY SETTING

#### 5.18.6.1.1 Local Dry Utilities Regulatory Setting

The Riverside County General Plan includes the following goals, policies, and programs that are applicable to the Project:

**Policy LU 30.4** Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors.

**Policy C 1.4** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.

**Policy C 25.1** Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support Riverside County's Land Use Element at buildout.

**Policy C 25.2** Locate new and relocated utilities underground when possible and feasible. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public.

**Policy OS 16.5** Utilize federal, state, and utility company programs that encourage energy conservation.

**Policy S 6.16** Promote strengthening of planned and existing utilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities.

**Policy S 6.19** Coordinate with the Public Utilities Commission (PUC) and/or use the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that

- Extend through areas of high liquefaction potential.
- Cross active faults.

- Traverse earth cracks or landslides.

**Policy S 6.21** Communicate climate risks to energy utilities and request they ensure that new and upgraded infrastructure is climate resilient.

**Policy AQ 20.11** Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.

### 5.18.6.2 DRY UTILITIES ENVIRONMENTAL SETTING

#### *Electricity*

Electricity is provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2018 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases power from independent power producers and utilities, which includes out-of-state providers (Urban Crossroads 2022).

#### *Natural Gas*

Natural gas would be provided to the Project by the Southern California Gas Company (SoCal Gas).

#### *Telecommunications*

Communications services would be provided to the Project by Charter Communications.

### 5.18.6.3 DRY UTILITIES THRESHOLDS OF SIGNIFICANCE

The Riverside County Environmental Assessment Checklist indicates that a project could have a significant effect if it were to:

- UT-8      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:
- Electricity;
  - Natural gas;
  - Communications systems;
  - Street lighting;
  - Maintenance of public facilities, including roads; or
  - Other governmental services.

### 5.18.6.4 DRY UTILITIES METHODOLOGY

The evaluation of utilities identifies if utility demand from the Project would be accommodated via existing utility infrastructure available to the Project. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

### 5.18.6.5 DRY UTILITIES ENVIRONMENTAL IMPACTS

**IMPACT UT-8: WOULD THE PROJECT IMPACT THE FOLLOWING FACILITIES REQUIRING OR RESULTING IN THE CONSTRUCTION OF NEW FACILITIES OR THE EXPANSION OF EXISTING FACILITIES, WHEREBY THE CONSTRUCTION OR RELOCATION WOULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS:**

- a. **ELECTRICITY;**
- b. **NATURAL GAS;**
- c. **COMMUNICATIONS SYSTEMS;**
- d. **STREET LIGHTING;**
- e. **MAINTENANCE OF PUBLIC FACILITIES, INCLUDING ROADS; OR**
- f. **OTHER GOVERNMENTAL SERVICES.**

**Less than Significant Impact.** The Project site is currently vacant and undeveloped and therefore does not generate demand for utilities. Implementation of the proposed Project would generate demand for electricity, natural gas, communication systems, street lighting, and maintenance of public facilities.

Electricity would be provided to the Project by Southern California Edison (SCE). Adequate commercial electricity supplies are presently available to meet the incremental increase in demand attributed to the Project. Provision of electricity to the Project site is not anticipated to require or result in the construction of new facilities or the expansion of existing facilities, the construction or relocation of which would cause significant environmental impacts to electricity. Impacts would be less than significant.

Natural gas service would be provided by Southern California Gas (SoCal Gas). Adequate commercial gas supplies are presently available to meet the incremental increase in demand attributed to the Project. The proposed Project would not require or result in the construction, expansion, or relocation of natural gas facilities that could result in a significant environmental impact. Impacts related to natural gas would be less than significant.

Communication systems for the Project would be provided by Charter Communications. Charter Communications is a private company that provides connection to the communication system on an as needed basis. As such, the proposed Project is not anticipated to require or result in the construction of new communications facilities or the expansion of existing facilities. Impacts would be less than significant.

The Project would install street lighting along Water Street and Orange Avenue and along the portion of the Project's street frontage along Harvill Avenue. Installation of street lighting would be subject to the requirements of Ordinance No. 461 (Roadway Standards), Ordinance No. 460 (Subdivision of the Land), and Chapter 19.556 (Outdoor Lighting) of the Riverside County Municipal Code. Any impacts associated with the installation of street lighting would occur within the boundaries of the Project area and have been addressed throughout this EIR.

The proposed Project would not involve the construction of new public roads, nor would it involve the expansion of existing circulation infrastructure.

Potential impacts associated with the proposed Project and government services are discussed in Section 5.15, which include discussion and analysis of fire, police, schools, health, and library facilities.

The Project Applicant would be responsible for coordinating with each utility company to ensure relocation of utilities occurs according to standard construction and operation procedures administered by the

California Public Utilities Commission. Written verification of initiation of design and/or application of relocation from each affected utility must be provided to the County Transportation Department. Each of the utility systems is available at the Project site frontage, and excavation would be required to extend these lines and interconnect to the Project site. Since the footprint of proposed utility relocations is encompassed by the Project site, impacts associated with such relocations have been addressed throughout this EIR and mitigated to the extent feasible as applicable. Therefore, potential impacts associated with utilities, including electricity, natural gas, communication systems, street lighting, maintenance of public facilities, and other governmental services, would be less than significant and no mitigation is required.

#### **5.18.6.6 DRY UTILITIES CUMULATIVE IMPACTS**

Cumulative impacts related to the provision of facilities for electricity, natural gas, communications systems, stormwater drainage, street lighting, maintenance of facilities, construction of off-site sewer and water lines, and other governmental services have been evaluated throughout this EIR. Mitigation measures have been recommended in cases where cumulatively considerable impacts associated with utilities infrastructure were identified. Therefore, cumulatively considerable impacts associated with the provision of utility facilities to serve the Project would be less than significant.

#### **5.18.6.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES**

The following existing regulations would reduce potential impacts related to utilities:

- Riverside County Ordinance No. 461
- Riverside County Ordinance No. 460

#### **5.18.6.8 PROJECT DESIGN FEATURES**

None.

#### **5.18.6.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION**

Impact UT-7 would be less than significant.

#### **5.18.6.10 DRY UTILITIES MITIGATION MEASURES**

No mitigation measures are required.

#### **5.18.6.11 DRY UTILITIES LEVEL OF SIGNIFICANCE AFTER MITIGATION**

No significant unavoidable adverse impacts related to utilities would occur.

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## 6. Other CEQA Considerations

### 6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” As described in detail in Section 5.0 of this Draft EIR, implementation of the Project would result in environmental impacts that cannot be reduced to a level below significance after implementation of Project design features; regulatory requirements; plans, programs, policies; and feasible mitigation measures. The significant impacts that cannot be mitigated to a level below significance are summarized below:

#### Transportation

**Impact TR-2, Vehicle Miles Traveled (Project-level and Cumulative).** the Project-generated VMT per employee values would exceed the County’s adopted threshold by approximately 3.8 percent. As the future building tenants are not known for the Project, the effectiveness of each Transportation Demand Management (TDM) commute trip reduction measures may be limited. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of TDM measures. Therefore, in order to provide a conservative analysis, no quantified VMT reduction has been taken for any of the proposed PDFs or Mitigation Measures. Multiple TDM measures are incorporated into the Project design, including PDF TR-1, PDF TR-2, PDF TR-3, and PDF TR-4, which include providing designated carpool/vanpool parking, installing end-of-trip facilities such as bicycle parking and lockers, installing onsite electric vehicle charging stations beyond required, and constructing sidewalks along the Project frontage. Additionally, the Project applicant would implement Mitigation Measure TR-1, which requires the Project applicant to provide onsite and/or online commute information services. As no tenant is known at this time, no quantified reduction was taken for Mitigation Measure TR-1. Therefore, there are no feasible mitigation measures that can be implemented by the Project at this time to reduce the VMT/employee and impacts related to VMT would be significant and unavoidable on a project-level and a cumulative basis.

### 6.2 GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(e), Growth Inducing Impact of the Proposed Project, requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing, in the surrounding environment;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

## 1. Does the Project directly or indirectly foster economic or population growth, or the construction of additional housing?

Growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as SCAG. The Project would contribute to the economic and population growth in the Mead Valley community and the surrounding areas. The growth would not be unexpected or constitute substantial unplanned growth, however. According to regional population projections included in SCAG's 2020 RTP/SCS, unincorporated Riverside County is projected to increase its population by 29 percent and its housing stock by 37 percent by 2045 at an annual growth rate of 1.3 percent (between 2016 and 2045). Over this same time period, employment in unincorporated County is expected to increase 0.6% annually. While the Project would contribute to employment growth through the proposed development within the Project site, the site has been designated for Business Park development by the Riverside County General Plan, and projected increases in employment from the Project are within SCAG's 2020 RTP/SCS increases.

The proposed Project may cause an indirect economic growth as it would generate revenue to the County through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Project site would purchase goods and services in the region, but any secondary increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers. The Project is highly unlikely to result in any new or additional physical impacts to the environment based on the amount of existing and planned future commercial and retail services, which can serve Project employees, available in areas near the Project site. As such, it is highly unlikely that additional commercial or retail services would be required to meet Project demands.

In addition, the proposed Project would create jobs that a majority of which could likely be filled by residents of Mead Valley, Perris, and the surrounding areas. Employees would live in housing either already built or are planned for development in unincorporated Riverside County or Perris and the surrounding areas. Because it is anticipated that most of the future employees from implementation of the Project would already be living in the Inland Empire area, the Project's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing.

The Project would implement economic activity that would result in an improvement in the jobs-household ratio by providing employment within the largely residential area of unincorporated Riverside County, which is a benefit of the Project. In addition, the location of the new employment opportunities would be easily accessible from I-215 and would also accommodate employees in surrounding areas. The County of Riverside has had unemployment rates ranging between 3.4 and 16.3 percent over the last 10 years (EDD, 2022), and most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the Mead Valley community and surrounding communities. Thus, due to existing unemployment and the availability of a workforce, it is anticipated that new jobs that would be generated from Project implementation would be filled by people within Mead Valley and surrounding communities and would not induce an unanticipated influx of new labor into the region or the need for additional housing. Furthermore, the proposed Project would offer space for new warehouse, distribution, light industrial, and business park companies. Thus, the Project would not result in the influx of new labor to serve the increased economic activities that would result from implementation of the Project.

## 2. Does the Project remove obstacles to population growth?

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Project would induce growth

if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The proposed Project contemplates expansion of existing infrastructure to serve the full buildout of the Project site. As described in Section 3.0, *Project Description*, the Project includes various roadway improvements to accommodate the safe passage and turning movements of the vehicles that would access the site. The Project does not propose roadway extensions into new undeveloped areas that would allow for additional growth and development. The Project also proposes installation of new potable water lines, sewer lines, and stormwater drainage facilities that would connect to surrounding, existing infrastructure in Water Avenue, Harvill Avenue, and Orange Street in order to accommodate the demands of the Project. The Project would also install a 36-inch storm drain in Water Avenue. The proposed infrastructure improvements have been designed to serve only the demands of the Project. Therefore, the Project would not result in significant growth inducing impacts.

### **3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?**

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The proposed Project would slightly increase the demand for fire protection and emergency response and sheriff protection. However, as described in Section 5.15, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service for public services. Based on service ratios and build out projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

### **4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?**

Similar to the surrounding cities, the unincorporated community of Mead Valley is in the process of transitioning from its historical use of low-density residential and agricultural uses to more dense industrial uses and other urbanized uses as planned in the Riverside General Plan and through the construction of multiple industrial developments, residential developments and other types of development. Areas to the east of the Project site are developed with industrial uses or are currently under construction for industrial development. Development of the Project site may place further development pressure on areas to the north, west, and south. However, areas to the west and south of the site are already developed with residential uses. Areas to the north are currently vacant, but are slated for development under Plot Plan 21207, which has been approved. As such, while the Project could spur increased development in areas to the west and south these areas are already developed and areas to the north of the site are slated for future development. Further, proposed infrastructure is only sized to serve the Project and would not have capacity to serve additional development projects in the area. The Project would not individually or cumulatively encourage or facilitate substantial growth.

Based on the foregoing analysis, the Project would not directly or indirectly result in substantial, adverse growth-inducing impacts.

## 6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(d)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to industrial warehousing uses once the proposed building is constructed. Secondary effects associated with this irreversible commitment of land resources include:
  - Changes in views associated with construction of the new building and associated development (Section 5.1, *Aesthetics*)
  - Increased traffic on area roadways (see Section 5.16, *Transportation*).
  - Emissions of air pollutants associated with Project construction and operation (see Section 5.3, *Air Quality*).
  - Consumption of non-renewable energy associated with construction and operation of the proposed Project due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. (see Section 5.6, *Energy*).
  - Increased ambient noise associated with an increase in activities and traffic from the Project (see Section 5.12, *Noise*).
- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the proposed Project, as demonstrated in the analyses contained in Section 5.6, *Energy*, the proposed Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving Project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, as listed in Section 3.0, *Project Description*, Section 5.6, *Energy*, and Section 5.8, *Greenhouse Gas Emissions*, the proposed Project would include sustainability features in line with the Riverside County CAP that result in additional energy-efficiency. Project specific information related to energy consumption is provided in Section 5.6, *Energy*, of this EIR.

## 6.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

State CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment.” However, State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted by the Project as detailed below.

### Mineral Resources

The Riverside County General Plan Figure OS-6 “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.

### Recreation

The proposed Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Consequently, Project implementation would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. However, development at the Project site would be accompanied by payment of development impact fees pursuant to the Quimby Act and Riverside County Ordinance No. 659, included as PPP PS-1. Riverside County Ordinance No. 659, included as PPP PS-1, 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. Additionally, development of the Project would not include construction of recreational facilities, and no impact would occur.

While the Project would include construction of a multi-purpose trail along Harvill Avenue, impacts related to construction of the multi-purpose rail are discussed throughout this Draft EIR. For example, emissions from construction of the multi-purpose trail are analyzed in Section 5.3, *Air Quality*.

### Wildfire

The Project site is located within a largely developed area and is not located within an identified wildland fire hazard area. However, areas south of the Project site are designated as a Very High Fire Hazard Severity Zone in a State Responsibility Area. Implementation of the proposed Project would be required to adhere to the following County Ordinances that would also reduce potential fire hazards: Ordinance No. 787, Ordinance No. 659, and Ordinance No. 695. Therefore, with compliance with existing regulatory requirements, the proposed Project would not result in impacts related to wildfires.

## REFERENCES

California Employment Development Department Local Area Unemployment Statistics (LAUS) program. Accessed at: <https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data>

California Geological Survey Mineral Resource mapping (CGS 2020). Accessed: <https://maps.conservation.ca.gov/mineralresources/#webmaps>

CalFire. California Fire Hazard Severity Zone Viewer. <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>

Riverside County. General Plan. December 8, 2015. Accessed September 16, 2022:  
<https://planning.rctlma.org/General-Plan-Zoning/General-Plan>



# 7 Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Draft EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project. In addition, this section describes the extent to which each alternative meets the Project objectives.

## 7.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is [...] to identify alternatives to the project."

Pursuant to State CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to a proposed project or to a project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. State CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, State CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to State CEQA Guidelines Section 15126.6(d), discussion of each alternative presented in this Draft EIR section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the Draft EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (State CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (State CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the State CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (State CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the State CEQA Guidelines, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (State CEQA Guidelines 15126(f)).

## 7.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this Draft EIR determined that impacts related to the following would remain significant and unavoidable:

### Transportation

**Impact TR-2, Vehicle Miles Traveled (Project-level and Cumulative).** the Project-generated VMT per employee values would exceed the County’s adopted threshold by approximately 3.8 percent. As the future building tenants are not known for the Project, the effectiveness of each Transportation Demand Management (TDM) commute trip reduction measures may be limited. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of TDM measures. Therefore, in order to provide a conservative analysis, no quantified VMT reduction has been taken for any of the proposed PDFs or Mitigation Measures. Multiple TDM measures are incorporated into the Project design, including PDF TR-1, PDF TR-2, PDF TR-3, and PDF TR-4, which include providing designated carpool/vanpool parking, installing end-of-trip facilities such as bicycle parking and lockers, installing onsite electric vehicle charging stations beyond required, and constructing sidewalks along the Project frontage. Additionally, the Project applicant would implement Mitigation Measure TR-1, which requires the Project applicant to provide onsite and/or online commute information services. As no tenant is known at this time, no quantified reduction was taken for Mitigation Measure TR-1. Therefore, there are no feasible mitigation measures that can be implemented by the Project at this time to reduce the VMT/employee and impacts related to VMT would be significant and unavoidable on a project-level and a cumulative basis.

## 7.3 PROJECT OBJECTIVES

The primary purpose of the Project and its primary goal is to develop a vacant or underutilized property to provide an employment-generating use to help grow the economy in the County of Riverside. The Project would achieve this goal through the following objectives:

1. To make efficient use of underutilized property in the Mead Valley by adding to its potential for employment-generating uses.
2. To attract new business and employment to Riverside County and thereby promote economic growth.
3. To create new jobs to reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
5. To develop a new industrial project that is located along, and would utilize, a major truck route to limit truck traffic through residential neighborhoods.

6. To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

## 7.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to State CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (State CEQA Guidelines Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

- **Alternate Site Alternative.** An alternate site for the Project was eliminated from further consideration. The Project's focus is to provide for an industrial warehouse within an industrializing area of unincorporated Riverside County that benefits from the I-215 corridor's regional transportation network and generates employment opportunities in proximity to an available labor pool. There are no suitable sites within the control of the Project applicant; however, in the event land could be purchased of suitable size, due to the built-out nature of the urbanized unincorporated communities in the Mead Valley area, development of a 434,823 SF industrial warehouse at a different location would likely require demolition of existing structures and require similar mitigation. CEQA specifies that the key question regarding alternative site consideration is whether the basic Project objectives would be attained and if any of the significant effects of the Project would be avoided or substantially lessened by having the Project at another location. Given these reasons, it would be infeasible to develop and operate the Project on an alternate site with fewer environmental impacts while meeting Project objectives. Therefore, the Alternative Site Alternative was rejected from further consideration.

## 7.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the Project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 7.1. The following alternatives are further described and analyzed in Section 7.6.

**Alternative 1: No Project/No Build Alternative.** This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (May 25, 2022).

**Alternative 2: No Project/Buildout of Existing Land Use Alternative.** This alternative consists of the Project not being approved, and the Project site would be fully built out based on the existing underlying land use and zoning designations. As this alternative would be built out fully based on the existing underlying land use and zoning designations, which allow for development at up to a 0.60 FAR for the 20.57-acre site, this alternative would result in construction and operation of a 524,811 SF business park. Development under the No Project/Buildout of Existing Land Use Alternative would increase Project square footage by

approximately 20.7%. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

**Alternative 3: Reduced Project Alternative.** This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a 160,000 SF industrial building with approximately 112,000 SF of nonrefrigerated warehouse uses and 48,000 SF of refrigerated storage. Development under the Reduced Project Alternative would reduce Project square footage by approximately 63%. As with the Project, the entire 20.57-acre site would be developed, but the reduced square footage would allow for increased setbacks and parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

## 7.6 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Pursuant to State CEQA Guidelines Section 15126.6(e), this Draft EIR is required to “discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services [...] In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts that would occur if the property were to be left in its existing conditions for the foreseeable future. Under the existing conditions, the Project site is undeveloped and vacant. The Project site could continue to be used as an export site for surrounding industrial developments. See Section 4, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Project site.

### 7.6.1 ENVIRONMENTAL IMPACTS

#### **Aesthetics**

Under this alternative, the Project site would remain in its existing condition, which includes undeveloped and disturbed conditions. The visual character and quality of the site would be maintained, and no new structures or landscaping would be introduced. This alternative would not result in a change in the visual height, scale, and mass of the development on the site. This alternative would not create new sources of light and glare. However, landscaping would not be added to the site and along the roadways would not be improved. Overall, this alternative would result in no impacts to aesthetics, and therefore, would be less than the Project's impacts.

#### **Agriculture and Forest Resources**

Under this alternative the existing 20.57 acres of Farmland of Local Importance would be unaffected. In addition, areas surrounding the Project site that are zoned Light Agricultural (A-1), while not in agricultural production currently, would not be impacted by development of a warehouse. The Project site and surrounding areas are not zoned for 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 Government Code section 51104(g)). While this Draft EIR determined that impacts to agricultural and forest resources would not result in significant impacts, this alternative would result in no impacts, and therefore, the agricultural impacts would be less than the Project's.

#### **Air Quality**

Under this alternative no new development would occur in the Project site, and as such, no new stationary sources of air pollution would be introduced; however, existing mobile sources of air pollution (i.e., from

combustible engine vehicles) would remain. Although both the Project and the No Project/No Development alternative would be consistent with the SCAQMD AQMP, because no new development would occur under this alternative, it would avoid the Project's less than significant impacts related to conflict with the 2016 AQMP. In addition, although the Project's construction and operational air quality emissions would be below applicable SAQMD regional, local, and health risk thresholds, the alternative would result in no increase in emissions of criteria pollutants or DPM over existing conditions. Therefore, this alternative would result in reduced impacts to regional air quality and sensitive receptors. This alternative would also avoid the Project's less than significant impacts related to odors. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

### **Biological Resources**

Under this alternative, periodic disturbances related to discing fallow fields for weed abatement is expected to occur on the Project site, as well as other routine maintenance activities for property upkeep. While periodic disturbances could potentially impact biological resources, no grading would occur and there would be no potential impacts to special status plants, animals, or sensitive vegetation communities in the Project site. As such, existing vegetation communities within the Project site would remain in their existing conditions minus impacts related to periodic disturbances. Although mitigation measures required of the Project would reduce biological resource impacts to less than significant levels, this alternative would generate less impacts to biological resources as compared with the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

### **Cultural Resources**

Under this alternative, periodic disturbances related to discing fallow fields for weed abatement is expected to occur at the Project site, as well as other routine maintenance activities for property upkeep. No grading for construction would occur and there would be no potential impacts to historical resources as the built environment would remain, or to archaeological resources that may be buried below ground. Although mitigation measures required of the Project would reduce cultural resource impacts to less than significant levels, this alternative would avoid impacts to cultural resources associated with the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

### **Energy**

No construction activities would occur at the Project site or operation of new structures that would increase consumption of energy sources under this alternative. As there are no existing structures onsite, there would be no regular consumption of electricity, natural gas, or gasoline (with the exception of any vehicles that visit the site). While this alternative would not generate an increase in electrical demand, it would also not provide upgraded energy efficient infrastructure, plumbing, and water efficient irrigation. While this Draft EIR determined the Project's impacts to energy would be less than significant, energy use associated with this alternative would be substantially lower, therefore, resulting in a lessened degree of impacts. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

### **Geology and Soils**

No new construction activities, including demolition and grading, would occur under this alternative. Thus, there would be no potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site. Additionally, as no grading activities would occur under this alternative, potential impacts from erosion, or loss of topsoil. While the Project impacts would be less than significant, this alternative would result in less impacts and no mitigation measures are required. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

**Greenhouse Gases**

No new construction activities would occur at the Project site or operation of new structures that would generate GHGs under this alternative. As no existing structures exist onsite, there would be no regular generation of GHGs from onsite activities. While this Draft EIR determined the Project's impacts to energy would be less than significant with mitigation, GHG emissions associated with this alternative would be substantially lower, therefore, resulting in a lessened degree of impacts and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

**Hazards and Hazardous Materials**

No new construction activities would occur at the Project site or operation of a new light industrial warehouse that would generate, and result in transport of, hazardous materials. As there are no existing structures onsite, there would be no operation onsite that would generate hazardous materials. The No Project/No Build Alternative would not include major construction activities that would use typical construction-related hazardous materials. Thus, potential impacts related to use, disposal, and transport of hazardous materials would be avoided by this alternative. While this Draft EIR determined that the Project's impacts related to hazards and hazardous materials would be less than significant, this alternative would result in less impacts since no grading or construction would occur. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

**Hydrology and Water Quality**

No changes to existing hydrology and drainage conditions would occur under this alternative. There are currently no existing stormwater drainage facilities within the Project site and no stormwater improvements would be constructed. Additionally, under this alternative, the stormwater leaving the site would not be treated to minimize waterborne pollutants and would continue to contain sediment and other potential pollutants, as occurs under existing conditions. However, this alternative would generate fewer sources of potential water-borne pollutants due to lack of onsite buildings and number of vehicles onsite. Overall, hydrology and water quality impacts of the No Project/No Build Alternative would be less than significant, and neutral in comparison to the proposed Project.

**Land Use and Planning**

This alternative would not result in new development, and as such, there would be no potential for land uses to be introduced that would indirectly result in environmental impacts due to a conflict with an existing land use plan. Overall, this alternative would result in no impacts to land use and planning, and therefore, would be less than the Project's impacts.

**Noise**

Under this alternative, no development would occur onsite, and no new sources of noise would be introduced at the Project site. Since no new development would occur and no traffic trips would be generated, this alternative would not contribute to an incremental increase in area-wide traffic noise levels. In addition, this alternative would not result in construction onsite and no construction noise or vibration would occur. While this Draft EIR determined that the Project's impacts related to noise and vibration would be less than significant, this alternative would result in less impacts since no construction or operation activities would occur. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

**Paleontological Resources**

As no grading activities would occur under this alternative, potential impacts related to unique geologic features and paleontological resources would not occur. While the Project impacts would be less than significant with mitigation incorporated, this alternative would result in less impacts and no mitigation measures are required. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

**Population and Housing**

This alternative would not result in new development, and as such, would not result in induced growth or displacement affecting population and housing. However, this alternative would also not result in the benefit of adding new employment opportunities, which would help result in a more balanced jobs-housing ratio. Therefore, while the Project's impacts would be less than significant upon implementation of standard conditions of approval, the alternative would result in less impacts.

**Public Services**

This alternative would not result in new development, and as such, would not result in increased demand for public services such as fire and sheriff services, school services, library services, or health services that requires the new construction of public facilities. However, this alternative would also not result in the payment of development impact fees pursuant to Riverside County Ordinance No. 659. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, the alternative would result in less impacts.

**Transportation**

This alternative would not result in new development, and as such, would not result in any trips, traffic, or VMT related to operation of the Project site. This alternative would not impact existing transit service and alternative transportation facilities within the Project site. As the Project site would not be developed and trips would not be generated, the No Project/No Development alternative would avoid the Project's significant and unavoidable VMT impacts and would not require mitigation for VMT. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

**Tribal Cultural Resources**

Under this alternative, existing conditions would remain, and no new development would occur. Periodic disturbances related to discing fallow fields for weed abatement is expected to occur at the Project site, as well as other routine maintenance activities for property upkeep. No grading would occur and there would be no potential impacts to tribal cultural resources that may be buried below ground. Although mitigation measures required of the Project would reduce tribal cultural resource impacts to less than significant levels, this alternative would avoid impacts to tribal cultural resources associated with the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

**Utilities and Service Systems**

Under this alternative, existing conditions would remain, and no new development would occur. No additional domestic water, wastewater, stormwater drainage, electric power, natural gas, or telecommunication facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. This alternative would also not result in increased demand for solid waste collection and disposal. Selection of this alternative would avoid all of the Project's impacts to utilities and service system providers. While the Project would result in less than significant impacts, this alternative would result in less impacts due to no change in demand of these service systems. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

## 7.6.2 CONCLUSION

**Ability to Reduce Impacts**

The No Project/No Development Alternative would result in continuation of the existing uses within the Project site, and the proposed development would not occur. As a result, this alternative would avoid the significant and unavoidable impacts related to VMT that would occur under the Project. Additionally, impacts would be reduced and the mitigation measures that are identified in Chapter 5.0 of this Draft EIR would not be

required, which include measures related to biological resources, cultural resources, paleontological resources, GHGs, and tribal cultural resources.

However, the environmental benefits of the proposed Project would also not be realized including a water quality treatment system and stormwater drainage system to collect, treat, and convey stormwater to an existing basin or development of the 36-inch storm drain in Water Avenue. Accordingly, hydrology and water quality impacts related to runoff would be worse under this alternative due to the lack of existing infrastructure on the Project site.

#### **Ability to Achieve Project Objectives**

As shown in Table 7-4, below, the No Project/No Development Alternative would not meet any of the Project objectives.

## **7.7 ALTERNATIVE 2: NO PROJECT/BUILDOUT OF EXISTING LAND USE**

This No Project/Buildout of Existing Business Park Alternative consists of the Project not being approved, and the Project site would be fully built out based on the existing underlying land use and zoning designations. As this alternative would be built out fully based on the existing underlying Business Park (BP) designation and Manufacturing-Service Commercial (M-SC), which allow for development at up to a 0.60 FAR for the 20.57-acre site, this alternative would result in construction and operation of a 524,811 SF business park. Development under the No Project/Buildout of Existing Land Use Alternative would increase Project square footage by approximately 20.7%.

Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. In addition, setbacks from surrounding roadways and residential areas to the west of the Project site would be reduced from those proposed under the Project and the amount of parking and landscaping would be reduced in order to accommodate for the increased building square footage. Like the proposed Project, this alternative would not require a General Plan Amendment from the existing land use designation of BP (Business Park), or a Zone change from the M-SC (Manufacturing-Service Commercial) designation.

### **7.7.1 ENVIRONMENTAL IMPACTS**

#### **Aesthetics**

Under this alternative, the Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. This alternative would also introduce a new building and landscaping into the Project site. The alternative would result in smaller setbacks and landscaping area than what is proposed by the Project. While the alternative would result in a larger building onsite, the alternative would be visually compatible with surrounding industrial development to the east of the Project site. This alternative would introduce new sources of light and glare but would be similarly subject to County Ordinances. This alternative would result in less than significant impacts to aesthetics, and therefore, would be consistent with the Project's impact.

#### **Agriculture and Forest Resources**

Under this alternative the existing 20.57 acres of Farmland of Local Importance would be developed with a business park building. In addition, impacts to areas surrounding the Project site that are zoned Light Agricultural (A-1) would be consistent with those under the proposed Project. The Project site and surrounding areas are not zoned for 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 Government Code section 51104(g)). This alternative would result in less than significant impacts to agricultural and forest resources, and therefore, would be consistent with the Project's impact.



**Air Quality**

Under this alternative, new stationary sources of air pollution would be introduced from developing a 524,811 SF business park. Mobile sources of air pollution would increase as well from the increase in employee and truck trips. As shown in Table 7-1, below, operation of this alternative would result in approximately 6529 daily trips, which is an increase of 5,599 trips over what was analyzed for the proposed Project. Therefore, this alternative would result in a large increase in emissions from mobile sources. In addition, as the square footage developed under the Project would increase by approximately 20.7%, it is reasonable to assume that construction and operational air quality emissions would also increase. Therefore, this alternative would likely result in significant impacts related to construction or operational emissions in excess of SCAQMD thresholds. As such, mitigation measures would likely be required to reduce construction and operational air quality emissions. Due to the resulting emissions from this alternative exceeding SCAQMD thresholds, this alternative would also conflict with the 2016 AQMP. Therefore, this alternative would result in greater impacts than those associated with the Project.

**Biological Resources**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. Development of this alternative would require removal of existing vegetation in open areas and vacant lots and could potentially impact special status plants, animals, or sensitive vegetation communities. As such, the impacts to biological resources at the Project site would be similar to the Project and require the same mitigation measures. These mitigation measures would also reduce potential impacts from this alternative to a less than significant level. This alternative would result in less than significant impacts to biological resources, and therefore, would be consistent with the Project's impact.

**Cultural Resources**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the business park and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to cultural resources, and therefore, would be consistent with the Project's impact.

**Energy**

Under this alternative, new energy would be required for construction and operation of a 524,811 SF business park. As shown in Table 7-1, below, operation of this alternative would result in approximately 6,529 daily trips, which is an increase of 5,599 trips over what was analyzed for the proposed Project. Therefore, this alternative would result in a large increase in gasoline usage when compared to the proposed Project. In addition, as the square footage developed under the Project would increase by approximately 20.7%, it is reasonable to assume that electricity and natural gas usage would also increase. Therefore, this alternative would increase the overall intensity of the Project's construction and operation. Therefore, this alternative would result in greater impacts than those associated with the Project.

**Geology and Soils**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with

regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. This alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

### **Greenhouse Gases**

Under this alternative, new stationary sources of GHG emissions would be introduced from developing a 524,811 SF business park. Mobile sources of GHG emissions would increase as well from the increase in employee and truck trips. As shown in Table 7-1, below, operation of this alternative would result in approximately 6529 daily trips, which is an increase of 5,599 trips over what was analyzed for the proposed Project. Therefore, this alternative would result in a large increase in emissions from mobile sources. However, like the Project, mitigation requiring the application of GHG reduction measures based on the County's CAP Screening Tables would be required under this alternative. Therefore, while Project impacts to GHGs were determined to be less than significant with mitigation, GHG emission impacts from this alternative would be a greater degree and still require mitigation. Therefore, this alternative would result in greater impacts than those associated with the Project.

### **Hazards and Hazardous Materials**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

### **Hydrology and Water Quality**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. Due to the increase in square footage developed, it is likely that development of this alternative would result in an increase in impermeable surfaces compared to those required for development of the Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project but would likely require a larger sized basin. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Therefore, this alternative would result in similar less than significant impacts as the Project; and therefore, would be consistent with the Project's impact.

### **Land Use and Planning**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. As such, there would be no conflicts with applicable land use plans, policies, or regulations resulting in significant environmental effects. Both the Project and this alternative would be fully consistent with the Riverside County General Plan and MVAP, and the SCAG 2020-2045 RTP/SCS. With mandatory compliance with the County's Good Neighbor Guidelines, in addition to implementation of measures to address other environmental issues (e.g., transportation, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the No Project/Buildout of Existing Land Use would be less than significant; and therefore, would be consistent with the Project's impacts.

### **Noise**

Under this alternative, new onsite sources of noise would be introduced from developing a 524,811 SF business park. Roadway noise would increase as well from the increase in employee and truck trips. As shown in Table 7-1, below, operation of this alternative would result in approximately 6,529 daily trips, which is

an increase of 5,599 trips over what was analyzed for the proposed Project. Therefore, this alternative would result in a large increase in roadway noise when compared to the proposed Project. Short-term noise and vibration impacts would occur during construction. Due to the increase in daily trips, this alternative could potentially result in significant impacts related to roadway noise. Therefore, this alternative would result in greater impacts than those associated with the Project.

**Paleontological Resources**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. The same mitigation measures regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts with mitigation, and therefore, would be consistent with the Project’s impact.

**Population and Housing**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. Based on the General Plan EIR’s generation rate of one worker for every 600 square feet of Business Park (BP) building area, this alternative has the potential to result in the need for approximately 875 employees in comparison to the Project’s 423 estimated employee generation. This employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

**Public Services**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. Construction of this alternative would result in generally similar impacts, if not a slightly greater demand for public services based on the increased employment generated. The same fire and sheriff’s stations would serve the alternative, and the increase in square footage developed would likely increase the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees pursuant to County Ordinance No. 659 and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would be reduced to less than significant under this alternative as under the Project.

**Transportation**

Under this alternative, new trips would be introduced from developing a 524,811 SF business park. Under this alternative, development of the 20.57-acre site to the maximum allowed FAR would result in approximately 6,529 daily trips, as shown in Table 7-1.

**Table 7-1: Alternative 2 Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
Business Park <sup>1</sup>	TSF	12.44	1.15	0.20	1.35	0.32	0.90	1.22
<u>Trip Generation</u>								
Business Park	524.811 TSF	6529	602	106	708	166	474	640

TSF = Thousand Square Feet

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition, 2021*, Land Use Code 770-Business Park.

This alternative would result in substantially more trips than the Project, which is calculated to generate 926 daily trips including 52 AM peak hour and 72 PM peak hour trips.<sup>1</sup> With respect to VMT, this alternative would involve business park development and also would generate more jobs as compared to the proposed Project. Because the Project site is located within an area with a relatively low jobs-to-housing ratio, impacts to VMT under this alternative could be reduced in comparison to the Project. However, this alternative likely would not avoid the Project's significant and unavoidable impacts related to VMT as Home-based work VMT is largely location-based. Overall, this alternative would result in increased impacts in comparison to the proposed Project.

### **Tribal Cultural Resources**

Under this alternative, the entire 20.57-acre Project site would be fully built out to the maximum extent allowed under the existing General Plan land use and zoning designations, for a square footage of 524,811 SF business park. Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the business park and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources, and therefore, would be consistent with the Project's impact.

### **Utilities and Service Systems**

The level of development onsite would be increased under this alternative as compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the County General Plan, which are used by EMWD for long-term planning purposes. Although impacts would be increased under this alternative due to the increase in building demand and associated demand for water resources, impacts to water supply would be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate more wastewater than the proposed Project. In addition, this alternative would be subject to County and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of El Sobrante Landfill, Badlands Landfill, or Lamb Canyon Landfill capacity. However, this alternative would result in an increase in building square footage and would generate more solid waste than the proposed Project. Overall, this alternative would result in less than significant impacts related to utilities and service systems, but would result in an increase in impacts in comparison to the proposed Project.

## **7.7.2 CONCLUSION**

### **Ability to Reduce Impacts**

The No Project/Buildout of Existing Land Use Alternative would result in development of the Project site consistent with the underlying land use to its maximum buildout potential of 524,811 SF of business park

<sup>1</sup> In order to provide the highest potential peak hour trip generation, the Traffic Impact Analysis utilized trip rates for High-Cube Fulfillment (WSP) for 100% of the building area. However, the Air Quality Impact Analysis, Health Risk Assessment, Energy Analysis, Greenhouse Gas Analysis, and Noise Impact Analysis utilized trip rates for 70% High-Cube Fulfillment (WSP) and 30% High-Cube Cold Storage Warehouse (ITE). In that manner, all technical analyses present the worst-case scenario analysis for their respective impacts.

uses. Development under the No Project/Buildout of Existing Land Use Alternative would increase Project square footage by approximately 20.7%. This alternative would result in increased impacts to 6 of the 17 environmental topics analyzed in this Draft EIR. However, this alternative would not avoid the Project's significant and unavoidable VMT impact and could potentially result in significant impacts related to air quality emissions (see Table 7-3).

#### **Ability to Achieve Project Objectives**

As shown in Table 7-4, below, the No Project/Buildout of Existing Land Use Alternative would generally meet the Project objectives. This alternative would develop an underutilized property by adding employment-generating uses and would attract new businesses and employment. Furthermore, the No Project/Buildout of Existing Land Use Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop a business park building along a major truck route, within close proximity to I-215.

## **7.8 ALTERNATIVE 3: REDUCED PROJECT**

This Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a 160,000 SF industrial building with approximately 112,000 SF of nonrefrigerated warehouse uses and 48,000 SF of refrigerated storage. Development under the Reduced Project Alternative would reduce Project square footage by approximately 63%. As with the Project, the entire 20.57-acre site would be developed, but the reduced square footage would allow for increased setbacks and parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

Infrastructure and circulation improvements would still be required to adequately serve the development; however, stormwater facilities would be sized smaller due to the decrease in impervious areas. Like the proposed Project, this alternative would not require a General Plan Amendment from the existing land use designation of BP (Business Park), or a Zone change from the M-SC (Manufacturing-Service Commercial) designation.

### **7.8.1 ENVIRONMENTAL IMPACTS**

#### **Aesthetics**

Under this alternative, the Project site would be developed with a 160,000 SF industrial building with approximately 112,000 SF of nonrefrigerated warehouse uses and 48,000 SF of refrigerated storage. Development under the Reduced Project Alternative would reduce Project square footage by approximately 63%. This alternative would also introduce a new building and landscaping into the Project site. The alternative would result in increased setbacks and a larger landscaped area than what is proposed by the Project. While the alternative would result in a smaller building onsite, the alternative would be visually compatible with surrounding industrial development to the east of the Project site. This alternative would introduce new sources of light and glare but would be similarly subject to County Ordinances. This alternative would result in less than significant impacts to aesthetics, and therefore, would be consistent with the Project's impact.

#### **Agriculture and Forest Resources**

Under this alternative the existing 20.57 acres of Farmland of Local Importance would be developed with a warehouse building. In addition, impacts to areas surrounding the Project site that are zoned Light Agricultural (A-1) would be consistent with those under the proposed Project. The Project site and surrounding areas are not zoned for 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 Government Code section 51104(g)). This alternative would result in less than significant impacts to agricultural and forest resources, and therefore, would be consistent with the Project's impact.

**Air Quality**

Under the Reduced Project Alternative, approximately 60 percent less build area would be developed within the Project site. Under this alternative, air quality impacts would be less than those under the proposed Project due to the decrease in square footage. While this alternative's maximum peak construction emissions would be reduced to a less than significant level like the Project, since the same acreage would be developed under the Project, construction emissions would be similar to those under the proposed Project. The Reduced Project Alternative would develop approximately 63% less building square footage. As the Project would result in emissions below SCAQMD thresholds, the Reduced Project Alternative would also result in emissions below SCAQMD thresholds. Therefore, this alternative would result in less than significant impacts to air quality, but would result in less overall air quality impacts compared to the Project.

**Biological Resources**

Under this alternative, the entire 20.57-acre Project site would be developed with a warehouse building. Development of this alternative would require removal of existing vegetation in open areas and vacant lots and could potentially impact special status plants, animals, or sensitive vegetation communities. As such, the impacts to biological resources at the Project site would be similar to the Project and require the same mitigation measures. These mitigation measures would also reduce potential impacts from this alternative to a less than significant level. This alternative would result in less than significant impacts to biological resources, and therefore, would be consistent with the Project's impact.

**Cultural Resources**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a warehouse building. Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the business park and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to cultural resources, and therefore, would be consistent with the Project's impact.

**Energy**

Under the Reduced Project Alternative, approximately 63 percent less building area would be developed within the Project site. This would result in an approximately 63 percent decrease in the demand for energy in comparison to the proposed Project, which was determined to be less than significant. This alternative would also be required to be in compliance with Title 24 requirements. Therefore, impacts to energy from the Reduced Project Alternative would be less than those associated with the proposed Project, and remain less than significant. Therefore, while Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be less.

**Geology and Soils**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a warehouse building. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

**Greenhouse Gases**

Under the Reduced Project Alternative, approximately 63 percent less building area would be developed within the Project site. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment, and less traffic-associated GHG emissions than the proposed Project. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project. Due to the large decrease in square footage developed under the Reduced Project Alternative, emissions of GHG emissions would be below the 3,000 MTCO<sub>2e</sub> threshold set by SCAQMD. Therefore, this alternative would not require the same mitigation requiring the application of GHG reduction measures based on the County's CAP Screening Tables as under the Project. Therefore, impacts related to GHG emissions would be less than significant, and therefore, would be less under this alternative than the proposed Project.

**Hazards and Hazardous Materials**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a 160,000 SF industrial building. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

**Hydrology and Water Quality**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a 160,000 SF industrial building. Due to the decrease in square footage developed, it is likely that development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project but would likely require a smaller sized basin. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Therefore, this alternative would result in similar less than significant impacts as the Project; and therefore, would be consistent with the Project's impact.

**Land Use and Planning**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a 160,000 SF industrial building. As such, there would be no conflicts with applicable land use plans, policies, or regulations resulting in significant environmental effects. Both the Project and the Reduced Project Alternative would be fully consistent with the Riverside County General Plan and MVAP, and the SCAG 2020-2045 RTP/SCS. With mandatory compliance with the County's Good Neighbor Guidelines, in addition to implementation of measures to address other environmental issues (e.g., transportation, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

**Noise**

Under this alternative, new onsite sources of noise would be introduced from developing a 160,000 SF industrial building. Roadway noise would increase as well from the increase in employee and truck trips. However, operation of this alternative would result in approximately fewer daily trips in comparison to the proposed Project. Therefore, this alternative would result in a decrease in roadway noise when compared to the proposed Project. Short-term noise and vibration impacts would occur during construction. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the County's daytime or nighttime noise standards; however, due to the less intense development on site under

this alternative, impacts would be reduced under the Reduced Project Alternative as compared to the Project. Therefore, this alternative would result in fewer impacts than those associated with the Project.

**Paleontological Resources**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a warehouse building. The same mitigation measures regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts with mitigation, and therefore, would be consistent with the Project’s impact.

**Population and Housing**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a 160,000 SF industrial building. Based on the General Plan EIR’s generation rate of one worker for every 1,030 square feet of Light Industrial (LI) building area, this alternative has the potential to result in the need for approximately 155 employees in comparison to the Project’s 423 estimated employee generation. This employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

**Public Services**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a 160,000 SF industrial building. Construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for public services based on the decreased employment generated. The same fire and sheriff’s stations would serve the alternative, and the decrease in square footage developed would likely decrease the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees pursuant to County Ordinance No. 659 and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would be reduced to less than significant under this alternative as under the Project.

**Transportation**

Under this alternative, new trips would be introduced from developing a 160,000 SF light industrial warehouse. Under this alternative, development of the 160,000 SF warehouse would result in approximately 274 daily trips, as shown in Table 7-2.

**Table 7-2: Alternative 3 Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
Warehousing <sup>1</sup>	TSF	1.71	0.131	0.039	0.170	0.050	0.130	0.180
<b><u>Trip Generation</u></b>								
Warehousing	160.000 TSF	274	21	7	28	8	21	29

TSF = Thousand Square Feet

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition, 2021*, Land Use Code 150-Warehousing.



This alternative would result in substantially fewer trips than the Project, which is calculated to generate 926 daily trips including 52 AM peak hour and 72 PM peak hour trips.<sup>2</sup> With respect to VMT, this alternative would result in fewer than 3,000 MTCO<sub>2</sub>e of GHG emissions and would screen out of conducting a VMT analysis pursuant to the County's Small Projects Screening/Low GHG Emissions Based Screening. Therefore, it would be presumed that this alternative would result in less than significant impacts related to VMT. Therefore, the Reduced Project Alternative would avoid the Project's significant and unavoidable impact related to VMT and associated VMT reduction mitigation measures. Overall, this alternative would result in fewer impacts in comparison to the proposed Project.

### **Tribal Cultural Resources**

Under this alternative, the entire 20.57-acre Project site would be fully built out with a 160,000 SF industrial building. Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the warehouse and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources, and therefore, would be consistent with the Project's impact.

### **Utilities and Service Systems**

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the County General Plan, which are used by EMWD for long-term planning purposes. Although impacts would be decreased under this alternative due to the decrease in building demand and associated demand for water resources, impacts to water supply would still be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate less wastewater than the proposed Project. In addition, this alternative would be subject to County and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of El Sobrante Landfill, Badlands Landfill, or Lamb Canyon Landfill capacity. However, this alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would result in less than significant impacts related to utilities and service systems, but would result in a decrease in impacts in comparison to the proposed Project.

## **7.8.2 CONCLUSION**

### **Ability to Reduce Impacts**

The Reduced Project Alternative would result in development of a 160,000 SF industrial building with approximately 112,000 SF of nonrefrigerated warehouse uses and 48,000 SF of refrigerated storage. Development under the Reduced Project Alternative would reduce Project square footage by approximately 63%. As with the Project, the entire 20.57-acre site would be developed. This alternative would result in lessened impacts to 6 of the 17 environmental topics analyzed in this Draft EIR and would avoid the Project's

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<sup>2</sup> In order to provide the highest potential peak hour trip generation, the Traffic Impact Analysis utilized trip rates for High-Cube Fulfillment (WSP) for 100% of the building area. However, the Air Quality Impact Analysis, Health Risk Assessment, Energy Analysis, Greenhouse Gas Analysis, and Noise Impact Analysis utilized trip rates for 70% High-Cube Fulfillment (WSP) and 30% High-Cube Cold Storage Warehouse (ITE). In that manner, all technical analyses present the worst-case scenario analysis for their respective impacts.

significant and unavoidable impact to VMT. Additionally, fewer mitigation measures would be applicable to this alternative (see Table 7-3).

### **Ability to Achieve Project Objectives**

As shown in Table 7-4, below, the Reduced Project Alternative would partially meet the majority of Project objectives, but not to the same extent as the proposed Project. This alternative would develop an underutilized property by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Reduced Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop the property consistent with current zoning along a major truck route, within close proximity to I-215.

## **7.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from a proposed Project. The Environmentally Superior Alternative for this Project would be Alternative 1: No Project/No Development. The No Project/No Development Alternative would avoid the significant and unavoidable impacts of the Project related to VMT; and would avoid the implementation of the mitigation measures that are identified in Chapter 5.0 of this Draft EIR that are related to: biological resources, cultural resources, geology and soils, GHGs, transportation, and tribal cultural resources. However, this alternative would not improve the environment by improving stormwater runoff quality and providing conveyance infrastructure in an area without any stormwater drainage systems.

Additionally, State CEQA Guidelines Section 15126.6(3)(1) states:

*The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added.)*

Therefore, pursuant to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 3: Reduced Project Alternative, which would involve developing the Project site with a 160,000 SF industrial warehouse building.

This alternative would result in lessened impacts to 6 of the 17 environmental topics analyzed in this EIR and would avoid the significant and unavoidable Project impacts to VMT. However, this alternative would be required to implement applicable mitigation measures regarding biological resources, cultural resources, geology and soils, and tribal cultural resources. Moreover, the Reduced Project Alternative would not meet the Project objectives to the same extent.

CEQA does not require the Lead Agency (the County of Riverside) to choose the environmentally superior alternative. Instead, CEQA requires the County to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 7-3 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 7-4 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

**Table 7-3: Impact Comparison of the Proposed Project and Alternatives**

	<b>Proposed Project</b>	<b>Alternative 1 No Project / No Development</b>	<b>Alternative 2 No Project / Buildout of Existing Land Use</b>	<b>Alternative 3 Reduced Project</b>
<b>Aesthetics</b>	Less than significant	Less than Project	Same as Project	Same as Project
<b>Agriculture and Forest Resources</b>	Less than significant	Less than Project	Same as Project	Same as Project
<b>Air Quality</b>	Less than significant	Less than Project	Greater than Project	Less than Project
<b>Biological Resources</b>	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
<b>Cultural Resources</b>	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
<b>Energy</b>	Less than significant	Less than Project	Greater than Project	Less than Project
<b>Geology and Soils</b>	Less than significant	Less than Project	Same as Project	Same as Project
<b>Greenhouse Gases</b>	Less than significant with mitigation	Less than Project, and no mitigation	Greater than Project	Less than Project, and no mitigation
<b>Hazards and Hazardous Materials</b>	Less than significant	Less than Project	Same as Project	Same as Project
<b>Hydrology and Water Quality</b>	Less than significant	Neutral to Project	Same as Project	Same as Project
<b>Land Use and Planning</b>	Less than significant	Less than Project	Same as Project	Same as Project
<b>Noise</b>	Less than significant	Less than Project	Greater than Project	Less than Project
<b>Paleontological Resources</b>	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
<b>Population and Housing</b>	Less than significant	Less than Project	Same as Project	Same as Project
<b>Public Services</b>	Less than significant	Less than Project	Same as Project	Same as Project
<b>Transportation</b>	Significant and Unavoidable	Less than Project, and no mitigation	Greater than Project	Less than Project, and no mitigation
<b>Tribal Cultural Resources</b>	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
<b>Utilities and Service Systems</b>	Less than significant	Less than Project	Greater than Project	Less than Project
<b>Reduce Impacts of the Project?</b>		Yes	No	Yes
<b>Areas of Reduced Impacts Compared to the Project</b>		16	0	6

**Table 7-4: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives**

	<b>Project</b>	<b>Alternative 1 No Project / No Development</b>	<b>Alternative 2 No Project / Buildout of Existing Land Use</b>	<b>Alternative 3 Reduced Project</b>
To make efficient use of underutilized property in the Mead Valley by adding to its potential for employment-generating uses.	Yes	No	Yes	Yes, but to a lesser extent
To attract new business and employment to Riverside County and thereby promote economic growth	Yes	No	Yes	Yes, but to a lesser extent

	<b>Project</b>	<b>Alternative 1 No Project / No Development</b>	<b>Alternative 2 No Project / Buildout of Existing Land Use</b>	<b>Alternative 3 Reduced Project</b>
To create new jobs to reduce the need for members of the local workforce to commute outside the Project vicinity to work.	Yes	No	Yes	Yes, but to a lesser extent
To develop an underutilized property building to host industrial uses as permissible under current land use and zoning code.	Yes	No	No	No
To develop a new industrial project that is located along, and would utilize, a major truck route to limit truck traffic through residential neighborhoods.	Yes	No	Yes	Yes, but to a lesser extent
To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.	Yes	No	Yes	Yes, but to a lesser extent

## 8.0 EIR Preparers and Persons Contacted

### 8.1 EIR Preparers

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#### **Brian F. Smith and Associates, Paleontological Resources Assessment**

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#### **ELMT Consulting, Biological Assessments**

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#### **Huitt-Zollars, Inc., Preliminary Hydrology Report, Preliminary Water Quality Management Plan**

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#### **Path Forward Environmental Engineering & Geology, Phase I Environmental Site Assessment**

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#### **Southern California Geotechnical, Geotechnical Investigation**

Ricardo Frias  
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#### **Urban Crossroads, Air Quality Impact Analysis, Greenhouse Gas Analysis, Health Risk Assessment**

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#### **Urban Crossroads, Noise Impact Analysis**

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#### **Urban Crossroads, Vehicle Miles Traveled Analysis**

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## **8.2 Persons Contacted**

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